

October 19, 2026

Legislative Update

Fred Hiffa and Megan Osika

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NYS Tolling Authorities

- New York State Thruway Authority (NYSTA)
- Metropolitan Transportation Authority Bridges and Tunnels (MTAB&T)
- Port Authority of New York and New Jersey (PANYNJ)
- New York State Bridge Authority (NYSBA)

NYS Thruway January 1, 2027 Toll Increase

For a 3-axle bus using a NY E-ZPass from Exit 23 (Albany) to Exit 1 (Bronx/NYC line), the total toll increase from 2026 to 2027 is $2.34.

Mainline Mileage Segment (Albany to Westchester)
2026 Base Toll: $17.95
2027 Base Toll: $18.85
Segment Increase: +$0.90 (A flat 5% system-wide mileage increase for NY E-ZPass accounts)

Governor Mario M. Cuomo Bridge Crossing
2026 Bridge Toll: $29.48
2027 Bridge Toll: $31.60
Bridge Increase: +$2.18

Total One-Way Calculation
Total 2026 Toll: $47.43
Total 2027 Toll: $50.51
Total Trip Increase: +$3.08 per one-way run (6.5%⬆)

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Proposed MTA 4% Increase Across the Board for All Bridge and Tunnel Tolls starting in March 2027

2027 Bus Toll Rates

The 4% increase is applied directly to the current 2026 rates, the toll increases for franchise buses are projected to break down as follows:

- Major Crossings (Bronx-Whitestone, Throgs Neck, Robert F. Kennedy, Verrazzano-Narrows, Hugh L. Carey Tunnel, Queens Midtown Tunnel):
  - Current NY E-ZPass Rate: $6.42
  - Projected 2027 Increase: +$0.26
  - Estimated New Rate: $6.68
- Minor Crossings (Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial):
  - Current NY E-ZPass Rate: $3.39
  - Projected 2027 Increase: +$0.14
  - Estimated New Rate: $3.53

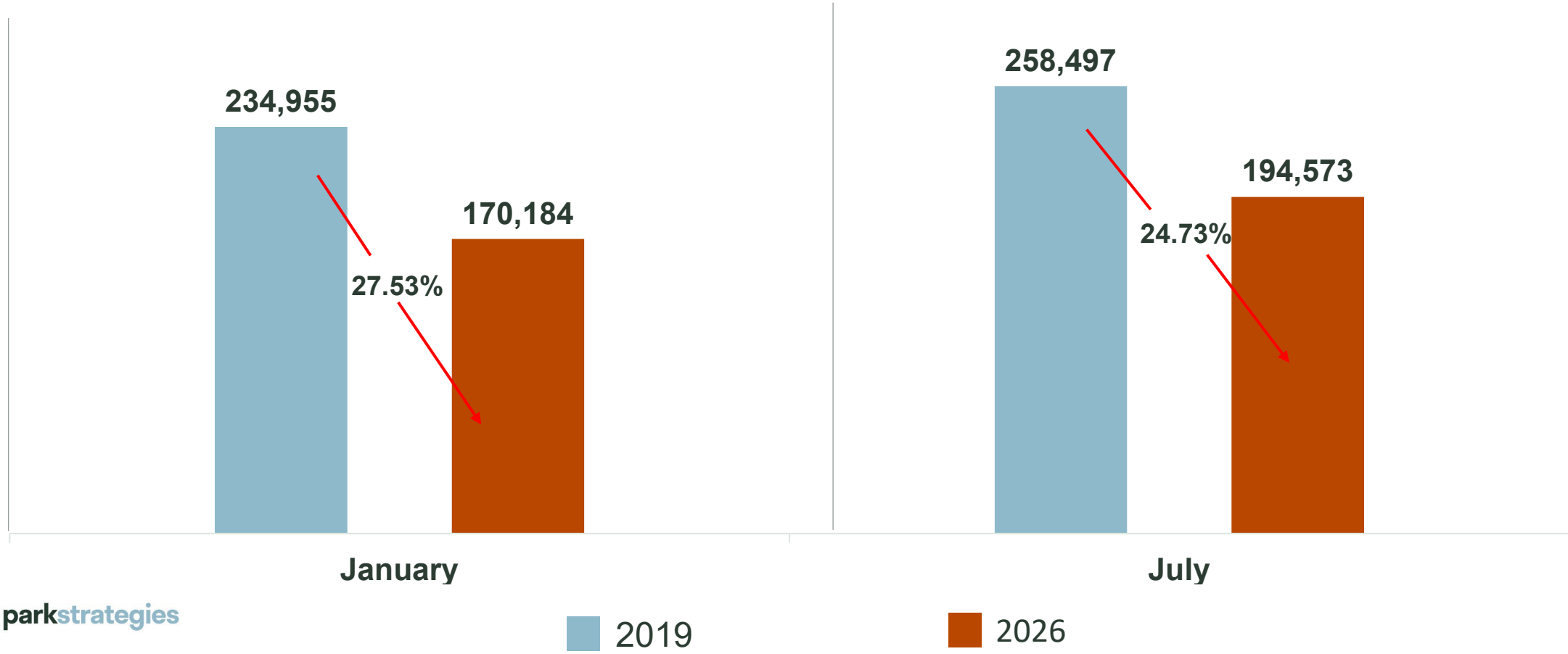
Effective July 12, 2026, PANYNJ Restructured its Bus Toll Categories

(splitting the single baseline bus rate into distinct classes)

For E-ZPass Peak rates, the tolls increased as follows

- 2-Axle Buses (Class 8B): Increased by $5.00 (rising from the prior $18.00 flat bus rate to $23.00).
- 3-Axle Buses (Class 9): Increased by $7.00 (rising from the prior $18.00 flat bus rate to $25.00).

PANYNJ
All Crossings Bus Volumes
2019 vs. 2026



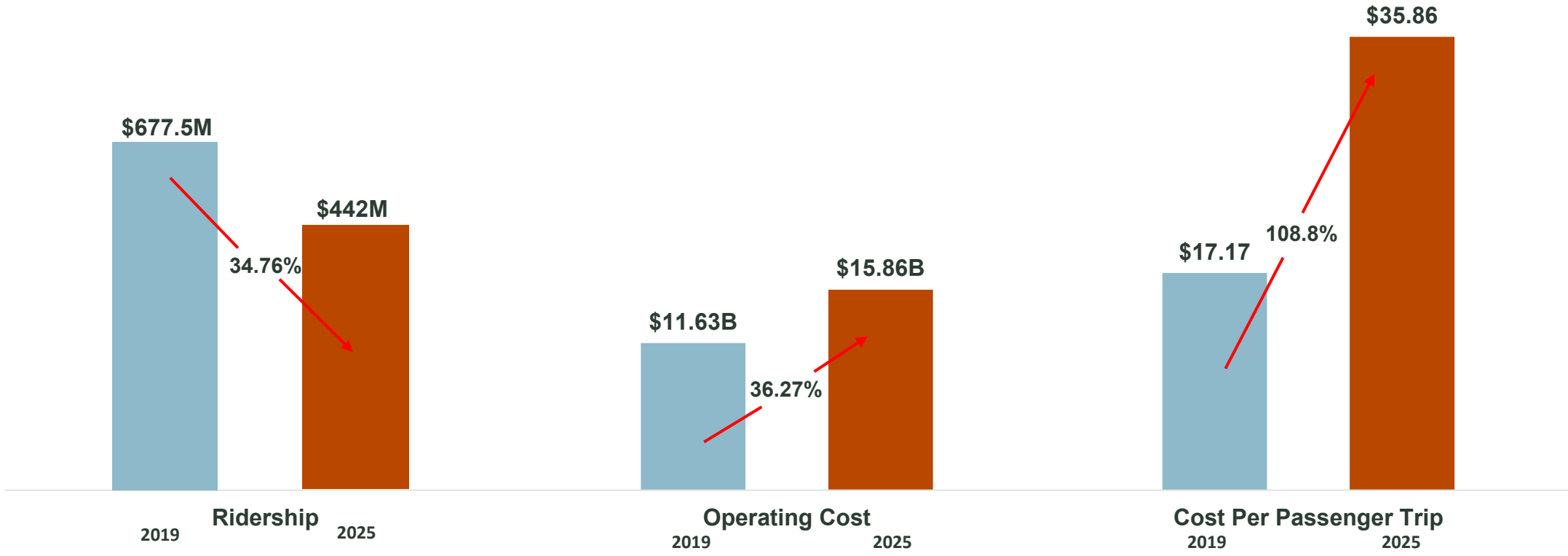
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MTA's Congestion Pricing Zone 6-year Phase-in Plan Non-Commuter Buses

