NYPTA
NEW YORK PUBLIC TRANSIT ASSOCIATION, INC.

Build It and They Will Ride

Advocacy Booklet

Securing Transit's Future Now

Transportation systems in New York are among the best in the nation. They connect people and communities, supporting economic development throughout the state. New Yorkers use transit services to connect to jobs, to healthcare, to education and more. The MTA in New York City is a premier system and one of the largest in the world; it is unquestionably the lifeblood and the pulse of the metropolitan region, and it requires increased investment. However, transit in New York State is more than the MTA. New York's upstate and suburban downstate (non-MTA) systems collectively represent the 7th largest transit system in the United States. These organizations serve a population of over 11 million people. The success of these systems is vital for continued development and growth in their communities. High quality transportation is also a critical tool in achieving the State's energy, climate change, affordable housing, and social equity goals.

Over the past several years, the non-MTA systems have made focused efforts to develop innovative programs and services that improve mobility for customers and their communities. Members of the New York Public Transit Association (NYPTA) are investing in improved services, new programs, better infrastructure, and strong partnerships that connect New York. This work has resulted in increased ridership and a demand for more service, new mobility options and better connections. This *Build it and They Will Ride* mentality has created a new energy throughout the state as more New Yorkers use transit and rely on its benefits.

Now, NYPTA's member systems must respond by enhancing services and providing deeper connections throughout communities. This includes providing resources to compete for and retain quality employees. They also need to address critical infrastructure needs, especially to replace outdated facilities and prepare to accommodate zero-emission fleets.

Providing high-quality transportation connections that communities need requires significant investment. The MTA provides their region with quality service and frequencies due to high levels of state operating aid per-capita. They are living proof that investing in transit service drives ridership, the economy and the community. New York state invests $320 per capita for the MTA to serve its 13 million residents, making them a strong economic engine in a thriving community. New York state invests $60 per capital for non-MTA systems to serve their 11 million residents. Increasing per-capita aid to non-MTA systems will result in more transit service to more residents. This will increase ridership and spur new economic development throughout the state. These investments need to be made now to capitalize on the success of NYPTA systems and the work they are doing.

230 Washington Avenue Extension, Suite 101, Albany, NY 12203
518.417.4020 PHONE / 518.463.8656 FAX
info@nytransit.org / www.nytransit.org

Specifically, NYPTA seeks a multi-year investment beginning in the 2025-26 state budget and continuing this investment over the next 5 years. This will ensure communities across the state have the mobility opportunities required to thrive in the next decade and beyond.

The following are the key components needed to improve transit services and facilities throughout the state:

- Appropriate $1 billion over the next five years to support the Capital Program needs of non-MTA systems. NYPTA proposes that this be part of a statewide funding solution that also addresses the MTA Capital Program.

- Appropriate $290 million over the next two years (FY's 2025-26 and 2026-27)) to fund STOA increases and support transit growth for non-MTA (upstate and suburban downstate systems).

- Dedicate revenue from The Cap and Invest Program to transit systems statewide.

- Create a consensus Green Transit Working Group to develop an implementation roadmap for the state's Zero-Emission goals.

- Establish a state commission to address the limited dedicated revenue sources that fund non-MTA Transit Systems.

Investments to Grow Transit Connections – Two Years, $290 Million

Connecting New York communities is a critical component of our state's economic development strategy. Members of the New York Public Transit Association are investing their resources to improve service, build infrastructure, and to develop partnerships that connect New York. This work has resulted in increased ridership and a demand for more service, new mobility options and better connections. NYPTA members must respond by enhancing services and providing convenient connections throughout our communities. This will require a stronger state investment in transit operations. The investment will produce the following improvements:

- Improve service frequencies to reduce wait times and improve reliability. In most areas outside the New York City Metropolitan area, services are scheduled at frequencies of 30 minutes or more. This is unacceptable, especially during winter months.
- Extend span of services to start earlier and end later in the day to cover work shifts and travel outside traditional commute times. Expansion is also required on weekends to keep pace with job growth in health care, retail, and sales.
- Expand geographic coverage to reach work locations outside the urban core, particularly in the upstate area.
- Add new mobility options like on-demand service, bike sharing and partnerships with ride share companies. This will serve customers in low density areas and improve first-mile/last-mile connections to existing routes.
- Expand service to rural and member communities that want and need dependable transportation (for example, Glens Falls, Cortland, and Amsterdam).

