



November 21, 2024

Honorable Andrea Stewart – Cousins
Senate Majority Leader
Legislative Office Building, Room 907
Albany, NY 12247

Dear Senator Stewart-Cousins,

The New York Public Transit Association (NYPTA), represents more than 100 transit systems, including the MTA along with manufacturers, suppliers, and supporters throughout New York State, urges you to increase funding to all public transit systems in the 2025-26 state budget.

The services provided by the MTA are critical to the region's economy. Improving MTA's infrastructure is essential to providing adequate, safe, and reliable service to millions of daily customers.

As you also know, there are significant transit services in upstate New York and in the downstate suburbs beyond the MTA. These systems operate more than 3,000 vehicles and other infrastructure that is vital to providing mobility in their communities - serving 500,000 customers daily. Improving their services and infrastructure requires strong state support and additional state investment.

The non-MTA transit systems have developed innovative programs that improve mobility their communities. They are investing in improved services, better infrastructure, and strong partnerships that connect New York. This has resulted in increased ridership and a demand for even more service.

Transit systems across the state must respond by providing deeper connections throughout communities. This includes resources to compete for and retain quality employees. They also need to replace outdated facilities and prepare to accommodate zero-emission fleets.

As you work to develop the financial resources to support the MTA and its Capital Program in the FY 2025-26 budget, NYPTA urges you to consider the capital and operating needs of the rest of the state's transit systems, including:

- \$1 billion over the next five years to support the capital needs of non-MTA systems. NYPTA proposes that this be part of a statewide solution that also addresses the MTA Capital Program.
- \$290 million over the next two years (FY's 2025-26 and 2026-27)) to fund increases in state transit operating aid and support growth for non-MTA systems.
- Dedication of revenue from The Cap and Invest Program to transit systems statewide.
- Establishment of a state commission to address the limited dedicated revenue sources that fund non-MTA transit systems.

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Thank you for your support. NYPTA members are ready to work with you to find the resources to support the state's transit services.

Sincerely,

A handwritten signature in black ink that reads "James Morrell". The signature is written in a cursive style with a large, stylized initial "J".

James Morrell, President