- 2025–2027 (60% rate): $14.40 daytime peak
- 2028–2030 (80% rate): $19.20 daytime peak
- 2031 onward (100% full rate): $24.00 daytime peak

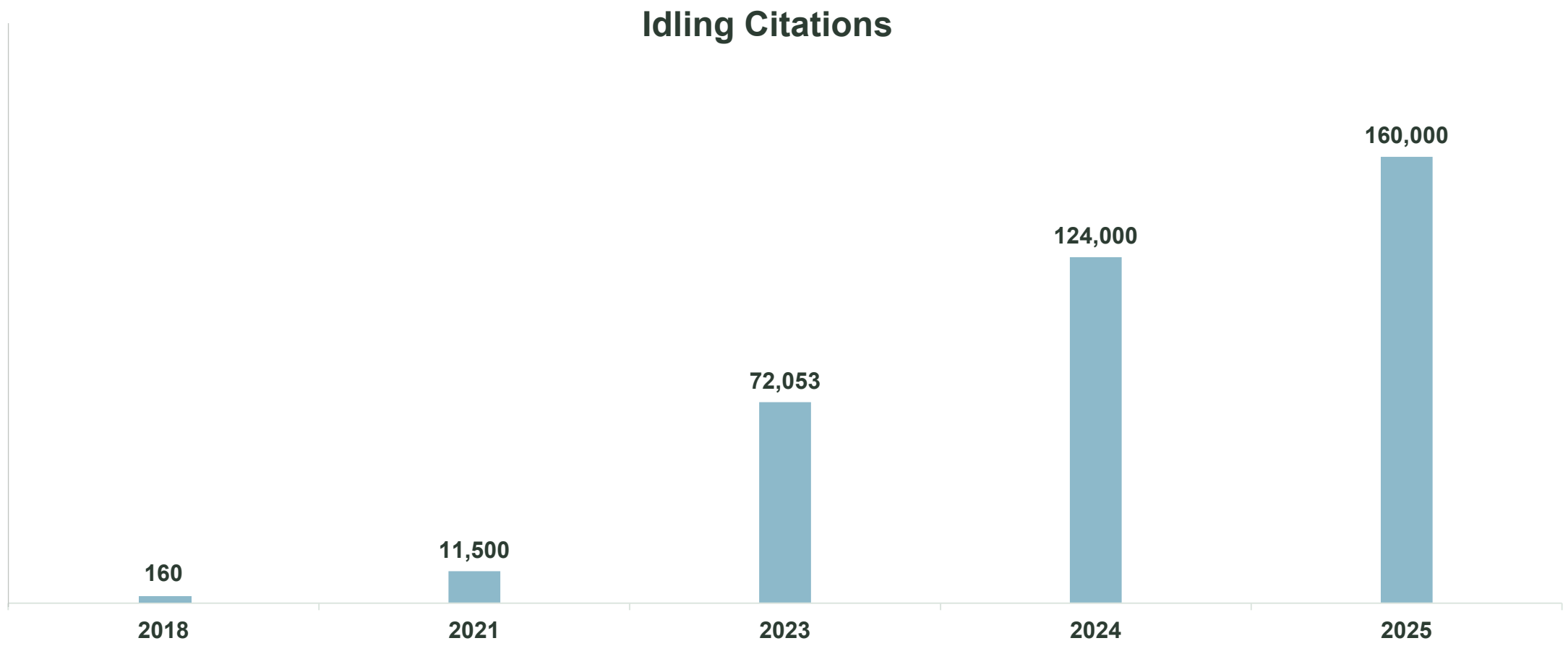
- Overnight rates for non-commuter buses will similarly rise from the current $3.60 to $4.80 in 2028

New York City Transit + MTA Bus Company
2019 vs. 2025



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NYC Anti-Idling Law



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*Through late 2026 public complaints have generated $145M

MTA Flips the Switch from Electric Buses Back to Natural Gas

- **Janno Lieber (MTA Chair, August 2026):** “So, while the electric bus industry continues to mature, MTA is moving forward with CNGs to further improve service for the millions of New Yorkers who ride MTA buses every day.”
- The 650 new compressed natural gas buses would be 40-foot-long, low-floor models that would replace 620 CNG buses that are already in service as part of the MTA’s largest single upgrade to its fleet since 2013.
- The MTA has previously said that their effort to electrify its entire fleet could cost close to $12 billion, estimating in 2022 that it would require enough power to light up 200,000 homes.

AAA-Sourced New York Diesel (Oct. 2025 – Sept. 2026)

Month	Average Price per Gallon
October 2025	$3.88
November 2025	$3.97
December 2025	$3.93
January 2026	$3.89
February 2026	$4.01
March 2026	$4.48
April 2026	$5.95
May 2026	$5.84
June 2026	$5.84
July 2026	$5.47
August 2026	*$5.72*
September 2026	**$6.52**

BANY Requests Temporary Diesel Fuel Tax Relief for Private Motorcoach Operators

New York State's taxes on highway diesel fuel:

- 8 cents per gallon in state diesel fuel excise tax.
- 14.05 cents per gallon in state petroleum business tax.
- An additional 8 cents per gallon in state sales tax.

Providing Greater Parity with Public Transportation

- Private motorcoach companies provide many of the same essential transportation services as public transit agencies, yet they do not receive the same fuel tax treatment.
- Under existing New York State law, qualifying local transit and school transportation services can receive full refunds of certain state fuel taxes. Private motorcoach operators providing charter, tour, and intercity transportation generally do not qualify for the same level of relief.
- BABY requested that this relief remain in effect for 12 months, or until diesel fuel prices return to approximately February 2026 levels, whichever occurs first, with an opportunity to evaluate its effectiveness and determine whether additional action is warranted.

New York Public Transit Association Seeks $125M Annually from Upstate Drivers

- The proposed fee would be a $25 added annual surcharge on New York State DMV vehicle registrations
- There are about 5 million registered cars in Upstate New York
- Raising $125 million more annually
- The bill covers commercial and charter buses
- Government-owned buses are exempt from registration fees

Transit Fare Revenue Comparison: 2019 vs. 2024

Transit Agency	2019 Fare Revenue	2024 Fare Revenue	Change	% Change
CDTA – Capital District	$20,882,332	$21,545,894	+$663,562	+3.2%
Centro – Central New York	$14,699,855	$11,303,820	-$3,396,035	-23.1%
Bee-Line – Westchester	$47,525,316	$26,851,710	-$20,673,606	-43.5%
NFTA – Buffalo/Niagara	$35,510,180	$27,693,192	-$7,816,988	-22.0%
RTS – Rochester	$22,065,616	$17,008,744	-$5,056,872	-22.9%
Suffolk County Transit	$8,054,770	$7,245,206	-$809,564	-10.1%
TCAT – Ithaca	$1,944,617	$2,267,108	+322,491	+16.6%
NICE – Nassau County	$40,683,233	$34,579,076	-$6,104,157	-15.0%

Upstate NY Bus Operating Cost

The direct per-mile operating costs from 2025 National Transit Database (NTD)

Transit Authority	Primary Service Region	Operating Cost Per Mile
NFTA (Niagara Frontier)	Buffalo / Niagara Falls	$11.63
RGRTA / RTS (Rochester-Genesee)	Greater Rochester Area	$10.15
CDTA (Capital District)	Albany / Schenectady / Troy	$9.42
Centro (CNYRTA)	Syracuse / Utica / Oswego	$8.38

New York State Statewide Mass Transportation Operating Assistance (STOA) payment formula provides $1.15 per vehicle mile (and $0.68 per passenger)

Will Insurance Reforms Benefit Private Motorcoach Operators?

