5-YEAR CAPITAL NEEDS FOR UPSTATE AND DOWNSTATE TRANSIT: FY 2027-28 to 2031-32

Upstate and Suburban Downstate transit systems require more than $3 billion over the next 5 years to maintain infrastructure in a state of good repair 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 State Fiscal Year 2027-28 to 2031-32 period, assuming continuation of existing funding levels, totals $1.9 billion, leaving a $1.1 billion capital funding gap.

Non-MTA Capital Funding Gap (millions of dollars)	
	Total
5 Year Capital Needs	$3,049
Curent Funding Resources	$1,415
Continue State Transit Ready Funding	$520
Funding Gap	**$1,114**

Non-MTA Transit Infrastructure

Transit systems across upstate New York and in the downstate suburbs own considerable infrastructure that is essential to providing mobility to hundreds of thousands of customers each day. This includes more than 3,500 vehicles of various sizes and types, scores of maintenance and storage facilities, shop equipment, passenger terminals and shelters, employee and administrative facilities, support vehicles, and a growing array of technology needed to operate efficiently and effectively. NFTA has additional infrastructure related to its light rail system. These capital assets are critical to providing safe, effective transit service and, like those of MTA, require continued investment to achieve and maintain a state of good repair.

Transit agencies face significant challenges in addressing their capital needs. Past increases in federal and state investment have resulted in some progress, but transit infrastructure continues to age and there is a large backlog of capital needs to replace over-age vehicles, modernize inadequate facilities, and add customer-focused features and technology. Hundreds of buses statewide are at or beyond their useful life. Decades-old bus maintenance and storage facilities need modernization and expansion. New vehicles are needed to implement Bus Rapid Transit service, expand routes and frequencies, and provide innovative on-demand mobility options to meet community needs. Purchasing zero emission vehicles adds considerably to these costs as vehicles are much more expensive and require charging equipment, maintenance/storage facility upgrades, and new electric power or fuel cell-related infrastructure.

5-Year Capital Needs

NYPTA has developed a 5-Year Capital Needs estimate for Upstate and Suburban Downstate transit that reflects agencies' current capital plans, project lists, and available funding resources. Capital plans were collected for the largest upstate and downstate systems and several medium-size systems, and those results were used to estimate the capital needs of other systems across the state. NFTA's light rail system infrastructure needs and resources are included. Capital needs are presented in three categories:

- Vehicle costs - purchase of new or replacement transit buses and other transit vehicles
- Facilities costs - construct or repair transit maintenance, storage, or passenger facilities
- Other capital costs - fare collection, shop equipment, bus shelters, technology, and other capital projects

The capital costs reflect the needs of nearly 100 urban and rural transit services throughout the state. Individual system and group needs are shown in Appendix A.

The FY 2027-28 to 2031-32 infrastructure needs total more than $3 billion. The majority is investment in core infrastructure; little is for new capacity. Over half (54%) of the 5-Year need is to replace transit vehicles at the end of their service lives, totaling $1.6 billion. Rehabilitating/modernizing transit maintenance and passenger facilities represent 35% of the needs ($1.08 billion), and other infrastructure investments comprise the remainder ($327 million).