More state investment is needed to develop the workforce necessary to deliver and maintain transit services, fleets, and facilities, including wage rates that allow NYPTA members to compete for and retain qualified employees. Rising wage rates for hourly workers have slowed the hiring of transit workers across the state. Our systems need to increase wage and benefit packages to compete with other employers for qualified employees.

NYPTA members need to make significant investments in workforce development, skill training and professional development, and they are looking at innovative ways to do this. For example, the NFTA in Buffalo plans to expand its recruitment of mechanics by paying to train mechanics in under-employed areas and employ them after training is completed. CDTA in Albany is partnering with a local community college to improve diagnostic skills required to service a 21st century fleet. These investments will allow systems to adapt to zero based emissions technology, real time scheduling, vehicle software platforms, and the social media landscape that drives customer service and brand identity.

At the same time, the cost to provide transit services continues to grow as wage rates and benefit costs rise. Personnel costs make up 70% of operating budgets and are growing at 3-4% annually to cover labor settlements and inflation. As the largest revenue source for transit operations in New York State, increases in state operating assistance are needed to fund this operating component.

Increased state investment will position NYPTA systems in their efforts to support economic growth in communities across the State and help to achieve the state's energy and climate change goals. This investment will grow ridership, increase value, and result in a more mobile New York.

NYPTA members have provided examples of service expansions that are needed across the state. The Governor and Legislature can provide support to implement better service for all New Yorkers.

A $290 million increase in state operating assistance for non-MTA transit over the next two years will allow upstate and downstate systems to maintain and expand the services they provide for their customers, their partners and their communities.

Recommendation:

- **Increase STOA to Non-MTA Transit by $290 Million Over Two Years**
    - **Upstate Increase - $110 million**
    - **Downstate Non-MTA Increase - $180 million**

NEW YORK PUBLIC TRANSIT ASSOCIATION, INC.

Transit Service Increases Needed to Support Economic Growth

CDTA - $24 Million

CDTA's mission statement focuses on "connecting communities." This has led to the introduction of three Bus Rapid Transit lines, development of a network of trunk routes, and on-demand micro transit. Services are supported by a Universal Access program with 60 partners that generates 40% of system ridership. CDTA's service area includes two new counties, which brings the network to six counties. To expand its network, improve economic development connections, and keep pace with the needs of our communities, CDTA must continue to improve its service design.

- Connect Warren and Southern Saratoga Counties – This is one of the fastest growing areas in New York. There is a need for connections between counties along with better access to the region's downtowns. This requires new local service and expanded express service to Albany.
  Estimated Annual Operating Cost: $6 million

- Expand Bus Rapid Transit Services – The three BRT lines have seen remarkable growth and connections for customers. With ridership up every year on all three lines, CDTA has identified a fourth potential BRT corridor that will connect Troy, Latham, Niskayuna, and Schenectady.
  Estimated Annual Operating Cost: $6 million

- Expand On-Demand Service – At least three new service designs have been identified. This will improve the reach of service and provide connections to jobs in areas where on-demand service is provided.
  Estimated Annual Operating Cost: $5 million

- New Service Design in Warren County - A new network will provide better connections and improved service in Glens Falls, Queensbury, and Lake George.
  Estimated Annual Operating Cost: $3 million

- Improve Service Frequencies – CDTA trunk routes are driving ridership gains. They warrant increases in service frequencies. Increases will be on routes in Albany, Schenectady, and Troy. Better frequencies result in less wait time and further increases in ridership.
  Estimated Annual Operating Cost: $2 million

- Expand Bike Regional Share – CDPHP*Cycle!* has been a resounding success. The fleet of 600 bikes needs to be expanded by at least 50%.
  Estimated Annual Operating Cost: $2 million

CNYRTA - $25.2 million

CNYRTA's mission is "To be a Driving Force Moving Communities Forward," and the organization is introducing a range of mobility solutions. Over the past year, OnDemand service was launched in Rome, with plans to expand to other areas. Bus Rapid Transit is progressing with an anticipated launch in Onondaga County in 2026. CNYRTA is also developing plans to support Micron's investment in Onondaga County.