2026 Reform	Potential Benefit to Private Bus Operators
Stronger penalties for orchestrating staged accidents	Could reduce fraudulent liability claims involving commercial buses.
Narrower definition of serious injury	Could reduce certain personal injury lawsuits and claims for pain and suffering.
Modified comparative negligence	Could limit certain injury claims brought by individuals primarily responsible for an accident.
$100,000 cap on certain non-economic damages	Could limit recovery in specified cases involving uninsured drivers, impaired drivers or drivers committing felonies.

One important limitation: The enacted legislation did not include the Governor's broader proposed reform of joint and several liability. That proposal could have been particularly significant for motorcoach operators facing lawsuits involving multiple defendants.

New York State Law Changing Electric School Bus Purchase Deadline

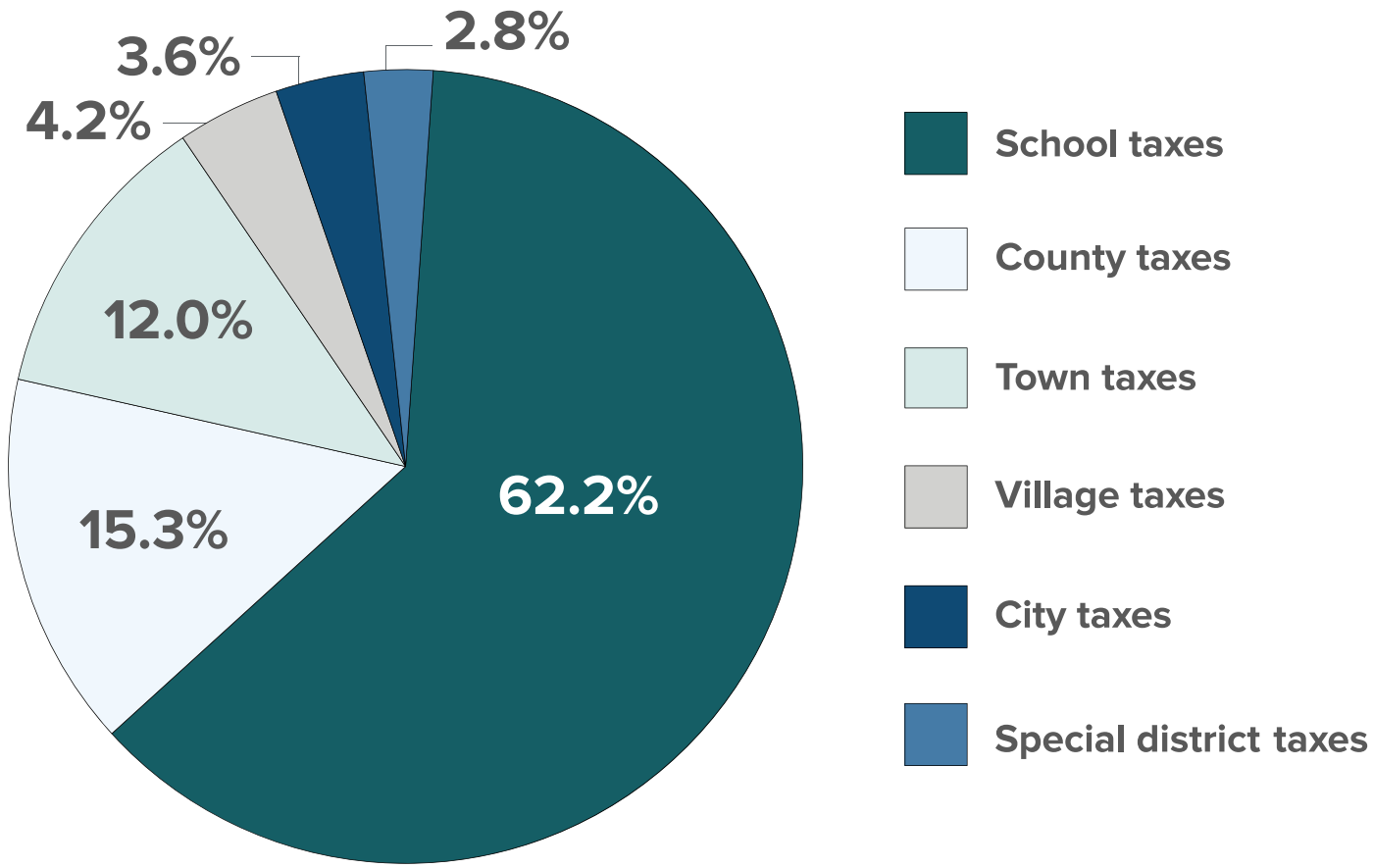
The 2026 state budget and new legislation move the deadline for school districts to buy zero-emission buses from 2027 to 2032, and the full fleet transition deadline from 2035 to 2040

This is a five-year extension from the original 2022 law, which had set the purchase deadline at July 1, 2027, and the fleet-wide transition at July 1, 2035

How It Works

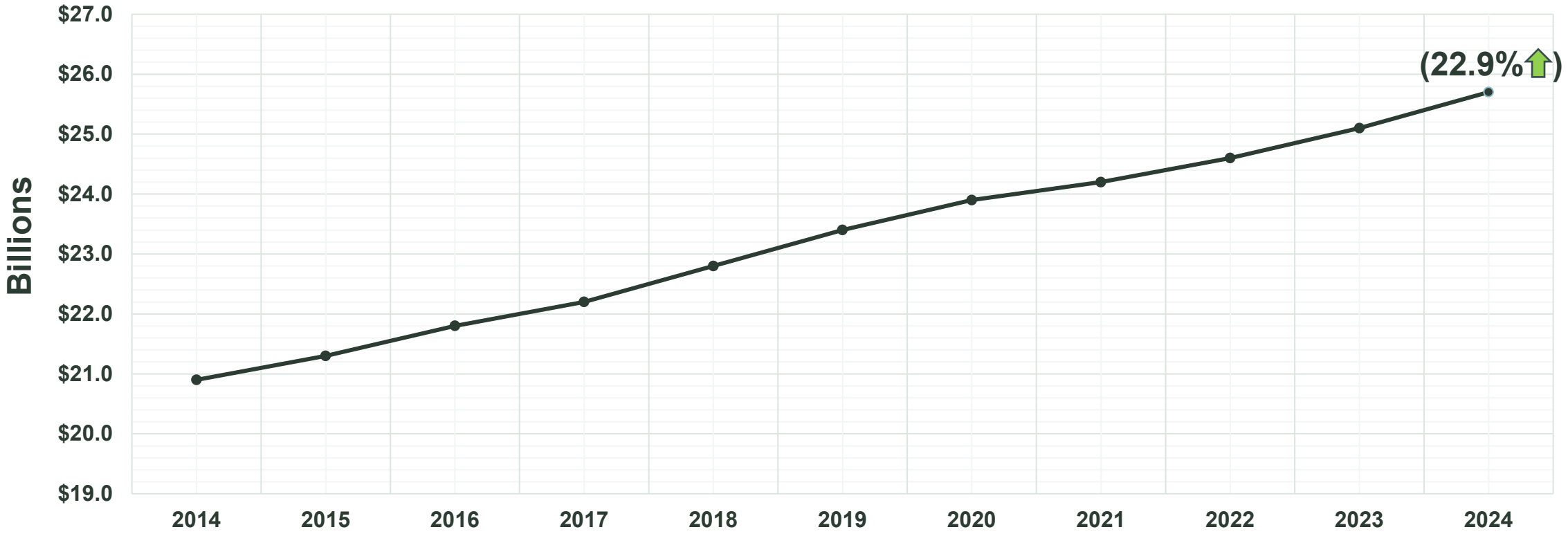
- **Purchase rule**: By July 1, 2032, all new buses purchased or leased by districts must be zero-emission (electric or hydrogen fuel cell)
- **Fleet rule**: By July 1, 2040, every school bus in New York must be zero-emission
- **Procurement**: Districts must require contractors and manufacturers to meet zero-emission and U.S.-made content standards, with limited waiver authority
- **Incentives**: The NY School Bus Incentive Program (NYSBIP**)** provides $500 million in vouchers to help districts meet the timeline and build charging infrastructure

