

# 5-YEAR CAPITAL NEEDS

## FOR UPSTATE AND DOWNSTATE TRANSIT (2022-2026)

*Upstate and Suburban Downstate transit systems require \$2.2 billion over the next 5 years to maintain infrastructure in a state of good repair, transition to zero emission vehicles and make strategic investments to expand and enhance service.*

*The combination of all funding resources expected to be available to Non-MTA transit systems over the 2022-2026 period (including the recent federal infrastructure bill) totals approximately \$1.0 billion, leaving a \$1.2 billion funding gap.*

### Non-MTA Capital Funding Gap (millions of dollars)

	Upstate	Suburban Downstate	TOTAL
Needs	\$1,661	\$573	\$2,234
Resources	\$452	\$275	\$727
Federal Infrastructure Act (est.)	\$155	\$125	\$280
<b>Gap</b>	<b>\$1,054</b>	<b>\$173</b>	<b>\$1,227</b>

More than 100 transit systems in upstate New York and in the downstate suburbs serve more than ½ million riders every day on 3,000 vehicles. When combined, they are the 7th largest transit system in the nation.

Transit systems own considerable infrastructure including vehicles, maintenance facilities and equipment, passenger terminals and shelters, employee and administrative facilities, support vehicles, and a growing array of technology needed to operate efficiently and serve customers. NFTA has additional infrastructure related to its light rail system. These assets are critical to providing safe, efficient transit service.

While considerable progress has been made, transit infrastructure continues to age and there is a large backlog of capital needs to replace over-age vehicles, modernize facilities, and add customer-focused technology. More than 500 buses statewide will be beyond their useful life at the end of 2021. Decades old bus maintenance and storage facilities need modernization and expansion. New vehicles are needed to expand routes and frequencies, and to provide new, on-demand mobility options to meet community needs. Transitioning to zero emission vehicles adds to these costs as vehicles are more expensive and require charging equipment, facility upgrades, and electric power infrastructure.

NYPTA has updated its 2020-2024 5-Year Capital Program for Upstate and Suburban Downstate Transit to reflect current capital needs and the estimated additional cost to transition to zero emission vehicles for a number of systems. The updated infrastructure needs for the 2022-2026 period have increased and are shown in the table on the following page. (Note that some costs to transition to electric vehicles may be included in core or capacity expansion needs rather than shown separately.)

## Non-MTA Transit Infrastructure Needs 2022-2026 (millions of dollars)

Core Needs	Upstate	Suburban Downstate	Total Need	% of Total
Vehicle Costs	\$278	\$205	\$483	22%
Facility Costs	\$669	\$79	\$748	33%
Other Capital Costs	\$117	\$28	\$145	6%
<b>Total Core Need</b>	<b>\$572</b>	<b>\$312</b>	<b>\$884</b>	<b>61%</b>
<b>Capacity Expansion</b>				
Vehicle Costs	\$19	\$16	\$35	2%
Facility Costs	\$3	\$0	\$3	0%
Other Capital Costs	\$177	\$0	\$177	8%
<b>Total Capacity Need</b>	<b>\$199</b>	<b>\$16</b>	<b>\$215</b>	<b>10%</b>
<b>Electric Vehicle Needs</b>				
Vehicle Costs	\$252	\$124	\$376	17%
Facility Costs	\$146	\$121	\$267	12%
<b>Total EV Need</b>	<b>\$398</b>	<b>\$245</b>	<b>\$643</b>	<b>29%</b>
<b>Total Capital Need</b>	<b>\$1,661</b>	<b>\$573</b>	<b>\$2,234</b>	<b>100%</b>

Capital projects for Non-MTA transit systems are funded almost entirely from federal, state, and local government resources. These resources have not increased much over the past decade, leading to a chronic shortfall between needs and available funding. Furthermore, the lack of sufficient operating revenue has caused transit systems to divert federal capital aid to fund operations (through eligible preventive maintenance activities), reducing the availability of those federal funds to address infrastructure needs. Current federal, state and local capital funding is assumed to continue in the future.

The recently enacted federal Infrastructure Investment and Jobs Act will provide about \$280 million in new funding over the next five years to Non-MTA systems, a much-needed boost. Additional grants may be possible from expanded competitive grant programs. While this increase is significant and will reduce the current gap between needs and resources, it will not eliminate the need for greater state investment in New York’s transit infrastructure.

***The combination of all funding resources expected to be available from all levels of government to Non-MTA transit systems over the 2022-2026 period (including the recently passed federal infrastructure bill) totals approximately \$1.0 billion, leaving a \$1.2 billion funding gap. While the Infrastructure Act provided additional federal resources, a significant increase in state funding is still needed to address the capital shortfall.***

***Addressing the Non-MTA transit capital funding gap is critical to improving transit infrastructure across the state, expanding service, and adding new mobility options to support reliable, efficient service to hundreds of thousands of customers each day.***