



Summary of FY 2025-26 One House Budgets – March 14, 2025

The Senate and Assembly released their FY 2025-26 one-house budgets on March 11. Thanks to the advocacy work of NYPTA leaders, members, and staff, both the Senate and Assembly budgets provide for increases in transit funding above the levels proposed in the Executive Budget. Following is a review of funding for transit programs and other provisions contained on the bills.

Senate Budget:

- Increases STOA by \$82 million to fund a 15% increase to all upstate and downstate non-MTA systems above FY 2024-25 levels, funded by state general funds. [The Executive Budget provided a 3.4% STOA increase for upstate systems and a 6.98% increase for downstate non-MTA systems.]
- Includes a \$10 million Transit Equity Pilot Program providing \$1 million to transit agencies within each of the 10 NYSDOT regions outside NYC for new bus routes to connect to large employers.
- Provides \$135 million to MTA to expand several free fare programs and discounted City Ticket.
- Adds \$200,000 to fund an Orange County park and ride.
- Adds \$50 million in capital funding for non-MTA systems to the level proposed in the Executive Budget; also restores NFTA's \$26 million for rail capital, for a total of \$295.5 million in non-MTA capital funding. Includes language supporting "creation of a new five-year capital program for Non-MTA transit systems."
- Adds \$100,000 in capital funding to MTA (above the Executive Budget) for match for the Queens Link Project.
- Includes \$250,000 to RTS to study a BRT corridor on Lake Ave.
- Includes language allowing piggybacking on zero-emission bus contracts to reduce costs.

Assembly Budget:

- Increases STOA to upstate transit systems by \$12.1 million to fund a 7% increase above FY 2024-25 levels, funded by state general funds. Downstate non-MTA systems remain at the 6.98% increase proposed in the Executive Budget. [The Executive Budget provided 3.4% STOA increase for upstate systems and 6.98% increase for downstate non-MTA systems.]
- Provides CNYRTA with an additional \$1.757 million in STOA for takeover of Cortland County service, with \$757,000 transferred from the Formula System line item, and \$1 million as a one-time increase.
- Provides \$6 million to MTA for EZ pass rebates for Staten Island residents.
- Adds \$100 million in additional capital funds for non-MTA systems to the level proposed in the Executive Budget (for a total of \$319.5 million) as follows:
 - Doubles the \$20 million in capital funds provided to upstate systems by line item to \$40 million (see capital funding table below).

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- Adds \$54 million in capital funds to non-MTA systems; restores NFTA’s \$26 million for rail capital.

MTA Capital Plan – Both houses include the \$3 billion capital appropriation to MTA proposed in the Executive Budget that requires equal NYC match, and include language on the importance of the MTA 2025-29 Capital Plan and the need to find resources to fund the plan.

Article VII Legislation

Transportation, Economic Development and Environmental Conservation:

- Part B – Adds a Cortland County contribution to CNYRTA **[Included by Senate and Assembly]**
- Part I – Extends MTA tax increment financing **[Included by Senate (with amendments) and Assembly]**
- Part J – MTA compulsory arbitration **[Included by Senate and Assembly]**
- Part K – Extends MTA property valuation agreement **[Included by Senate and Assembly]**
- Part L – Makes permanent MTA paratransit reimbursement **[Included by Assembly (with amendment); Senate omits]**
- Part M – Requires New York City to match the \$3 billion in state aid for MTA’s 2025-29 Capital Plan **[Included by Senate and Assembly]**
- Part N – Overweight vehicle enforcement using weigh-in-motion technology **[Omitted by Senate and Assembly]**
- Part O – Automated camera enforcement for “Blocking the Box” **[Included by Senate; Omitted by Assembly]**
- Part Q – Make permanent and expand work zone speed camera program **[Included by Senate (with amendment); Omitted by Assembly]**
- Part R – Enhance transportation worker protections **[Included by Senate (with amendment); Omitted by Assembly]**
- Part JJ – Amends DASNY’s authority to support local projects **[Omitted by Senate and Assembly]**
- New Part VVV – Allows piggybacking on zero-emission bus contracts to reduce costs **[Senate]**
- New Part AAAA – Implements Senate appropriations for MTA Fair Fare and discount programs **[Senate]**
- New Part BBBB – Implements Senate appropriation expanding free fares to 15 more bus routes. **[Senate]**

Public Protection and General Government

- Part N – Enhance the transit ban for MTA facilities **[Omitted by Senate and Assembly]**
- Part O – Expand definition of criminal trespass and burglary to add transportation facilities **[Omitted by Senate and Assembly]**
- Part P - Aggravated transportation offense **[Omitted by Senate and Assembly]**

Below is a table comparing Executive, Senate, and Assembly budget STOA funding to FY 2024-25 levels.