Property tax levies outside of New York City for fiscal years ending in 2025



NEW YORK STATE | Department of Taxation and Finance

Property Taxes Collected Annually By School Districts Outside of NYC

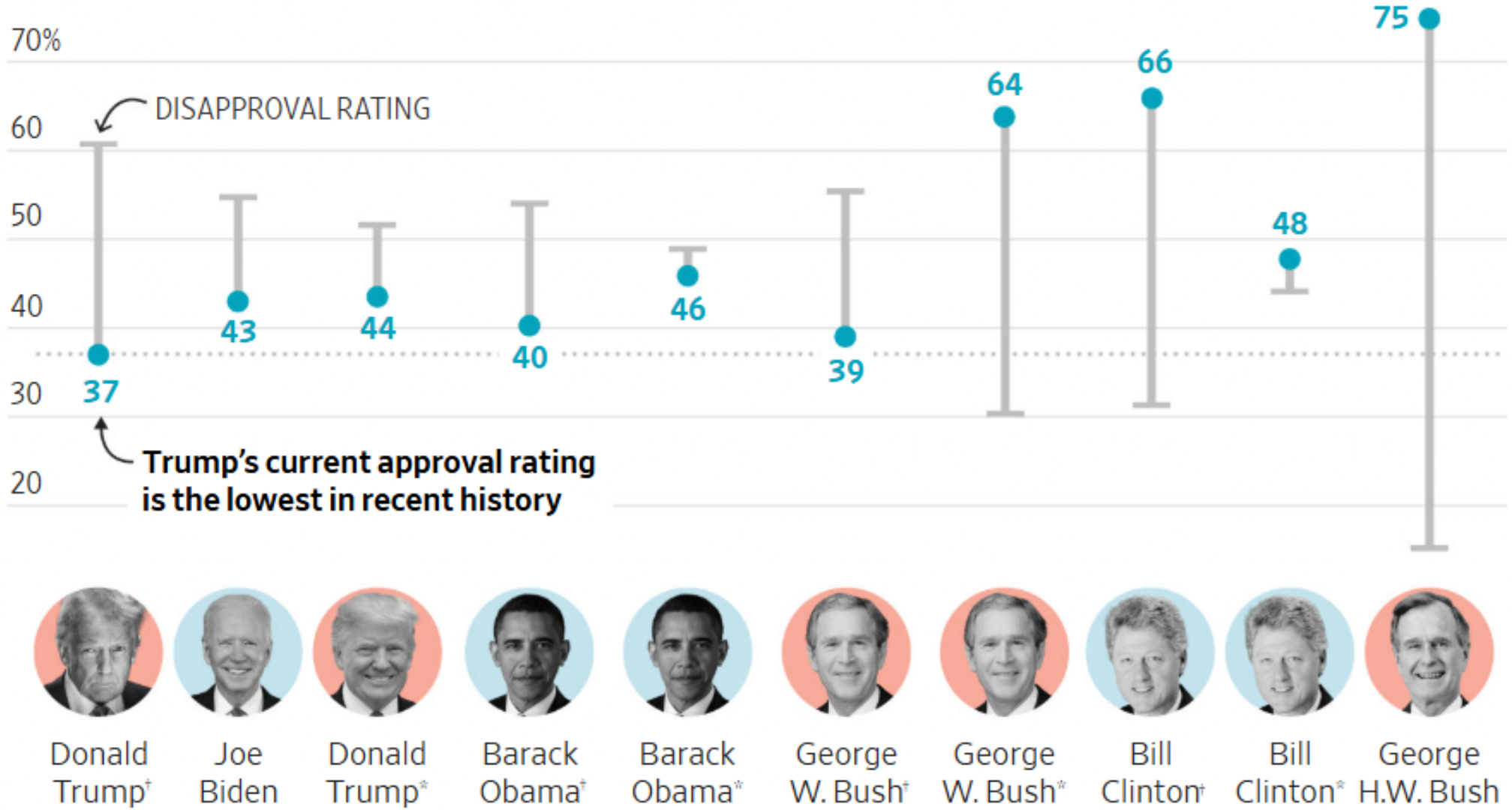


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Licensed Divers VS Registered Voters (Feb ’26)		
	Licensed Drivers	**Registered Voters**
New York City	3.6 M	4.9 M
Rest of New York	8.71 M	7.59 M
Statewide	12,314,191	12,547,142

Democrat	6,002,006 (48%)
Republican	2,835,976 (22.6%)
B/F	3,709,160 (29.4%)
Total	**12,547,142**

Historical data on presidential job approval right before a midterm



*1st term †2nd term

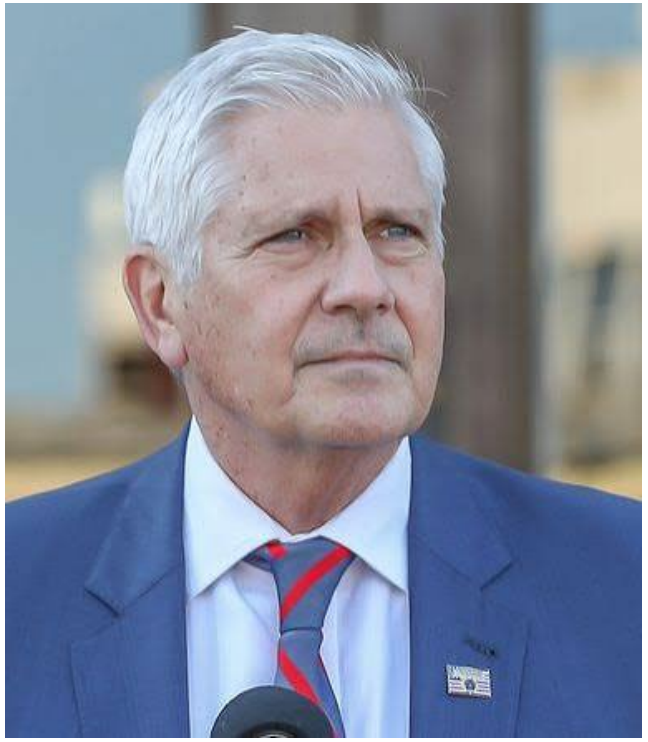
Source: Wall Street Journal Street Journal/NBC News polls (1990-2018); Wall Street Journal polls, most recently of 1,500 voters, conducted Sept. 16-21, 2026; margin of error +/- 2.5 pct. pts. (2022, 2026)

Rosie Ettenheim/WSJ

NYS Governors Race



vs.