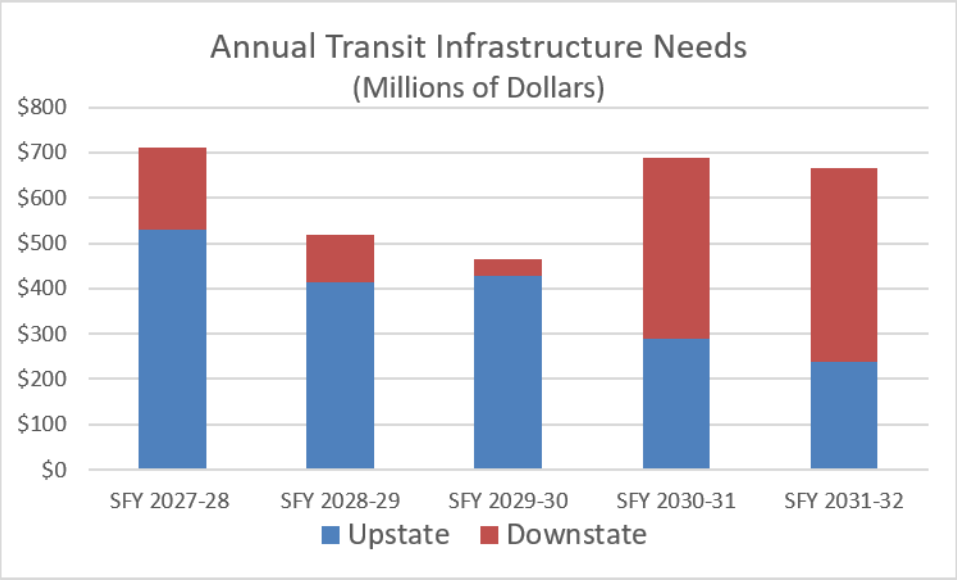
Non-MTA Transit Infrastructure Needs FY 2027-28 to 2031-32

(millions of dollars)

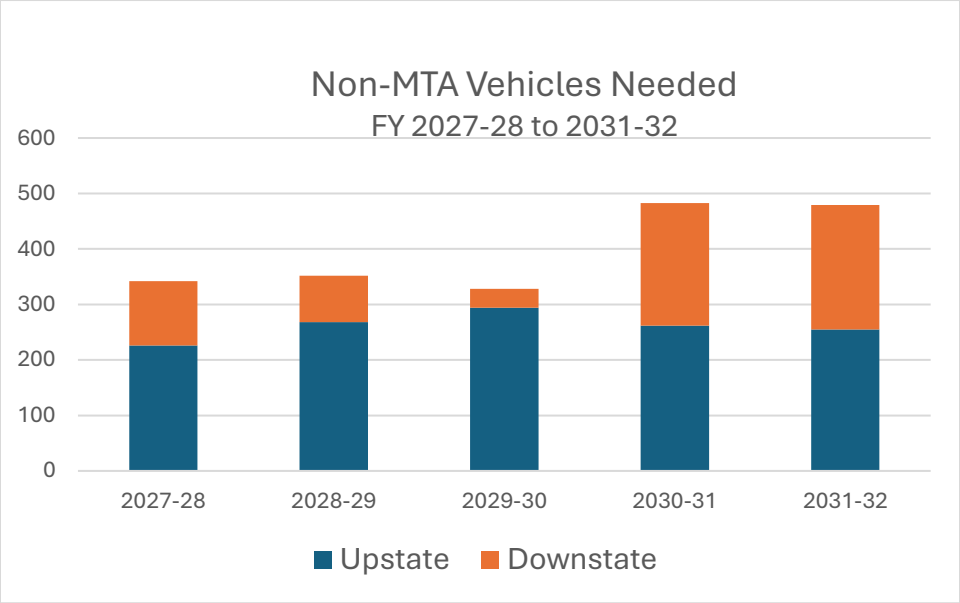
Capital Needs	Upstate	Suburban Downstate	Total Need	% of Total
Vehicle Costs	$677	$968	$1,645	54%
Facility Costs	$909	$168	$1,077	35%
Other Capital Costs	$311	$16	$327	11%
Total Core Need	**$1,897**	**$1,152**	**$3,049**	**100%**

Expanding or constructing new, modern maintenance and storage facilities is a significant infrastructure need over the next 5 years for CDTA, CNYRTA (in both Utica and Cortland), RGRTA (Rochester Campus), TCAT (Ithaca), and NICE Bus (Rockville Center). New Bus Rapid Transit systems will be launched in Syracuse and Buffalo. The NFTA will continue to rehabilitate its 40-year-old rail infrastructure and plans to begin the expansion of its Metro rail line. Attachment B provides examples from several larger transit systems of some important capital projects scheduled over the next 5 years.

