



Example Non-MTA Transit Capital Projects Planned for 2022-2026

With additional capital resources in a new state enacted 5-year funding plan, transit systems throughout New York can address their growing infrastructure deficiencies, replace old buses, accelerate the transition to zero-emission vehicles and make improvements to attract customers.

Following are examples of the capital projects that transit systems plan to advance in the next five years with an adequately funded capital program.

CDTA

- \$125 million for engineering, design, and construction of the West Facility (Schenectady Division). The demand for CDTA's services is increasing, including the need for mobility options in the western part of our service area (Montgomery and Fulton County) and points north. The operating facility that serves those areas is 50 years old and has outlived its useful life in terms of size and condition. A new "west" operating facility will position the Authority to accommodate increased demand, bus electrification, and regional training initiatives.
- \$175 million for engineering, design, and construction of the East Facility (Albany & Troy Divisions). With the rollout of two BRT lines, the Albany and Troy facilities and have exceeded their capacity to efficiently operate, and facility conditions are deteriorating. Both properties are landlocked, there is no room for expansion, and no ability to accommodate the infrastructure necessary to electrify the fleets.
- \$15 million to purchase 15 electric buses to help meet the NYS goal of a 25% electric fleet by 2025. This will help reduce greenhouse gas emissions, reduce carbon dependency, and move to an overall "greener" transit system.
- \$19 million for 20 articulated buses for the Washington/Western Bus Rapid line. Washington/Western Bus Rapid Transit makes key infrastructure and service improvements to one of CDTA's busiest corridors.
- \$12.3 million for 40 replacement vehicles for the core fleet for fixed-route, paratransit, and route deviation services throughout CDTA's system.



CNYRTA

- \$1.5 million for improvements to the Regional Transit Center train station.
- \$33.6 million to replace 64 Orion CNG buses for Syracuse service.
- \$5.0 million to replace 7 MCI commuter buses.
- \$8.5 million to replace 18 buses for Oneida County service in Utica and Rome.
- \$30 million to construct a new bus maintenance facility in Oneida County to consolidate existing inadequate facilities in Utica and Rome. The consolidation will be less costly than operating two separate facilities and eliminate the frequent flooding of the current Utica facility.
- \$50 million for construction of two Bus Rapid Transit lines in Syracuse.

NFTA

- \$180 million to expand NFTA Metro Rail in the Amherst-Buffalo Corridor; providing fast, reliable, safe, and convenient transit service.
- \$65 million for electric buses and infrastructure, including Implementation of battery electric buses and associated infrastructure and technology; replacing diesel and hybrid buses that have exceeded their useful life.
- \$58 million for construction of the DL&W Terminal. Continued construction of the redevelopment of the former Delaware, Lackawanna and Western (DL&W) Trainshed in the Cobblestone/Canalside districts, introducing a new commercial activity center on the waterfront, a new Metro Rail station and extended rail revenue service.
- \$28.3 million to replace Main Street Light Rail Track bed. This project replaces original construction from 1986 of embedded rail and track bed on sections of Main Street, including installation of a crossover and associated infrastructure within this section.
- \$40 million for Bailey Avenue BRT. Limited stop bus service for Bailey Avenue, addressing infrastructure and enhancement requirements.
- \$8 million to rehabilitate Main Street Surface Rail Stations. Rehabilitation of existing Canalside and Church Street surface rail stations.

RGRTA

- \$36 million for a new paratransit facility. The existing paratransit facility for RTS Access is beyond its useful life and there is no opportunity to expand as adjacent land is in a federally designated floodplain.
- \$85 million for an electric bus charging depot and related zero-emission infrastructure upgrades to assist in meeting the state's goal of a fully zero-emission bus fleet by 2035. The construction of a new electric bus charging depot is critical to meet that deadline.
- \$6.2 million for a hydrogen fuel cell pilot program to help determine the feasibility of adding this technology to its fleet. RGRTA will test Hydrogen Fuel Cell technology in an effort to incorporate multiple zero-emission technologies.
- \$83 million to cover the additional costs of purchasing 81 zero-emission vehicles. While the up-front costs of zero-emission vehicles are greater, the total cost of ownership over the life of the vehicles is less than that of diesel buses.
- \$3 million to add more customer related infrastructure including adding shelters at the next tier of bus stops where the volume of customer boardings support shelter placement and replacing damaged or outdated shelters. This is an investment in support of greater equity that will improve the quality of the public transit experience for thousands of residents and protect them from the elements.