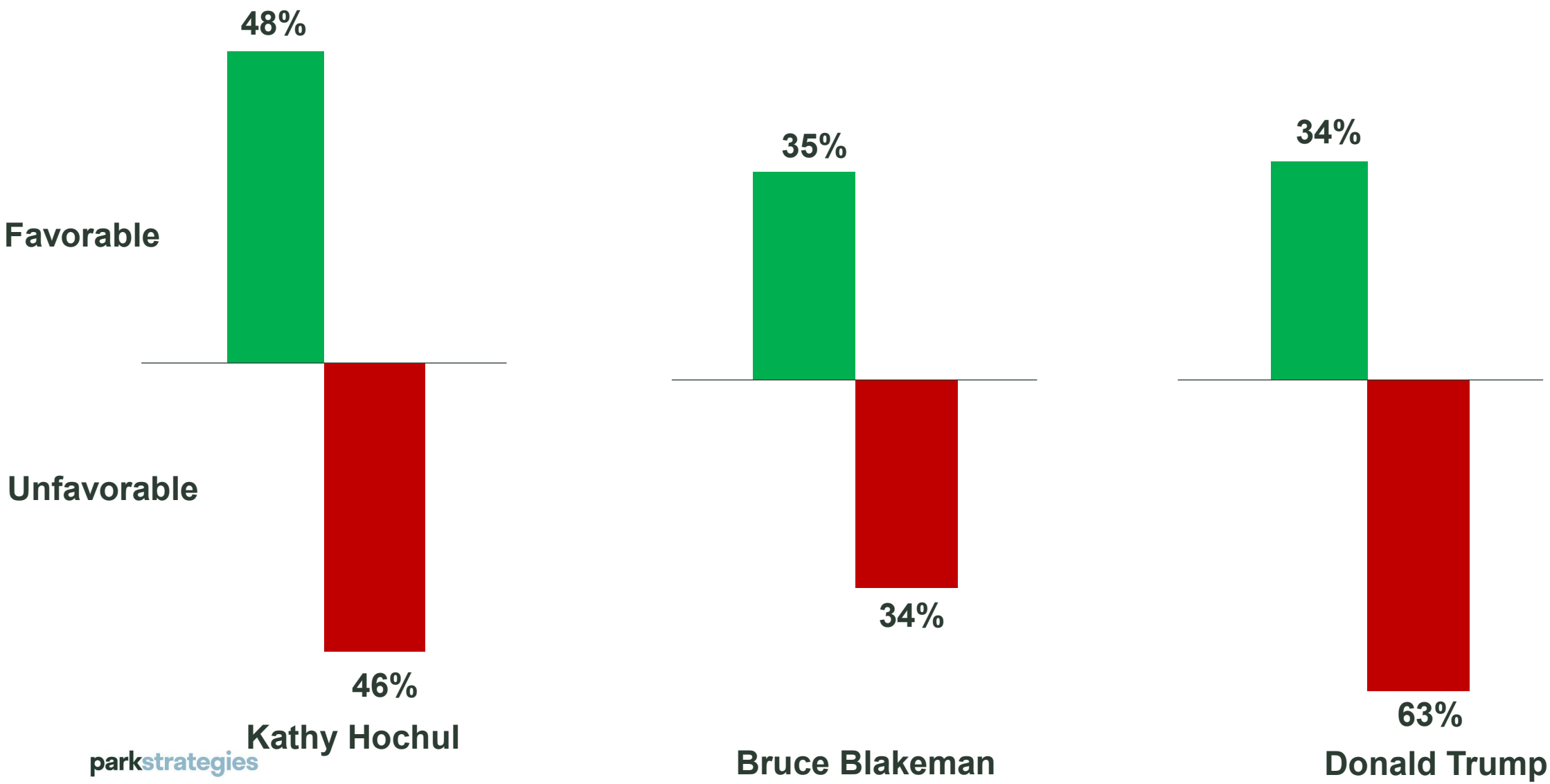


Kathy Hochul

Bruce Blakeman

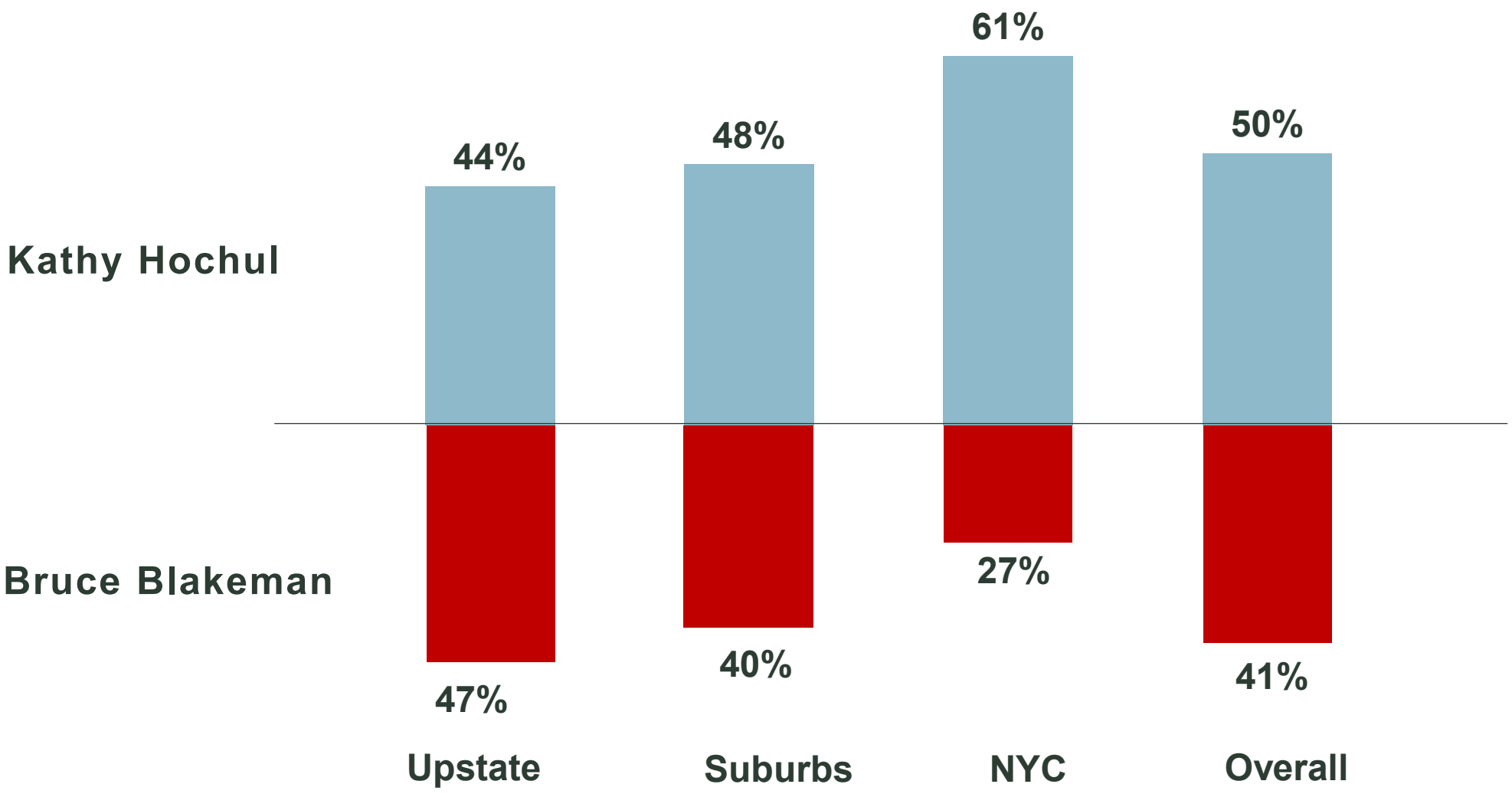
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Favorable vs. Unfavorable