The chart below depicts the infrastructure needs for upstate and suburban downstate systems by year. The early years' needs (FY 2027-28 through 2029-30) for upstate systems are heavily influenced by facility improvement projects for all four upstate regional authorities and TCAT, and work to implement the Bailey Ave BRT line and to prepare for Metro Rail expansion in Buffalo. Upstate vehicle replacement needs are fairly uniform over the 5 years at between $120 and $145 million annually. Downstate needs over the period are largely for vehicle replacements, with Westchester County investing over $400 million to replace 78 articulated buses and 106 standard buses over the final two years of the period.



Vehicle needs include the purchase of more than 1,500 large and small transit buses, as well as hundreds more paratransit and on-demand vehicles. Nearly all vehicle needs are replacements of older buses, paratransit vehicles, and on-demand vehicles, with very little programed for new vehicles to expand service, especially given the lack of operating resources for new services.



Non-MTA Vehicles Needed

Vehicle Type	Upstate	Suburban Downstate	Total
Bus	1,020	560	1,580
Paratransit	225	107	332
On-Demand	60	12	72
Total	**1,305**	**679**	**1,984**

Capital Funding Resources and Gap

Capital projects for Non-MTA transit systems are funded entirely by federal, state, and local government resources. This includes FTA urban and rural program funds, state and local matching funds, state Accelerated Transit Capital (ATC) and Modernization and Enhancement Program (MEP) funds, and occasionally other local or transit system capital funds. These resources have not kept pace with growing capital costs over the past decades, leading to a chronic shortfall between investment needs and available funding. Furthermore, the lack of sufficient operating assistance has caused transit systems to divert federal capital aid to fund operations (through eligible preventive maintenance activities), reducing the availability of those federal capital funds to address infrastructure needs. This is not a sustainable strategy, as these funds are needed for capital improvements.

The table below shows the capital funding resources expected to be available over the next 5 years. Future resources assume continuation of existing (FY 2026-27) federal and state funding levels, the use of any backlog of funding, and required local matching funds. Federal funding includes formula funds to urban and rural areas under FTA's Section 5307 and Section 5311 programs. State funding includes continuation of the Accelerated Transit Capital Program, Mobility and

Enhancement Program, and use of any past funding for these programs that is programmed for new projects. Some transit systems may have also programmed prior allocations of Zero Emission Transit Transition (ZETT) funds for projects in future years. The NFTA has assumed the continuation of the current $26 million annual state appropriation for the capital costs of its light rail system infrastructure. Local matching funds may include some overmatch to the required minimum local share of capital projects.

Capital Funding Resources (FY 2027-28 to 2031-32) (Millions of Dollars)			
Source	**Upstate**	**Downstate**	**Total**
Federal Formula (5307 & 5311)	$230	$144	$373
Federal Other	$152	$132	$284
State Match	$33	$26	$59
State ATC/MEP/ZETT/NFTA Rail	$415	$111	$526
Local Match & Other Local	$60	$42	$101
Total	$889	$454	$1,343
Rural Resources (Non-Authorities) Estimate	$72	$0	$72
Continue $104 million Annual Transit Ready NY			$520
Grand Total Future Resources			**$1,935**

The 2021 Federal Infrastructure Investment and Jobs Act provided additional capital funding to Non-MTA systems, but this funding expired in September 2026 and must be renewed. Future federal funding levels are uncertain, and a long-term funding bill may not be completed for some time. New York State increased capital funding for Non-MTA transit in the past two years with the Transit Ready NY program, funds that are badly needed and much appreciated. Continuation of the $104 million annual Transit Ready NY funding and the $26 million in state capital aid for NFTA's light rail system are essential components to funding future Non-MTA capital needs and are assumed in NYPTA's state revenue projections.

Capital investment by the federal and state governments will need to be significantly increased to reduce the $1.1 billion future gap between capital needs and resources and allow New York's transit systems to improve infrastructure conditions.

