

MTA Capital Program Amendments

Renew. Enhance. Expand.



Capital Program Briefing
May 2017

2015-2019 Program Amendment Highlights

- Program size has changed

April 2016*
\$29.6 b



May 2017
\$32.5 b

- Level of state of good repair investments remains constant
- Major improvements include:
 - Second Avenue Subway Phase 2
 - Enhanced Station Initiative
 - New technology countdown clocks
 - Open road tolling (ORT)
 - Additional clean energy buses
 - Customer amenities: Wi-Fi & USB
 - Additional ADA work
 - LIRR Expansion



2015-2019 Capital Program Overview

The principles of our capital program are to renew, enhance, and expand our system.



Renew

Our first priority is to protect the safety, reliability and quality of existing MTA service. This means replacing and repairing trains, buses, and subway cars, and maintaining track, signals, yards, depots, bridges and station renewals.



Enhance

System and service improvements help us to better serve our customers, through initiatives such as countdown clocks, Select Bus Service, new Moynihan station, and station accessibility.



Expand

Expanding the reach of the MTA network enables us to deliver more extensive and resilient service:

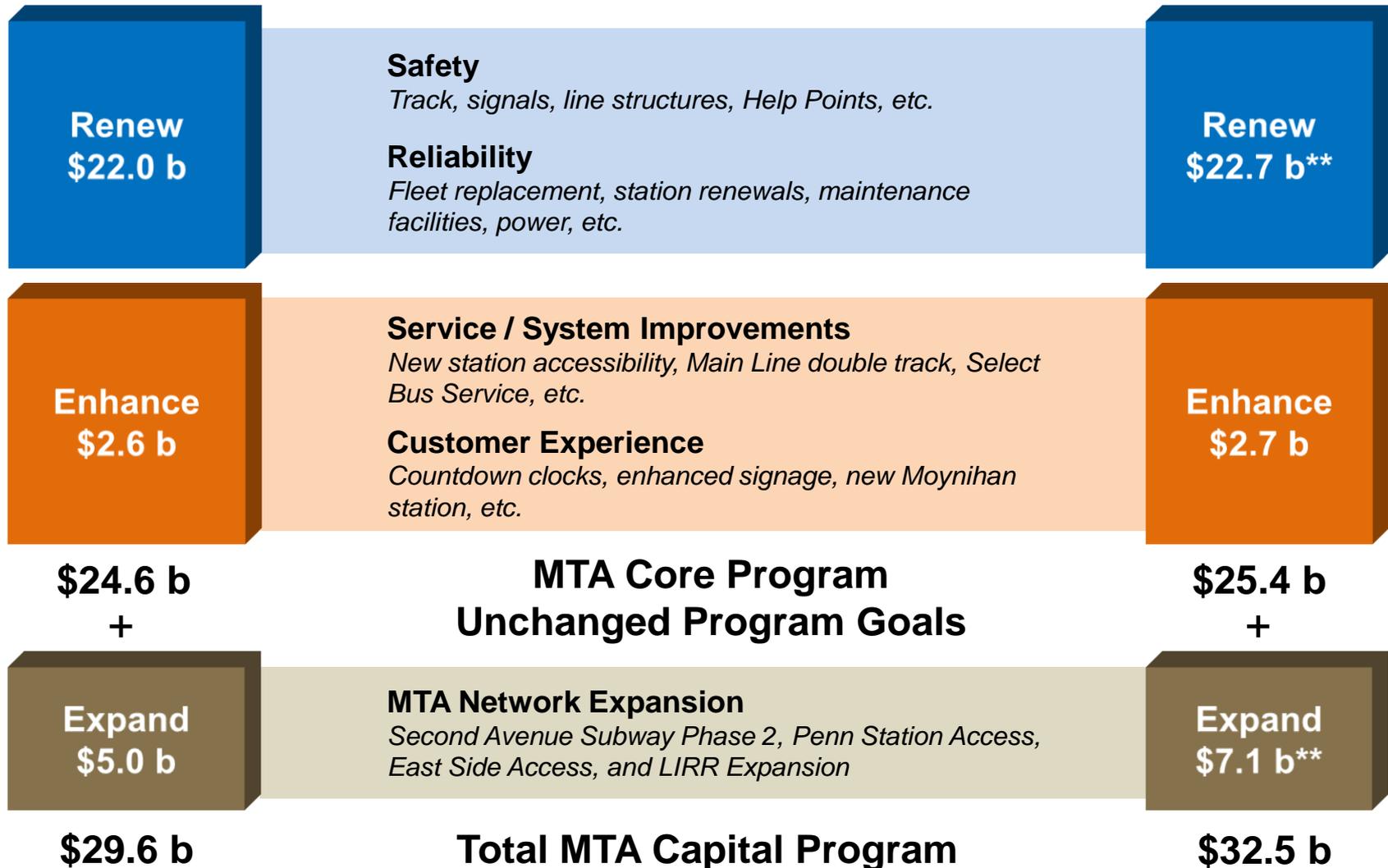
- Second Avenue Subway Phase 2
- LIRR Expansion and Grade Crossings
- Penn Station Access
- East Side Access