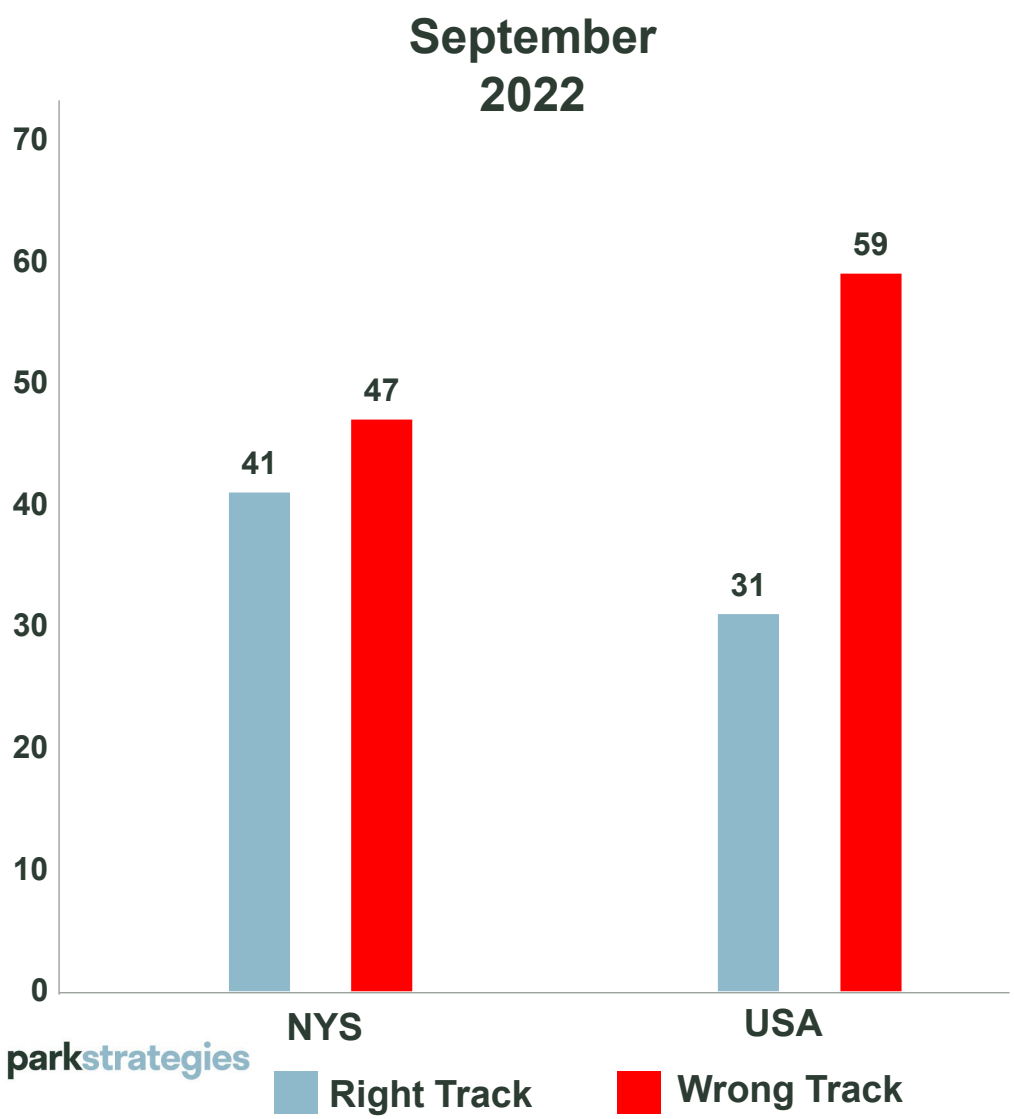
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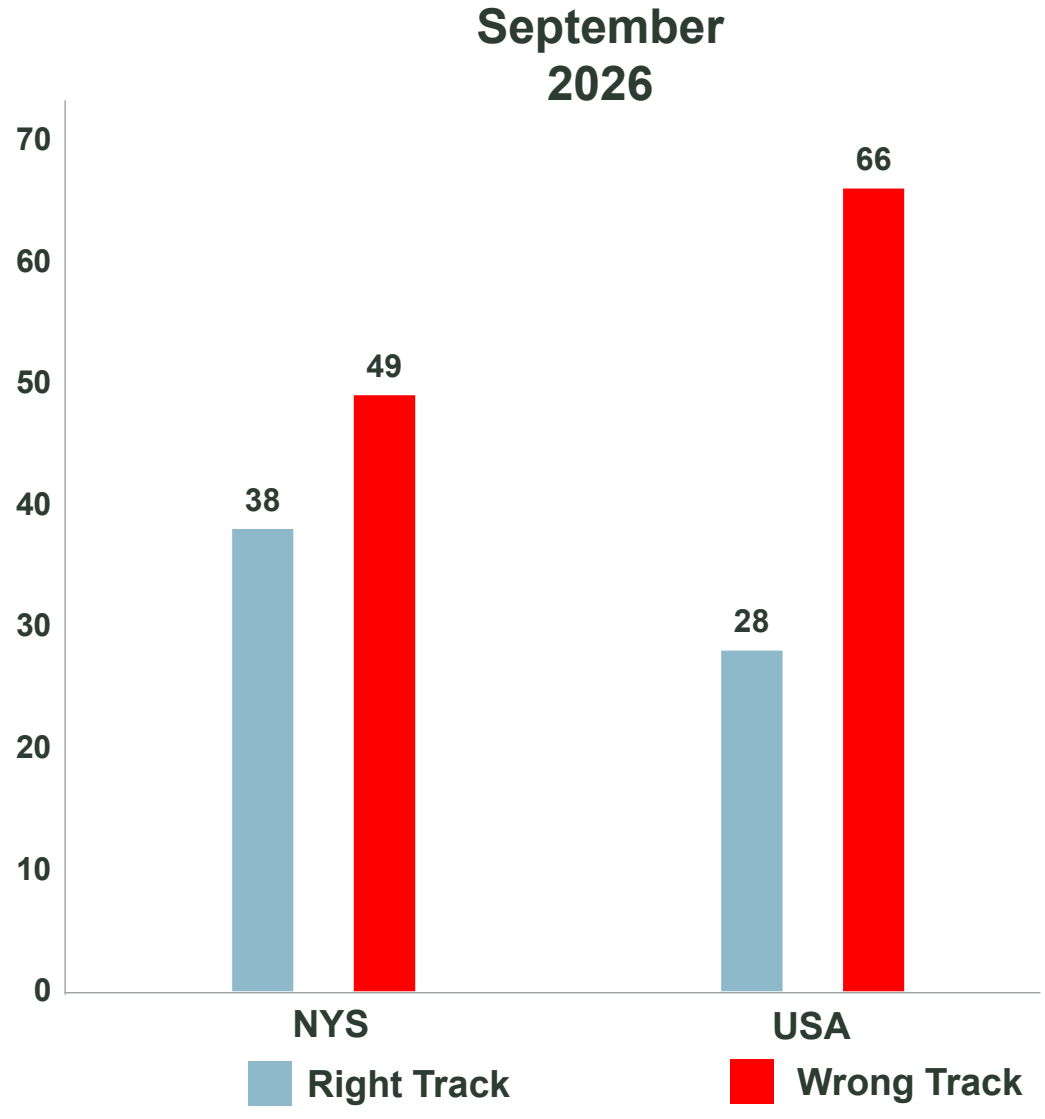
Head-to-Head



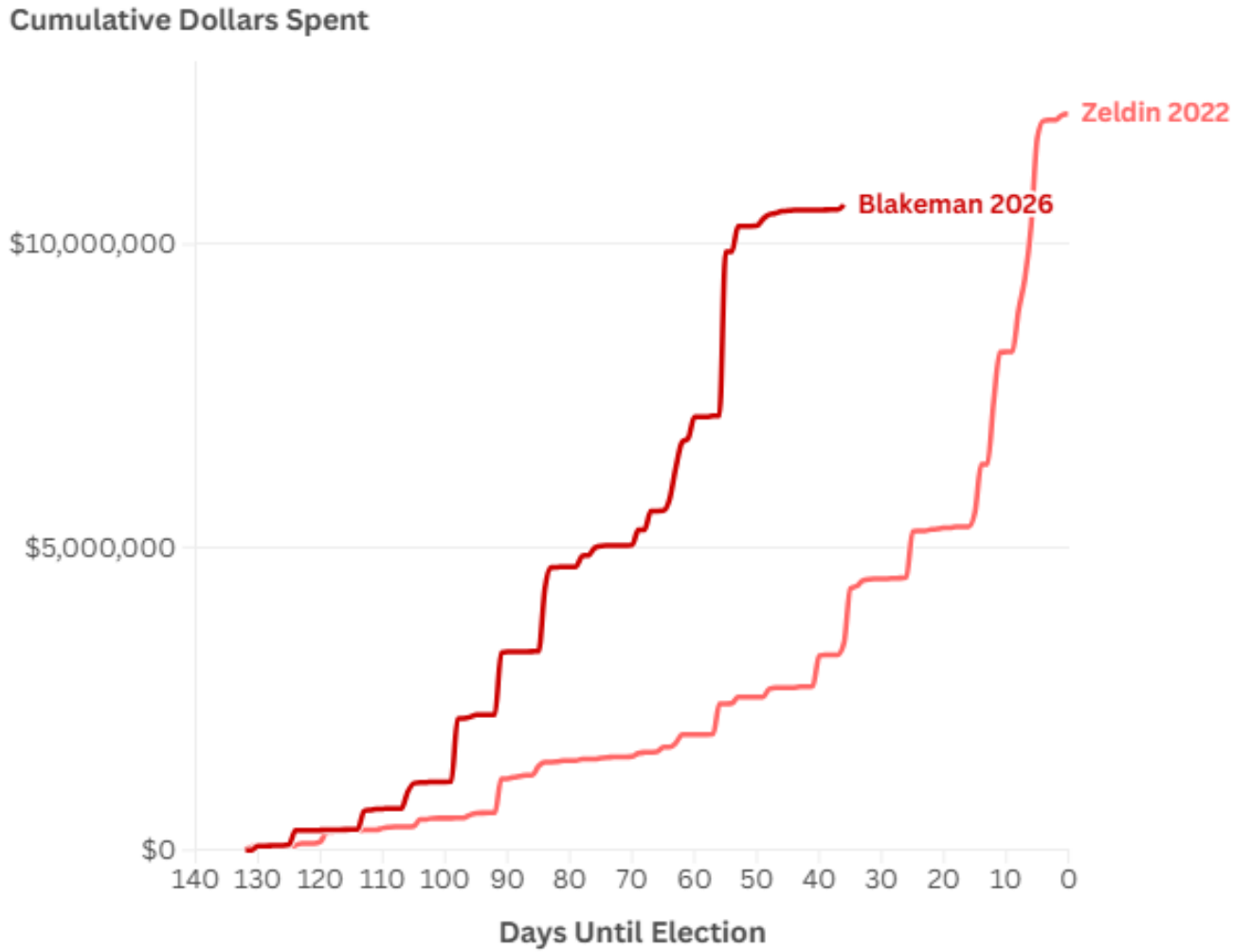
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Right Track vs. Wrong Track
New York State Voters
Sept. 2022 vs. Sept. 2026