> ***With little likelihood of increased federal aid, an increase in state capital investment of $220 million per year for the next five years is needed to fully fund the $1.1 billion capital resources gap. [Note that additional appropriations in the state budget would be needed for NYCDOT Transit and Ferry services which are not included in the NYPTA analysis.]***
>
> ***Addressing the Non-MTA transit capital funding gap is critical to improving transit infrastructure across the state. Underinvesting now will jeopardize safety, drive away customers, reduce air quality, and lead to greater infrastructure costs in the future.***

APPENDIX A

Capital Needs for Major Upstate Systems by Year

Upstate 5-Year Capital Needs Combined (2027-28 to 2031-32)
(thousands of dollars)

	CY 2027 or SFY 2027-28			CY 2028 or SFY 2028-29			CY 2029 or SFY 2029-30			CY 2030 or SFY 2030-31			CY 2031 or SFY 2031-32			**5-Year Total**		
	Core	Capacity	Total	Core	Capacity	Total	Core	Capacity	Total	Core	Capacity	Total	Core	Capacity	Total	Core	Capacity	Total
CAPITAL NEEDS (Dollars)																		
CDTA Vehicle Cost	$26,504		$26,504	$12,351		$12,351	$33,010		$33,010	$15,244		$15,244	$14,320		$14,320	$101,429	$0	$101,429
CNYRTA Vehicle Cost	$0		$0	$9,164		$9,164	$34,193		$34,193	$9,904		$9,904	$16,077		$16,077	$69,338	$0	$69,338
NFTA Vehicle Cost	$74,607		$74,607	$36,502	$12,000	$48,502	$42,863		$42,863	$39,914		$39,914	$37,597		$37,597	$231,483	$12,000	$243,483
RGRTA Vehicle Cost	$10,400		$10,400	$38,500		$38,500	$4,500		$4,500	$30,500		$30,500	$23,000		$23,000	$106,900	$0	$106,900
TCAT Vehicle Cost	$2,260		$2,260	$10,000		$10,000	$1,830		$1,830	$3,750		$3,750	$3,875		$3,875	$21,715	$0	$21,715
All Other Upstate Urban Systems Vehicle Cost	$12,641		$12,641	$11,835		$11,835	$12,933		$12,933	$11,035		$11,035	$10,541		$10,541	$58,985		$58,985
Upstate Rural Systems Vehicle Cost	$15,000		$15,000	$15,000		$15,000	$15,000		$15,000	$15,000		$15,000	$15,000		$15,000	$75,000	$0	$75,000
Total Upstate Revenue Vehicles Costs	$141,412	$0	$141,412	$133,352	$12,000	$145,352	$144,329	$0	$144,329	$125,347	$0	$125,347	$120,410	$0	$120,410	$664,850	$12,000	$676,850
CDTA Facility Cost	$39,800		$39,800	$52,800		$52,800	$27,800		$27,800	$1,300		$1,300	$1,300		$1,300	$123,000	$0	$123,000
CNYRTA Facility Cost	$57,080		$57,080	$751		$751	$41		$41	$1,554		$1,554	$30,027		$30,027	$89,453	$0	$89,453
NFTA Facility Cost	$48,870		$48,870	$8,144		$8,144	$5,550		$5,550	$7,290		$7,290	$7,509		$7,509	$77,363	$0	$77,363
RGRTA Facility Cost	$43,500		$43,500	$51,000		$51,000	$42,500		$42,500	$70,000		$70,000	$36,500		$36,500	$243,500	$0	$243,500
TCAT Facility Cost	$3,900		$3,900	$0		$0	$100,000		$100,000	$0		$0	$0		$0	$103,900	$0	$103,900
All Other Upstate Urban Systems Facility Cost	$21,461		$21,461	$12,522		$12,522	$19,543		$19,543	$8,905		$8,905	$8,371		$8,371	$70,802		$70,802
Upstate Rural Systems Facility Cost	$34,000		$34,000	$68,000		$68,000	$51,000		$51,000	$34,000		$34,000	$14,000		$14,000	$201,000	$0	$201,000
Total Upstate Facilities Costs	$248,611	$0	$248,611	$193,217	$0	$193,217	$246,434	$0	$246,434	$123,049	$0	$123,049	$97,707	$0	$97,707	$909,018	$0	$909,018
CDTA Other Capital Cost	$23,341		$23,341	$3,505		$3,505	$4,755		$4,755	$10,755		$10,755	$10,755		$10,755	$53,111	$0	$53,111
CNYRTA Other Capital Cost	$3,600	$12,000	$15,600	$358	$16,000	$16,358	$3,025		$3,025	$13,800		$13,800	$4,155		$4,155	$24,938	$28,000	$52,938
NFTA Other Capital Cost	$48,996	$22,000	$70,996	$12,920	$22,000	$34,920	$5,800	$17,625	$23,425	$7,540		$7,540	$0		$0	$75,256	$61,625	$136,881
RGRTA Other Capital Cost	$17,000		$17,000	$11,000		$11,000	$1,500		$1,500	$1,500		$1,500	$1,500		$1,500	$32,500	$0	$32,500
TCAT Other Capital Cost	$177		$177	$2,610		$2,610	$228		$228	$0		$0	$734		$734	$3,749	$0	$3,749
All Other Upstate Urban Systems Other Capital Cost	$10,346		$10,346	$3,377		$3,377	$1,701		$1,701	$3,733		$3,733	$1,905		$1,905	$21,062		$21,062
Upstate Rural Systems Other Capital Cost	$2,000		$2,000	$3,000		$3,000	$2,000		$2,000	$2,000		$2,000	$2,000		$2,000	$11,000	$0	$11,000
Total Upstate Other Capital Costs	$105,460	$34,000	$139,460	$36,770	$38,000	$74,770	$19,009	$17,625	$36,634	$39,328	$0	$39,328	$21,049	$0	$21,049	$221,616	$89,625	$311,241
GRAND TOTAL UPSTATE CAPITAL NEEDS	**$495,483**	**$34,000**	**$529,483**	**$363,339**	**$50,000**	**$413,339**	**$409,772**	**$17,625**	**$427,397**	**$287,723**	**$0**	**$287,723**	**$239,166**	**$0**	**$239,166**	**$1,795,483**	**$101,625**	**$1,897,108**

