



NYPTA Transit Recommendations for Final FY 2023-24 State Budget (March 20, 2023)

1. Provide the largest possible STOA increase to all upstate and downstate non-MTA transit systems, but no less than 20%.
2. Provide dedicated, sustainable revenues to fund all transit systems across the state.

STOA:

Executive – STOA increases of 7.1% for upstate systems, 8.5% for downstate non-MTA

Senate – STOA increases of 20% for upstate systems, 20% for downstate non-MTA

Assembly – STOA increases of 26% for upstate systems, 41% for downstate non-MTA

NYPTA Recommendation – Provide the largest possible STOA increase to all upstate and downstate non-MTA transit systems, but no less than 20%. Continue the STOA program hold-harmless for formula systems impacted by Covid pandemic ridership losses.

Dedicated Revenue:

Executive – Increases Payroll Mobility Tax revenues to MTA and dedicates future NYC casino revenues to MTA

Senate – Rejects Executive proposed payroll tax increase for MTA and instead increases corporate tax surcharge to fund MTA. Proposes new 50-cent TNC fee for MTA and transit statewide

Assembly – Rejects Executive proposed payroll tax increase for MTA and instead proposes increase in corporate income tax, new 25-cent package delivery fee, and new fee on digital services to fund MTA and transit statewide

NYPTA Recommendation – Provide dedicated, sustainable revenues to fund all transit systems across the state. Provide MTA with adequate dedicated, sustainable revenues not subject to appropriation.

Non-MTA Capital Funding:

Executive - \$159.5 m.

Senate – \$159.5 m.

Assembly – \$239.5 m. with added \$80 m. lined out to larger individual systems

NYPTA Recommendation – \$239.5 m. for non-MTA systems as proposed by the Assembly.

On-demand Service Pilot Program for Non-MTA Systems:

Executive – \$10 m. 5-year pilot program

Senate – \$20 m. 5-year pilot program

Assembly – \$10 m. one-year pilot program

NYPTA Recommendation – Provide \$10 m. in FY 2023-24 as the first year of an on-demand pilot program.

Rural Transit Service

NYPTA Recommendation – Continue \$4 m. in state aid from the DOH budget to rural transit systems impacted by the state's Medicaid transportation policy.

