



Transit Policy and Legislative Issues 2015 MPO Conference

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June, 2015

NYPTA Major Policy Issues

- Lack of growth in upstate transit operating aid
- Capital program funding

Demand for Transit is Growing

Transit Ridership is up across the state:

- MTA Subway – Up 2.6% in 2014, highest ridership in 65 years
- MTA Railroads – LIRR up 3%; MNRR up 1.5%
- Capital District – Up 3% in 2014-15, set new ridership record
- Rochester – Up 1% in 2014-15
- Syracuse – Up 3% in 2014-15
- Ithaca – Set ridership record 7 straight years
- Utica – Up 23% since CNYRTA takeover in 2006
- Binghamton – Up 1.4% in 2014

Transit System Innovations

- Continually evaluate efficiency and effectiveness
- Preventive maintenance programs to extend vehicle life
- Energy efficient systems
- Partnerships with colleges and businesses
- New services - BRT
- Real time passenger information
- New fare collection technology – smartcard, mobile fare payment

Transit Operating Assistance Needs Continue to Increase

- Transit systems struggle to maintain current service levels
- Opportunities to meet new demands for service are not being met
- Operating expenses grow annually, including labor wages, pension, health care and paratransit service
- Upstate transit funding requires a real structural fix to provide funding growth
- Implement legislation to provide real annual growth in upstate operating aid, more similar to growth for downstate systems

Transit Infrastructure Conditions are Worsening

- NFTA – 46% of buses beyond useful life
- Broome County Transit – 57% of buses beyond useful life, increasing bus maintenance costs
- CDTA – 21% of buses beyond useful life; costing twice as much to maintain as younger buses
- RGRTA – 40 year old decaying central maintenance facility
- CNYRTA – 20 year old CNG fueling facility needs replacement

Additional Investment is Needed in Transit Infrastructure Across the State

- MTA 2015-19 capital investment need of \$32 b.
- Available resources will fund just over half of need, leaving a funding gap of \$14 b.
- Transit systems across the state also have significant infrastructure needs
- NYPTA developed a 5-year capital plan for upstate and downstate transit systems
- Allows development of a **statewide** transit capital need by combining with the MTA capital program

NYPTA Transit Infrastructure Needs Report - Infrastructure Needs Categories

Core Infrastructure Needs – Includes:

- State of Good Repair
- Normal replacement of assets
- New Initiatives to meet customer demand

Capacity Expansion Needs – Includes:

- Projects that add new service
- Bus Rapid Transit routes
- Additional vehicles that expand fleet

Preventive Maintenance

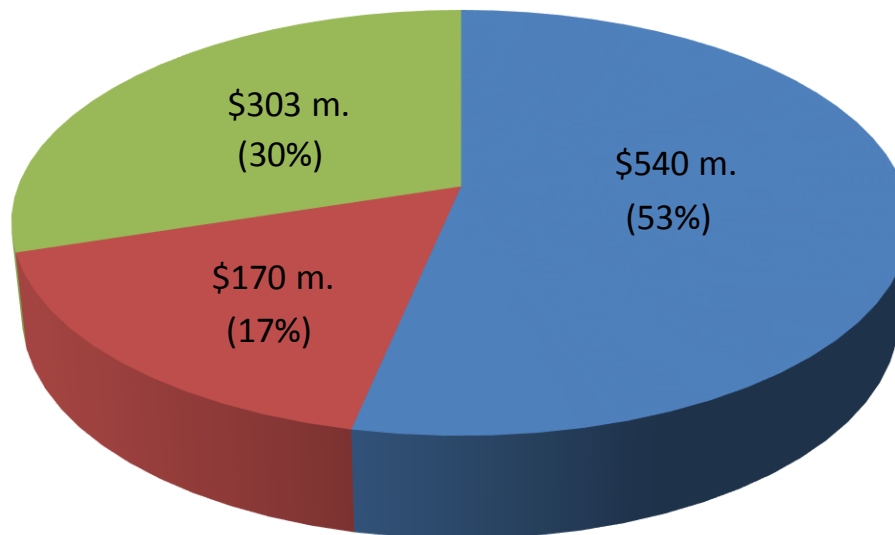
- Reported but not included in capital needs

5-Year Transit Infrastructure Needs

Upstate and Downstate Suburban Capital Needs			
SFY 2015-16 to 2019-20 Capital Program			
(millions of dollars)			
		Downstate	Total
Category	Upstate	Suburban	Need
Core System Needs			
Vehicle Cost	\$236	\$276	\$512
Facilities Cost	\$98	\$35	\$133
Other Capital Cost	\$132	\$56	\$188
Total Core Need	\$466	\$367	\$833
Capacity Expansion			
Vehicle Cost	\$27	\$1	\$28
Other Cost (e.g. BRT)	\$111	\$41	\$152
Total Capacity Need	\$138	\$42	\$180
Total Capital Need	\$604	\$409	\$1,013

Upstate and Suburban County Transit Infrastructure Needs

Needs Categories (Total Needs = \$1.013 billion)



■ Vehicles ■ Facilities ■ Other Capital

5-Year Infrastructure Funding Gap

Upstate and Suburban County Capital Resources			
SFY 2015-16 to 2019-20 Capital Program			
(millions of dollars)			
		Downstate	Total
Category	Upstate	Suburban	Resources
Federal Formula	\$161	\$70	\$231
Federal Other	\$27	\$19	\$46
State Match	\$22	\$10	\$32
State Other	\$10	\$9	\$19
Local Match	\$22	\$10	\$32
Local Other	\$45	\$31	\$76
Total Resources	\$287	\$149	\$436
Total Capital Need	\$604	\$409	\$1,013
Funding Gap	\$317	\$260	\$577

What Will More Investment Achieve?

- Transit services across the state can better support local economic growth
- Better, more reliable service to retain and attract customers
- System improvements to add customer focused technology
- Additional capacity and new BRT services to meet ridership demand
- Repair to aging facilities and replacement of outdated equipment
- Lower vehicle maintenance costs, reducing pressure on operating budgets
- More jobs for NYS transit manufacturers and suppliers

NYPTA Recommendations

- NYS should develop a **statewide** transit capital funding program for all transit systems throughout the state
 - Fund the MTA capital program gap
 - Fund the capital program gap for upstate and downstate systems
- The state should increase its commitment to funding Upstate and Downstate transit operating needs
- Address the structural issue with state operating resources to upstate transit
- Transit systems stand ready to work with state and local officials to solve the transit funding gap

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