Capital Needs for Major Downstate Systems by Year

Downstate 5-Year Capital Needs Combined (2027-28 to 2031-32)
(thousands of dollars)

	CY 2027 or SFY 2027-28			CY 2028 or SFY 2028-29			CY 2029 or SFY 2029-30			CY 2030 or SFY 2030-31			CY 2031 or SFY 2031-32			**5-Year Total**		
	Core	Capacity	Total	Core	Capacity	Total	Core	Capacity	Total	Core	Capacity	Total	Core	Capacity	Total	Core	Capacity	Total
CAPITAL NEEDS (Dollars)																		$0
Westchester Vehicle Cost	$0		$0	$0		$0	$0		$0	$200,000		$200,000	$212,000		$212,000	$412,000	$0	$412,000
Nassau Vehicle Cost	$46,720		$46,720	$25,200		$25,200	$10,160		$10,160	$16,600		$16,600	$20,000		$20,000	$118,680	$0	$118,680
Dutchess Vehicle Cost	$0		$0	$17,600		$17,600	$0		$0	$2,520		$2,520	$852		$852	$20,972	$0	$20,972
All Other Downstate Systems Vehicle Cost	$35,245		$35,245	$32,288		$32,288	$7,665		$7,665	$165,301		$165,301	$175,660		$175,660	$416,159	$0	$416,159
Total Downstate Revenue Vehicles Costs	$81,965	$0	$81,965	$75,088	$0	$75,088	$17,825	$0	$17,825	$384,421	$0	$384,421	$408,512	$0	$408,512	$967,811	$0	$967,811
Westchester Facility Cost	$0		$0	$0		$0	$0		$0	$0		$0	$0		$0	$0	$0	$0
Nassau Facility Cost	$54,962		$54,962	$15,000		$15,000	$8,500		$8,500	$8,500		$8,500	$9,025		$9,025	$95,987	$0	$95,987
Dutchess Facility Cost	$0		$0	$0		$0	$0		$0	$0		$0	$0		$0	$0	$0	$0
All Other Downstate Systems Facility Cost	$41,463		$41,463	$11,316		$11,316	$6,412		$6,412	$6,412		$6,412	$6,808		$6,808	$72,411	$0	$72,411
Total Downstate Facilities Costs	$96,425	$0	$96,425	$26,316	$0	$26,316	$14,912	$0	$14,912	$14,912	$0	$14,912	$15,833	$0	$15,833	$168,398	$0	$168,398
Westchester Other Capital Cost	$0		$0	$0		$0	$0		$0	$0		$0	$0		$0	$0	$0	$0
Nassau Other Capital Cost	$1,200		$1,200	$1,500		$1,500	$1,500		$1,500	$1,500		$1,500	$1,515		$1,515	$7,215	$0	$7,215
Dutchess Other Capital Cost	$0	$763	$763	$60	$763	$823	$250	$763	$1,013	$0		$0	$0		$0	$310	$2,289	$2,599
All Other Downstate Systems Other Capital Cost	$905		$905	$1,177		$1,177	$1,320		$1,320	$1,132		$1,132	$1,143		$1,143	$5,677	$0	$5,677
Total Downstate Other Capital Costs	$2,105	$763	$2,868	$2,737	$763	$3,500	$3,070	$763	$3,833	$2,632	$0	$2,632	$2,658	$0	$2,658	$13,202	$2,289	$15,491
GRAND TOTAL DOWNSTATE CAPITAL NEEDS	**$180,495**	**$763**	**$181,258**	**$104,140**	**$763**	**$104,903**	**$35,807**	**$763**	**$36,570**	**$401,965**	**$0**	**$401,965**	**$427,004**	**$0**	**$427,004**	**$1,149,411**	**$2,289**	**$1,151,700**