FYE 2026 Upstate Capital Funding				
	FYE 2026	FYE 2026	FYE 2026	FYE 2025
UPSTATE	Executive	Senate	Assembly	Enacted
CDTA	\$3,596,000	\$3,596,000	\$7,192,000	\$3,596,000
CNYRTA	\$3,282,600	\$3,282,600	\$6,565,200	\$3,282,600
RGRTA	\$3,985,700	\$3,985,700	\$7,971,400	\$3,985,700
NFTA	\$5,177,500	\$5,177,500	\$10,355,000	\$5,177,500
Formula	\$3,958,200	\$3,958,200	\$7,916,400	\$3,958,200
Upstate Subtotal	\$20,000,000	\$20,000,000	\$40,000,000	\$20,000,000

STOA Appropriations – FYE 2026 Executive, Senate, Assembly Budget vs FYE 2025 Enacted										
Line Item	FYE 2026			FYE 2025	Executive		Senate		Assembly	
	Executive	Senate	Assembly	Enacted	Change FYE26- FYE25	% Change FYE26- FYE25	Change FYE26- FYE25	% Change FYE26- FYE25	Change FYE26- FYE25	% Change FYE26- FYE25
DOWNSTATE										
MTA	\$3,272,110,808	\$3,272,110,808	\$3,272,110,808	\$3,178,808,702	\$93,302,106	2.94%	\$93,302,106	2.94%	93,302,106	2.94%
MTA Rail	1,108,814,400	1,108,814,400	1,108,814,400	1,063,580,300	45,234,100	4.25%	45,234,100	4.25%	45,234,100	4.25%
MTA Toll Subsidy & Other Add	26,000,000	161,000,000	32,000,000	26,000,000	0	0.00%	135,000,000	519.23%	6,000,000	23.08%
MTA Total (1)	4,406,925,208	4,541,925,208	4,412,925,208	4,268,389,002	138,536,206	3.25%	273,536,206	6.41%	144,536,206	3.39%
Rockland	6,398,800	6,878,725	6,398,800	5,981,500	417,300	6.98%	897,225	15.00%	417,300	6.98%
NYC Si Ferry	62,423,700	67,105,145	62,423,700	58,352,300	4,071,400	6.98%	8,752,845	15.00%	4,071,400	6.98%
Westchester	104,775,800	112,633,530	104,775,800	97,942,200	6,833,600	6.98%	14,691,330	15.00%	6,833,600	6.98%
Nassau	126,724,300	136,228,080	126,724,300	118,459,200	8,265,100	6.98%	17,768,880	15.00%	8,265,100	6.98%
Suffolk	49,291,100	52,987,745	49,291,100	46,076,300	3,214,800	6.98%	6,911,445	15.00%	3,214,800	6.98%
South Fork Bus Service	500,000	500,000	500,000	750,000	-250,000	-33.33%	-250,000	-33.33%	-250,000	-33.33%
NYCDOT	166,818,100	179,328,700	166,818,100	155,938,000	10,880,100	6.98%	23,390,700	15.00%	10,880,100	6.98%
NYSDOT Trans-Hudson	11,000,000	11,000,000	11,000,000	11,000,000	0	0.00%	0	0.00%	0	0.00%
Formula	60,511,300	65,049,290	60,511,300	56,564,600	3,946,700	6.98%	8,484,690	15.00%	3,946,700	6.98%
Hudson-Chatham Shuttle	0	200,000	0	200,000	-200,000	-100.00%	0	0.00%	-200,000	-100.00%
Middletown Free Fare	0	0	0	200,000	-200,000	-100.00%	-200,000	-100.00%	-200,000	-100.00%
Orange Co Park & Ride		200,000			0		200,000		0	
Hudson Valley Transit Study	1,000,000	1,000,000	1,000,000	0	1,000,000		1,000,000		1,000,000	
Transit Equity Pilot Program		2,000,000			0		2,000,000		0	
Supplemental	6,200,000	6,200,000	6,200,000	6,200,000	0	0.00%	0	0.00%	0	0.00%
Non-MTA Total	595,643,100	641,311,215	595,643,100	557,664,100	37,979,000	6.81%	83,647,115	15.00%	37,979,000	6.81%
Downstate Subtotal	5,002,568,308	5,183,236,423	5,008,568,308	4,826,053,102	176,515,206	3.66%	357,183,321	7.40%	182,515,206	3.78%
UPSTATE										
CDTA	68,205,100	75,871,710	70,593,700	65,975,400	2,229,700	3.38%	9,896,310	15.00%	4,618,300	7.00%
CNYRTA (2)	56,353,400	61,874,715	59,326,900	53,804,100	2,549,300	4.74%	8,070,615	15.00%	5,522,800	10.26%
RGRTA	67,537,300	75,128,810	69,902,500	65,329,400	2,207,900	3.38%	9,799,410	15.00%	4,573,100	7.00%
NFTA	87,732,500	97,594,060	90,804,900	84,864,400	2,868,100	3.38%	12,729,660	15.00%	5,940,500	7.00%
Formula	64,593,600	72,667,350	66,855,700	63,189,000	1,404,600	2.22%	9,478,350	15.00%	3,666,700	5.80%
Transit Equity Pilot Program		8,000,000			0		8,000,000		0	
Supplemental	2,800,000	2,800,000	2,800,000	2,800,000	0	0.00%	0	0.00%	0	0.00%
Upstate Subtotal	347,221,900	393,936,645	360,283,700	335,962,300	11,259,600	3.35%	57,974,345	17.26%	24,321,400	7.24%
STOA Total	\$5,349,790,208	\$5,577,173,068	\$5,368,852,008	\$5,162,015,402	\$187,774,806	3.64%	\$415,157,666	8.04%	\$206,836,606	4.01%

(1) MTA receives approximately \$8 billion in total operating aid including the Payroll Mobility Tax and other revenues received directly.
(2) CNYRTA receives additional funds for takeover of Cortland County transit service in the Executive and Assembly budgets which is also subtracted from the Upstate Formula line, plus an additional \$1 m.