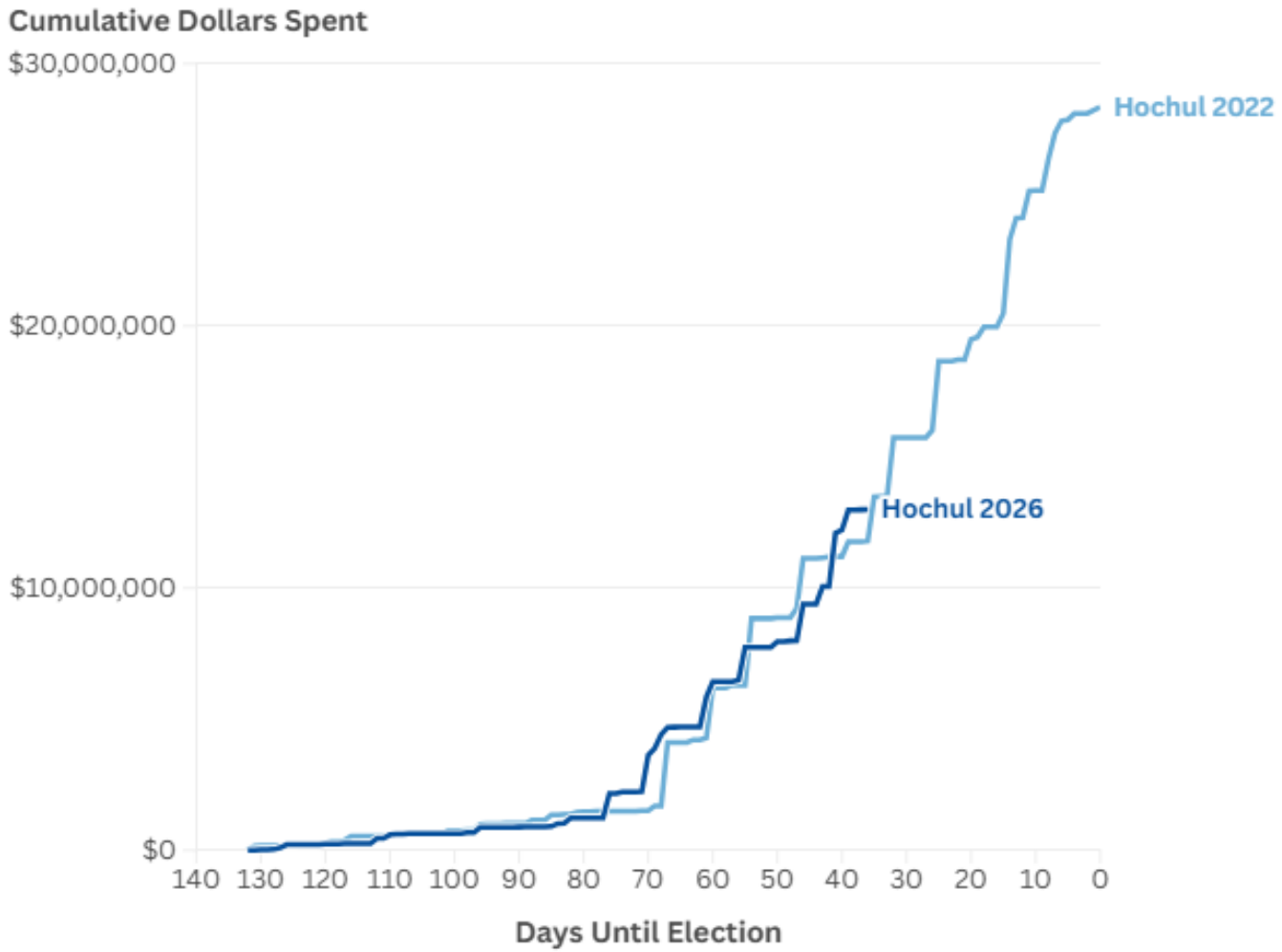
Blakeman Spends Heavily, Then Plateaus



Source: New York State Board of Elections • Data shows all spending from primary to general election (for 2026, until Sept. 28)
Benjy Sachs/New York Focus

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Hochul's 2026 Spending Keeps Pace With 2022