- Expand On-Demand Service – The demand for diverse transportation options is increasing. CNYRTA launched its first OnDemand service in Rome and plans to expand this service. By implementing on-demand service in suburbs like Manlius and Baldwinsville, and unserved areas of the City of Syracuse, CNYRTA can repurpose fixed route drivers and buses, and increase frequency in densely populated areas of the region. On-demand service will improve accessibility in and around the suburbs, connect to the fixed route system, and improve access.
  Estimated Annual Operating Cost: $10.3 million

- Bus Rapid Transit Service – Bus Rapid Transit in Onondaga County will include enhanced service frequency on five key routes within the Syracuse area. This will improve reliability, reduce travel times, offer environmental benefits, and connect major employment areas.
  Estimated Annual Operating Cost: $9.3 million

- Service to Micron – transit plays a key role in economic development, and CNYRTA will support Micron by creating and expanding routes to serve its workforce. This will reduce traffic congestion, lower carbon emissions and result in a sustainable transportation network.
  Estimated Annual Operating Cost: $3.2 million

- Cortland County Expansion– In April 2025, Cortland County will join the Authority. To modernize service in Cortland County, CNYRTA will need additional operating funds.
  Estimated Annual Operating Cost: $2.4 million

NFTA - $12.4 million

NFTA proposes improvements in service on Metro Rail and 11 high-frequency bus routes, improving 15-minute headways to 10-minute intervals during peak times. Expanding paratransit service can help NFTA meet growing demand. These investments will enhance reliability and boost the local economy by supporting jobs and improving access to local businesses.

- Improve Bus Service Frequencies – Improve headways on 11 high frequency bus routes to 10-minute headways during peak periods: #3 Grant, #5 Niagara-Kenmore, #12 Utica, #13 Kensington, #19 Bailey, #20 Elmwood, #23 Filmore-Hertel, #24 Genesee, #25 Delaware, #26 Delavan, #32 Amherst.
  Estimated Annual Operating Cost: $9.3 million

- Expand Frequency on Metro Rail – Add train trips to reduce customer wait times.
  Estimated Annual Operating Cost: $2 million

- Expand Paratransit Core Service Area - Expand core service to standardize times that paratransit services are available throughout NFTA's service area.
  Estimated Annual Operating Cost: $1.1 million

RGRTA - $22.9 million

Over the past several years, RGRTA has redesigned the transit system in each of the eight counties it serves in the Finger Lakes region. This was highlighted by Reimagine RTS in Monroe County, which featured fixed route service that is more frequent and reliable; a new Micro transit service that provides an added layer of mobility and connectivity in seven on-demand zones; and continuation of paratransit service in an area that is nearly three times the size required by the Americans with Disabilities Act.

RGRTA needs more financial support to grow and develop its workforce and expand the transit system to meet the needs of the community. With ridership increasing at a double-digit pace, stronger investment in transit is needed to make improvements that will connect more people to jobs, education, medical appointments, retail, and recreation sites.

- Add More Frequent Routes - Reinstate/add frequent service on multiple routes, including increased frequency on routes from 5-6am on weekdays. Improve frequency on Route 50 Fairport/Penfield to 60-minutes.
  Estimated Annual Operating Cost: $10.2 million
- Improve Service to Job Sites & Rural Service - Add service for workers to RIT, Fairlife, Palmers Foods, other sites. Introduce rural service improvements including on-demand service.
  Estimated Annual Operating Cost: $8 million
- Expand Route Coverage - Expand service from midnight to 1:00am. Extend Route 7 Clifford to cover all of Clifford. Increase Route 97 Elmwood Commuter service to all-day local service. Add a new route to serve Lexington Ave./Edison Tech. School area.
  Estimated Annual Operating Cost: $4.7 million

BC Transit (Broome County) – $1.2 million

- Add On-demand Service to Growing Job Locations – Transportation options are needed to connect the workforce in the Kirkwood/Conklin industrial area. The area has seen significant employer growth and investment yet there is a shortage in providing workers transportation alternatives over the three-shift workday. BC Transit proposes to grow its on-demand service to cover the 24-hour shift needs of the industrial area. This involves smaller buses and automated dispatching, lowering the net cost.
  Estimated Annual Operating Cost: $1.2 million

Bee-Line Bus (Westchester County) - $18 Million

To provide better service to meet local demands, Westchester County will need to increase total service hours by 20%. This implements the levels of service that are recommended in the County's Bus Network Redesign in 2026. Additional funding will allow parts of the increased service plan to move forward more expeditiously.

