



NYPTA FY 2022-23 State Budget Priorities

November 2021

New York's public transportation systems are changing and growing to deliver high quality mobility services that are the foundation for our communities and economy. More state investment in transit service, new mobility options, infrastructure and technology will strengthen the state's economic engine.

Ensure a Solid Financial Footing for Public Transportation to Grow

Transit systems across the state need recurring revenues that are sufficient to address structural deficits plaguing operating budgets. Sustainable revenue will allow transit systems to plan for mobility that is essential to economic growth as we emerge from the pandemic.

- Increase statewide resources to support all transit systems.
- Accelerate NYPTA's request for a 50% STOA increase over five years for non-MTA systems. Provide the remainder of the increase (a 36% STOA increase over the 2021-22 budget) in the 2022-23 State Budget.

Support the STOA Program with New, Sustainable Dedicated Tax Revenues

With state tax revenues rising, and farebox recovery down considerably since the COVID-19 pandemic began, now is the time to invest in our state's transit services and direct one or more statewide or regional taxes to provide additional recurring revenue to sustain the upstate and downstate STOA accounts.

Enact a New Non-MTA Multiyear Capital Program

In 2019, NYPTA documented a need for \$1.7 billion in transit infrastructure improvements for non-MTA systems which has now grown to over \$2.2 billion with the costs to transition to zero emission vehicles. NYPTA recommends a new 5-year capital program for non-MTA transit systems to address this growing infrastructure need.

Continue STOA Hold Harmless for Formula Systems

NYS DOT instituted a STOA hold harmless provision in FY 2020-21 and 2021-22 to avoid losses in funds for systems that receive STOA through the passenger and vehicle mile formula. The hold harmless provision should be continued in FY 2022-23 to avoid reductions in STOA funds as ridership has not yet returned to pre-pandemic levels.

NYPTA represents more than 100 transit systems across New York State, private sector manufacturers and suppliers of transit goods and services, and community and transit advocates.

