

## NYPTA 2021-22 State Budget Talking Points

- Revenue losses caused by the COVID-19 pandemic will impact transit system's finances for years to come.
- Robust transit service and the connections it provides can be a catalyst for a strong economic recovery and returning vibrancy to our communities.
- Communities want more transit options, services are being reimaged, and there is a commitment to build back better coming out of the pandemic.
- Capital funding is vital to replace over-age vehicles, improve infrastructure, and support a transition to electric vehicles. Transit infrastructure investment creates economic stimulus and jobs.
- Transit service supports growth in the economy, addresses climate change, improves social equity, and moves people from poverty to prosperity. Accelerating investment in transit will accelerate these benefits at this critical time.

## 2021-22 State Budget Recommendations

- Increase STOA above the levels in the 2020-21 enacted budget (\$238 million upstate and \$409 million downstate) towards the goal of a 50% STOA increase over 5 years.
- Extend the STOA Formula Hold Harmless provision through March 31, 2022 using pre-COVID statistics.
- Increase capital funding for non-MTA systems above the \$124.5 million in the Executive Budget and include additional funds to convert to electric vehicles.
- Develop a robust 5-year capital program for non-MTA transit for enactment by April 1, 2022.
- Continue the \$4 million for rural public transportation in the DOH budget.
- Support the MTA's priorities and legislative proposals in Parts B, E, F, G, H, and I of the TED bill.

**TRANSIT MOVES  
THE ECONOMY**