The redesign plan identified the service levels that would allow the County to achieve the following key service delivery goals:

- Add New and Expanded Routes – Implement new routes and major modifications to existing routes to expand coverage and add more frequent service.
  Estimated Annual Operating Cost: $12 million

- Increase Service on Existing Routes – This will increase the span of service and provide shorter headways to provide service earlier and later in the day. This will meet existing commuting patterns and passenger needs, especially routes connecting to New York City Transit.
  Estimated Annual Operating Cost: $2 million

- Add Weekend Service – Expand weekend service on existing routes and on routes that do not currently operate on weekends. More weekend service is needed to expand coverage on the Bee-Line network to resemble areas served on weekdays, and during times of day when weekend routes do not currently operate.
  Estimated Annual Operating Cost: $2 million

- Introduce Micro Transit Zones – Add on-demand service, with Peekskill and White Plains being pilot projects in 2025.
  Estimated Annual Operating Cost: $2 million

Dutchess County Public Transit - $10.9 Million

- Improve 60/30-Minute Headway Routes to 15 Minutes - Routes A, B, L, and K will benefit from reducing headways from 60/30 minutes to 15 minutes during peak periods. A and B serve the Route 9 Corridor from Poughkeepsie to Fishkill and the Poughkeepsie to Beacon Route and operate 60-minute headways. Route L and K serve Poughkeepsie with 30-minute headways.
  Estimated Annual Operating Cost: $5 million

- Add On-Demand Service - Dutchess County currently contracts with six municipalities to operate its dial-a-ride service and has limited-service areas. This will provide both dial-a-ride and ADA service to accommodate all county residents and connect to fixed routes and destinations off fixed routes.
  Estimated Annual Operating Cost: $3.5 million

- New Routes to Major Developments - Dutchess County was awarded $1.2 million in CMAQ funding for a pilot express service to new Amazon and Frito-Lay facilities. This provides one express bus each way. To expand this service to meet all the shifts for the facilities will require at least 3 express trips a day.
  Estimated Annual Operating Cost: $2.4 million

NICE Bus (Nassau County) - $17.1 Million

To fully support economic development, our aging population and continued employment growth within Nassau County, NICE Bus is following global best practice and establishing innovative ideas by expanding spans of service, increasing headways, and growing on-demand micro transit to underserved communities. Ridership continues to grow and establishing world class service standards across our communities will expand access to jobs, education, health care, and services by creating a more robust transit system.

- Expand Express Service, Including to Off-peak Periods - To attract more choice riders, reduce traffic congestion and improve longer distance inter-county commutes, on routes: N4X, N6X, N20X, N22X, and N41X (new)
  Estimated Annual Operating Cost: $6 million

- Upgrade Weekday Service to 15 Minute All-day - Eliminate off-peak transit deserts, on routes: N24, N31/32, N35, N43.
  Estimated Annual Operating Cost: $4.5 million

- Improve 30-minute Headway Routes to 15 Minutes During Peak - To spread rider loads, increase capacity and allow for more flexibility to access jobs, education and healthcare in underserved communities on the following routes: N1, N16, N23, N25, N27, N33, N35, N43, N48, N49, N54, N55, N58.
  Estimated Annual Operating Cost: $3.5 million

- Add Four On-demand Service Areas – Providing co-mingled service (paratransit + on-demand) connecting neighborhoods to frequent fixed route buses, LIRR stations, libraries, schools, healthcare, and other services.
  Estimated Annual Operating Cost: $2.1 million

- Expand Peak-Only Service to All-Day Service - For communities to support job creating and access on routes: N19, N78, N79, N80.
  Estimated Annual Operating Cost: $1 million

Total Annual Operating Cost: **$290 million**

Downstate Systems: $180 million

Upstate Systems: $110 million

Include $1 Billion as Part of a Statewide Transit Funding Solution

To Support non-MTA Capital Program Needs

The New York Public Transit Association (NYPTA) represents more than 100 transit systems across the state alongside dozens of manufacturers, suppliers, and industry consultants. NYPTA members are experiencing ridership rebounds after the crippling effects of the Covid-19 pandemic. These gains are coupled with requests for more service and new mobility options, like services on demand, better paratransit service and more facilities and customer amenities.