APPENDIX B

FY 2027-28 to 2031-32 NON-MTA CAPITAL NEEDS - EXAMPLE CAPITAL PROJECTS

CDTA

$73.2 m. to replace 132 transit buses
$4 m. to replace 27 paratransit vehicles
$6.1 m. for BRT system upgrades
$125.7 m. for design and construction of bus maintenance & storage facility

CNYRTA

$56.6 m. to replace 49 transit buses in Syracuse and Utica
$8 m. to replace 13 transit buses in Cortland
$6 m. to replace 41 paratransit vehicles in Syracuse
$26 m. for implementation of BRT in Syracuse
$57 m. for design and construction of a new Utica bus maintenance facility
$35.5 m. for design and construction of a new Cortland bus maintenance facility
$10 m. to replace vehicle computer software systems

NFTA

$226.3 m. to replace 109 transit buses and 85 paratransit vehicles, and purchase 12 buses for expanding service
$17.2 m. to purchase 6 zero-emission buses
$7 m. for electric bus infrastructure
$29 m. for roof replacements at Cold Spring and Frontier bus facilities
$62 m. to implement Bailey Ave Corridor BRT
$18 m. for Metro rail escalator replacement
$3.3 m. for rail car passenger information system
$200 m. for Metro rail expansion

RGRTA

$84.4 m. to purchase 130 transit vehicles (buses, paratransit and on demand vehicles)
$22.5 m. to purchase 125 transit vehicles for rural services
$33.5 m. for RTS Monroe Operations Building infrastructure renovations
$30 m. to purchase property and renovate RTS Access facility
$91 m. for RTS Monroe Operations Building garage addition, campus expansion, and fueling station
$30 m. for RTS Monroe Operations and Admin Building including the addition of a Maintenance Warehouse and campus safety measures

TCAT (Tompkins County)

$17.7 m. to replace 19 transit buses
$760,000 to replace 5 small transit vehicles
$4.1 m. for improvements to bus maintenance facility
$100 m. to design and construct a new bus maintenance facility
$3.1 m. to replace radio and vehicle monitoring systems

NICE (Nassau County)

$119 m. to replace 115 transit buses and 61 paratransit vehicles
$6 m. to replace CNG methane detection system for Mitchell Field Depot
$4 m. to construct a new CNG fueling canopy/station
$2 m. for new digital signs at Rosa Parks Hempstead Transit Center
$6 m. for a new vehicle monitoring and dispatching system
$14 m. for Commercial & Oak St development
$85 m. to reconstruct the Rockville Center Depot

Bee-Line (Westchester County)

$412 m. to replace 78 articulated buses and 106 standard buses

Dutchess County Public Transit

$21 m. to replace 20 transit buses and 12 demand-response vehicles