Broome County (BC Transit)

- \$7.1 million to purchase six electric buses in partnership with Nova Bus and BAE.
- \$2.3 million to replace and upgrade 800 bus stop signs throughout the service area.
- \$1.1 million to upgrade BC Transit's administrative building, the first improvements since originally built in 1984.
- \$600,000 to purchase new scheduling and vehicle monitoring systems.
- \$675,000 to replace eight cutaway buses used for demand services and paratransit that are beyond their useful life.
- Implement micro-transit services and upgrade demand/paratransit scheduling software.
- \$8 million to replace seven diesel buses that will be beyond their useful life with electric buses.

Chemung County (CTRAN)

- \$3.2 million to replace nine transit buses.
- \$600,000 to replace four small transit buses.
- \$230,000 to add bus shelters.

Dutchess County (Dutchess County Public Transit)

- \$9 million to replace up to ten 35-foot transit buses and six 40-foot transit buses. The buses will be clean diesel and will likely be the last diesel buses purchased as the County moves forward with plans to electrify the transit fleet by 2030.
- \$4.2 million for repairs and improvements to Dutchess County's transit maintenance facility.
- \$1.1 million for a new, cashless fare collection system and new scheduling software for paratransit service.

Nassau County (NICE Bus)

- \$36 million to purchase up to 36 state-of-the-art Battery Electric Buses (BEB's) including training, specialized tools, and test equipment & related components. A 5-year contract was awarded on 10/15/21 to New Flyer of America; the first six buses to be delivered in late 2022 for \$ 6 million.
- \$9 million to replace the HVAC system at the Mitchell Field Maintenance Facility incorporating green solution.
- \$5 million to replace all fixed route bus fareboxes with MTA's OMNY contactless fare system.

Tompkins County (TCAT)

- \$2.9 million to construct up to 30 upgraded bus stop locations along urban and rural routes, including bus shelters, bus pull-off areas, ADA-compliant landing pads, and connections to sidewalks or other accessible pathways. Improved bus stops will provide significant benefits in terms of ensuring clear, efficient, and attractive transit corridors for our riders.
- \$250,000 - \$800,000 (conventional vs electric) to purchase four vehicles to provide on-demand service in low-density areas to help meet the needs of the more vulnerable members of the community. These are areas of Tompkins County where lower-wage

workers are now living on the edge of the Ithaca urbanized area, and in outlying villages where cost of living is lower.

- \$18.8 million to purchase 15 electric buses and charging infrastructure. This will continue TCAT's efforts to build up its battery-electric fleet with a goal of having an all-electric fleet by 2035. Additional funding is needed for supporting infrastructure like smart chargers, battery backup systems, on-site solar, and local microgrids.
- \$1.0 million to upgrade and improve TCAT's current bus maintenance facility, including boiler replacement, epoxy flooring for the indoor garage, fire alarm system, temperature control units, and upgrades to the driver and mechanic areas.
- \$1.0 million to install transit signal priority to speed up buses in congested areas of downtown Ithaca, in cooperation with the City of Ithaca and NYSDOT. This will improve bus speeds and reduce delays in growing areas of the city such as the waterfront area.

Westchester County (Bee-Line)

- \$95 million to replace 95 40-foot hybrid-electric buses procured in 2009 that have reached the end of their useful life with a combination of all-electric and hybrid-electric buses. The number of all-electric vehicles will depend on the electric charging infrastructure that can be installed prior to taking delivery of the new buses.
- \$75 million for electric charging Infrastructure at Bee-Line Storage and Maintenance Facilities. This project will upgrade the infrastructure at Westchester's two main storage and maintenance facilities at Valhalla and Yonkers
- \$15 million for improvements to the White Plains TransCenter. This project will improve pedestrian circulation, bus movements, passenger wayfinding and the overall aesthetic environment at Bee-Line's major bus hub in White Plains which is adjacent to the White Plains Tran station.
- \$500,000 to install a bus simulator for training bus drivers on actual conditions, thereby improving safety and driving efficiency.