The facilities and capital needs of NYPTA systems are critical for growth and the provision of more transit service across the state. New York State currently provides $140 million annually to support infrastructure investment for upstate and suburban downstate transit systems (non-MTA). This infrastructure includes vehicles, maintenance and administrative facilities, customer service centers and mobility hubs. This includes supporting the transition to zero-emission vehicles, which are more costly and require expensive charging equipment and related infrastructure upgrades.

NYPTA estimates that $1 billion in investments for new and upgraded transit facilities is needed over the next five years (2025-2029) for non-MTA systems to address their needs as they work to improve services and introduce new mobility options. This also includes a continuing transition to zero-emission technology to support the state's zero-emission goals. Attached are examples of facility projects that total more than $600 million for the upstate and suburban downstate systems from 2025 to 2029.

In addition to funding the construction of new and upgraded transit facilities, there is a continuing requirement to replace transit vehicles as they reach the end of their service lives. Non-MTA systems operate more than 3,000 vehicles. Replacing these vehicles (and transitioning to zero-emission vehicles) will require $150 million annually, or $750 million over the next five years.

Providing resources to fund the MTA's 2020-2024 and 2025-2029 capital program gaps is estimated to require approximately $50 billion in new revenues. This presents an opportunity to address the capital funding needs for non-MTA systems at the same time. This investment will promote and encourage the development of transit networks throughout New York State.

The capital needs of all the state's transit systems should be addressed by including $1 billion for non-MTA in any funding solution for the MTA, starting with a $200 million appropriation in the SFY 2025-26 budget. This will provide a unique opportunity to develop, promote and fund the transportation needs of New Yorkers from Manhattan, to Ithaca to Buffalo.

230 Washington Avenue Extension, Suite 101, Albany, NY 12203
518.417.4020 PHONE / 518.463.8656 FAX
info@nytransit.org / www.nytransit.org

Facility Needs for Major Systems (2025-2029)

NFTA - Buffalo

Bus Garage Electrification - The Cold Spring facility is the storage, charging and repair center for NFTA's fleet of 24 Battery Electric Buses (BEBs). It is the only NFTA facility that can charge BEBs. NFTA will soon acquire 13 additional BEBs, with plans to expand the fleet to 45 BEBs by 2027; expanded charging capacity is a critical need. NFTA will also install charging capabilities at the Babcock and Frontier Garages to accommodate zero-emission fleet expansion.

The Cold Spring facility is the cornerstone of NFTA's fleet electrification efforts. Enhancing grid capacity and charging infrastructure at Cold Spring, along with its other two facilities, is essential to meeting customer demand and advancing federal, state, and local Zero-Emission goals.

Estimated Cost: NFTA Garage Electrification $140m.

- Cold Spring Garage: $20m. for additional charging lanes (45 overhead pantographs)
- Babcock Garage Electrification: $60m.
- Frontier Garage Electrification: $60m.
  Year of Construction: Multi-Year (2025-2029)

RTS - Rochester

ZE Campus Expansion - The campus expansion project requires the acquisition of 22 properties along the north side of the RTS main campus. This will provide space for a liquid hydrogen fuel facility. As a result, RTS will need to build another bus garage and a maintenance warehouse. The project includes property acquisition, building a hydrogen fueling facility, a new garage, and a warehouse. Without this expansion, RTS will not be able to meet state zero emissions goals.

Estimated Cost: $100m.
Year of Construction: 2026

RTS Paratransit Facility - RTS Access, the paratransit subsidiary of RGRTA, has outgrown its existing location. RTS is in the process of acquiring property to build a new facility. A new location will provide space for paratransit vehicles and accommodate future zero-emission infrastructure for vehicles.