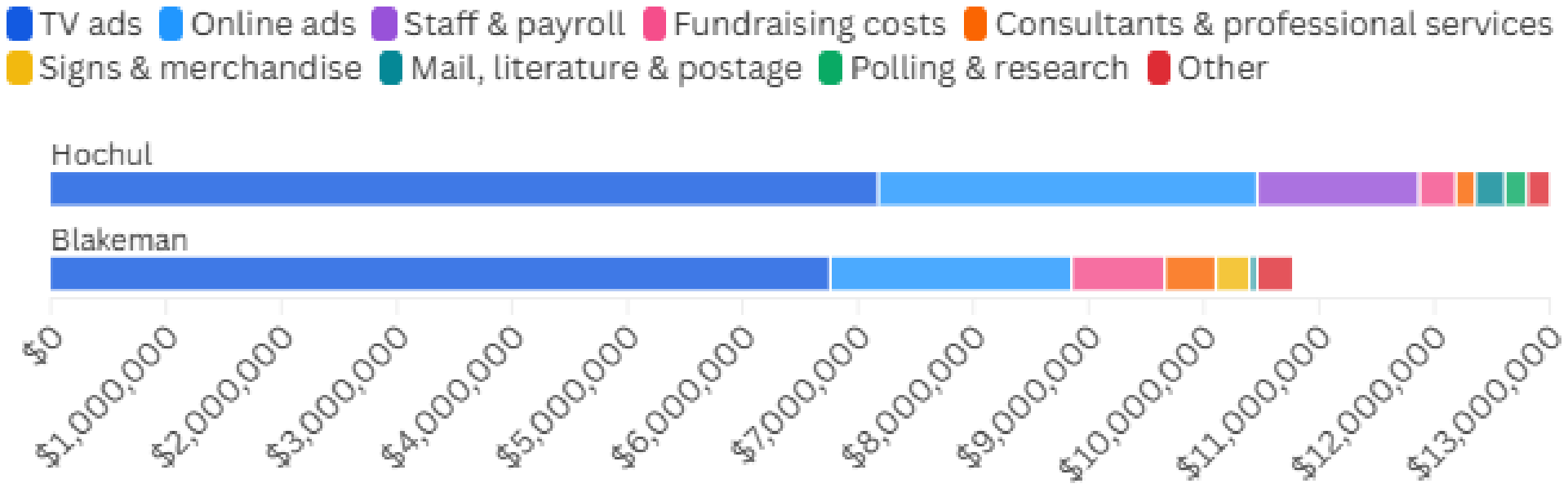


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Benjy Sachs/New York Focus

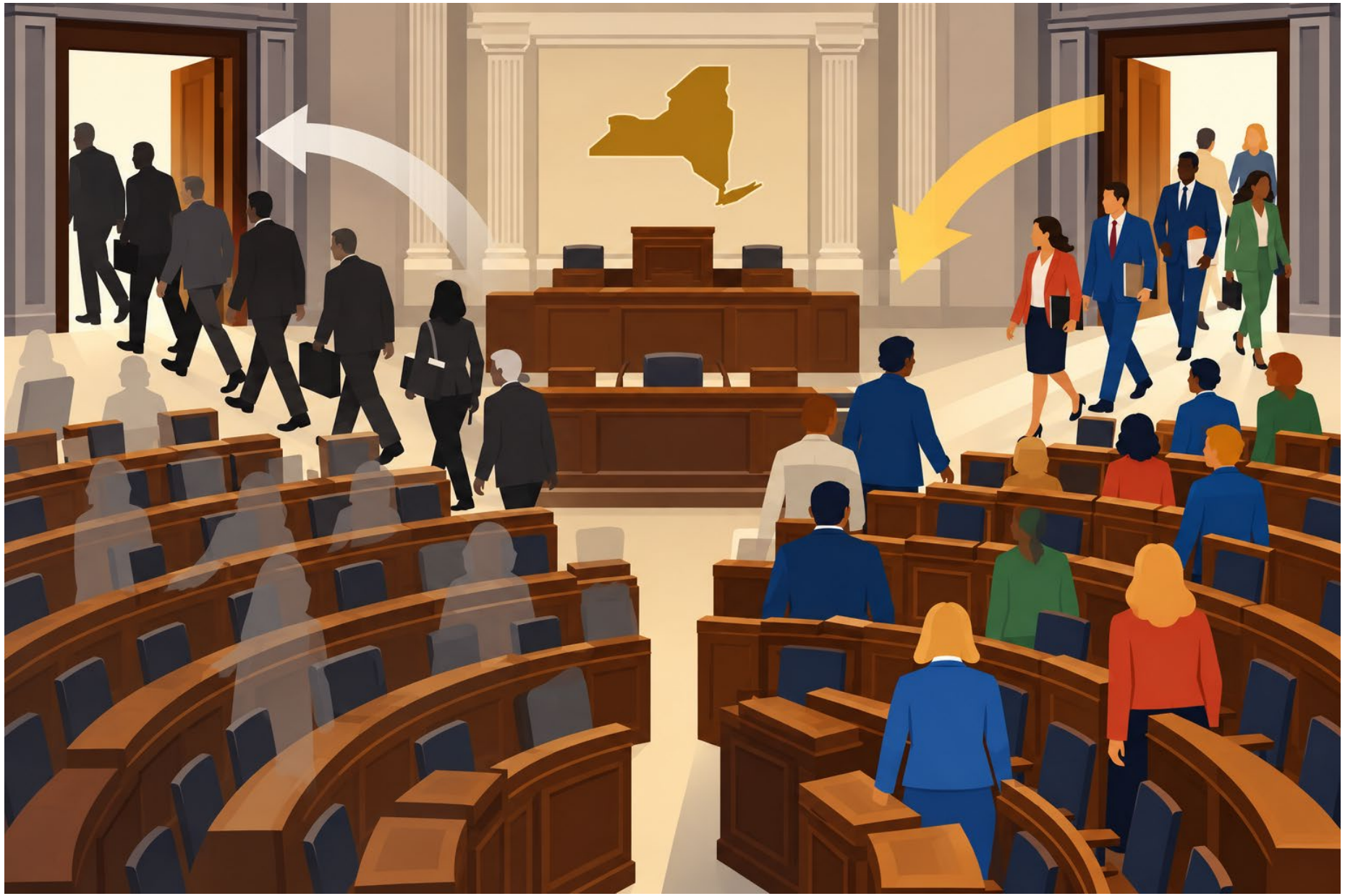
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It All Ads Up

Both campaigns spent about 80% of their expenditures on TV or online ads



Source: New York State Board of Elections • Benjy Sachs/New York Focus



Legislation

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S.8497 Stec/A.7028 Gray

"in-route safety inspection for motor coach vehicles act“

"Motor coach vehicle“ means a vehicle designed to transport sixteen or more passengers, including the driver, and intended for intercity or charter transportation.

Mandatory in-route inspections at designated rest areas at least once every thirty days.

S.8659 Stec/A.6989 Gray

"motor carrier safety compliance requirement act“

"contracting company" means any contract or common carrier of passengers or property by motor vehicle, as defined by section two of this chapter.

Companies engaging motor carriers for transportation services shall conduct a thorough vetting to ensure the motor carrier:

- Possesses a valid safety rating from FMCSA and complies with all federal and state safety regulations.
- Vetting also includes an assessment of safety management controls, driver monitoring systems, and fatigue management programs.

Companies that fail to conduct the required vetting or knowingly engage non-compliant motor carriers may be held liable for damages resulting from accidents or incidents caused by the motor carrier’s unsafe practices.

S.8691 Cooney/A.9259 Magnarelli Passed Both Houses

Pre-Trip Safety Checks for Charter Buses

Briefing **MUST** include information on the NYS Law requiring mandatory use of safety belts by passengers.

- Applies to chartered buses manufactured/assembled after 11/28/2016 and those manufactured/assembled prior to 11/28/2016 which are equipped with at least one safety belt for each passenger seat position approved by and conforming to standards established by the commissioner

- “chartered party" shall mean a group of persons who, pursuant to a common purpose and under a single contract and at a fixed charge, have acquired exclusive use of a bus to travel together as a group to a specific destination or for a particular itinerary either agreed upon in advance or modified after having left the place of origin by such group.

Effective Date: 1 year after it becomes law.

S.3460 Gounardes/A.2107 Gonzalez-Rojas Chapter 293 – signed 9/9/26 Approval Memo 3

"AN ACT to amend the labor law, in relation to employee access to personnel records"

An employer shall notify an employee within ten days of the employer placing in the employee's personnel record any information that might be used to negatively affect the employee's qualifications for employment, promotion, transfer, additional compensation or the possibility that the employee will be subject to disciplinary action.

An employer receiving a request by employee in writing has five days to provide a copy.

If there is disagreement, an employee may submit a written statement which will become part of their record.

Employer shall retain a complete record from the date of employment to a date three years after termination.

Violations – not less than $500 or more than $2,500 – enforce by Attorney General.

S.10057 Ramos/A.368-A Rozic Sexual Harassment Policy Updates Passed Both Houses

Requires employers to obtain a signed/dated electronic or written acknowledgement of receipt from employees of their sexual harassment prevention policy and program (in English and in the primary language of the employee).

Employers must retain acknowledgement for six-years.

Employers must notify employees in writing of any changes to the prevention policy or training program at least 7 days prior to making such changes.

S.496 Fernandez/A.618 Shimsky
NDA Disclosures and Employee Notification Passed Both Houses

Requires employers to inform employees that nondisclosure or nondisparagement provisions in their employment contracts do not prohibit them from speaking with law enforcement, the U.S. Equal Employment Opportunity Commission, the New York State Division of Human Rights, a local human rights commission, or an attorney retained by the employee.

S.372-A Gianaris/A.6480-A Bronson No Severance Ultimatums Act Passed Both Houses

Prohibits coercive severance ultimatums requiring employees to waive claims against their employers.

Employers must notify employees of their right to consult an attorney, provide at least 21 days to review an agreement, and allow seven days to revoke an executed agreement.

An agreement may be signed in fewer than 21 days when the decision is made knowingly and voluntarily and without fraud by the employer.

S8706-B Hinchey/A9581-B Bronson Employer AI Workforce Impact Reports Passed Both Houses

Requires covered businesses to report annually to the Department of Labor regarding their use of artificial intelligence and its impact on hiring during the previous year.

> "covered business" shall mean a business entity doing business in the state and: (a) employs more than fifty people; or (b) is a publicly traded entity.

The Department of Labor would issue an annual statewide report, and covered businesses that fail to submit required reports would be subject to penalties (not more than five hundred dollars for each day such covered business remains in violation of such reporting requirements).


Questions?
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