Estimated Cost: $75m.
Year of Construction: 2026

CNYRTA – Syracuse/Utica

230 Washington Avenue Extension, Suite 101, Albany, NY 12203
518.417.4020 PHONE / 518.463.8656 FAX
info@nytransit.org / www.nytransit.org

Syracuse Facility Expansion - Construct a new facility for Centro's Syracuse operation. A new facility will accommodate more buses and maintenance equipment while providing a layout that improves workflow and reduces downtime. The project includes a training center to provide employees with skill development, along with an education center to promote ridership and educate the public about the benefits of public transportation. The facility will include a green roof and sustainable features to reduce energy costs and improve the facility's environmental impact.

The current maintenance and office facility is inadequate to meet the needs of a Zero Emission fleet, serve a Bus Rapid Transit fleet, and grow ridership. Additional space will allow CNG buses and hydrogen-electric buses to be serviced at the same time, reducing downtime and improving reliability. Up to 42, Zero-Emission buses are expected to be delivered in 2029.

Estimated Cost: $50m.
Year of Construction: 2027

Oneida Facility Consolidation - Construct a consolidated garage and office facility for Centro of Oneida (Utica and Rome). Consolidation of Centro's facilities in Utica and Rome will place operations, maintenance and storage under one roof. The Utica garage sits in a floodplain with annual flooding. Continual flood damage requires constant repairs, impacting operations and resulting in significant service interruptions. The Rome garage is small, outdated and inefficient. Consolidation will improve efficiency, reduce the carbon footprint, and save operating costs.

Estimated Cost: $30m.
Year of Construction: 2027/2028

Cortland Facility Construction – CNYRTA will assume responsibility for transportation services in Cortland County on April 1, 2025. A new maintenance/storage facility is required for this operation. The facility will accommodate more buses and maintenance equipment while providing a layout that improves workflow and reduces downtime, placing operations and maintenance under one roof. The current facility is leased from a private third-party; it is outdated and inefficient.

Estimated Cost: $30m.
Year of Construction: 2027/2028

CDTA – Capital Region

West Facility - CDTA has acquired the Gazette Newspaper property, adjacent to its existing facility in Schenectady. The building will be rehabilitated into a maintenance facility and training center. The existing storage facility will be demolished and replaced with a new garage to accommodate CDTA's expansion into Montgomery County. Infrastructure will be Zero Emissions ready.

Estimated Cost: $100m.
Year of Construction: 2025

Warren County Facility Expansion - Design and construction of an expanded facility in Queensbury. This will accommodate CDTA service in Warren County and northern Saratoga County. The facility infrastructure will be Zero Emissions ready.

Estimated Cost: $45m.

Year of Construction: 2026

Mobility Hubs - Construction of up to six mobility hubs at high volume locations throughout the service area. This will accommodate CDTA's growing menu of services and increasing ridership.

Estimated Cost: $15m.
Year of Construction: 2025

BC Transit - Broome County

New Maintenance Facility - Construct a new maintenance facility to accommodate electric buses. BC Transit has a fleet of 46 buses and its facility power grid max's out at an 18-bus charging capacity. The new facility will accommodate a complete conversion to electric buses.

Estimated Cost: $40m.
Year of Construction: 2029

TCAT - Tompkins County

Maintenance Facility Infrastructure Improvements - TCAT's maintenance facility needs a new roof, and requires floor repair, asphalt resurfacing, HVAC system replacement, lift replacements and upgrades to the electrical infrastructure to accommodate EVs. Without facility upgrades, it will not be possible to support TCAT's zero emissions fleet nor meet future ZEV goals.

Estimated Cost: $5m.
Year of Construction: 2025

NICE Bus - Nassau County

NICE Facility Charging Station - The BEB Facility at Oak and Commercial Ave is a standalone BEB storage and charging facility, holding up to 12 BEB vehicles. A separate charging location is crucial because the depot cannot accommodate the infrastructure needed to charge a BEB Fleet.

Estimated Cost: $15m.
Year of Construction: 2026

Bee Line Bus - Westchester County

White Plains Transit Center – The White Plains Transit Center is a major Bee-Line hub adjacent to the Metro North train station. It is perceived as unwelcoming by customers and has not been upgraded in many years. The project will enhance pedestrian safety, accessibility, wayfinding signage, lighting, seating, and vendor space for an improved customer experience.

Estimated Cost: $10m.
Year of Construction: 2026/2027

Total Cost for All Projects: $655 million

Non-MTA Statewide Facilities Need (2025-2029): $1 billion