2015-2019 Program Building Blocks

April 2016*



May 2017



* Incorporates changes from the February 2017 amendment

**Increase funded by new funding sources

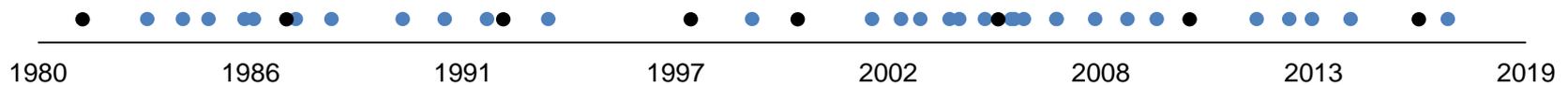
Prior Capital Program Amendments

Program amendments are a regular course of doing business. **Since 1981, there have been effectively 7 CPRB capital programs and 31 amendments.** Historically, the capital program amendments have experienced extensive changes.

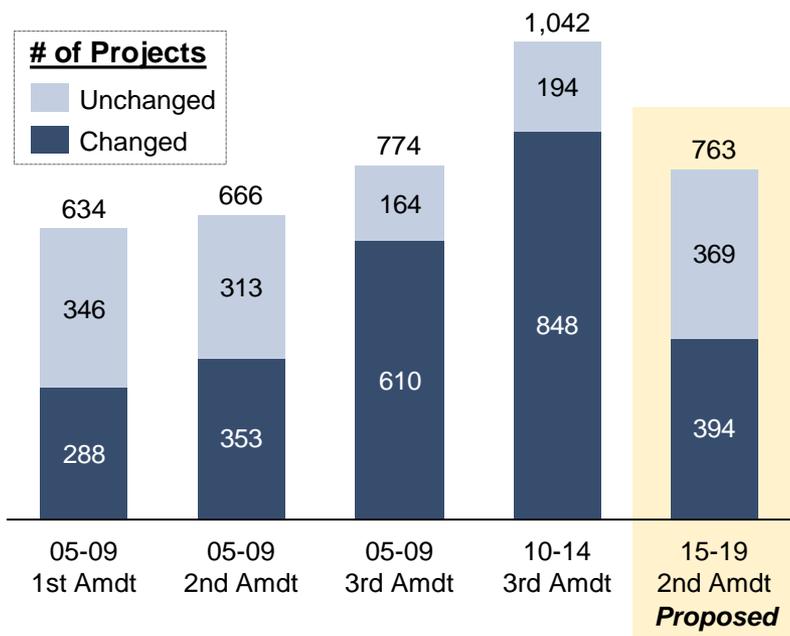
Capital Program and Amendment Timeline

- Original Approved Program
- Approved Program Amendment

On average **over four amendments per plan** and **nearly one every year**



Brief History of Capital Amendments by # of Projects Affected



Examples of Significant Changes

Plan	Amdt Date	Change Description	Change (\$ m)
00-04	Dec 2002	MTA Wide Security (response to World Trade Center)	\$591
05-09	July 2008	Additional needs for ESA and Second Ave Subway Phase 1	\$1,031
10-14	Dec 2011	Reflect efficiency improvements and funding changes	(\$1,990)
10-14	Dec 2012	Superstorm Sandy Restoration	\$4,755
10-14	July 2013	Superstorm Sandy Mitigation	\$5,770

MTA Capital Program 2015-2019

New York City Transit



2015-2019 NYCT Program: \$16.7b including MTA Bus and SIR

Renew 90%

Enhance 10%

- **Buses:** \$1.216 billion, reflecting increase of \$196 million to purchase new electric and hybrid electric buses.
- **Subway Cars:** \$1.728 billion with (a) a changed “mix”, increasing base order to 460 subway cars out of a total 1,100 cars, and (b) reflecting a shift of \$1.23 billion in funding to align with actual delivery of cars.
- **Staten Island Railway (SIR):** \$479 million, including an additional \$93 million for 75 new cars for the Staten Island Railway (SIR) fleet replacement and the enhanced stations initiative at Richmond Valley.
- **Signals/Communications:** \$2.728 billion, a net shift of \$38 million reflecting the introduction of countdown clocks on the B-division and the realignment of the CBTC in-car equipment with actual R211 delivery. There is no change to the plan to install CBTC on three lines in this program.
- **New Fare Payment System:** \$539 million, reflecting the addition of \$114 million including \$100 million for the acceleration of the introduction of smart cards and mobile phones for fare collection.
- **Accessibility:** \$966 million, including an increase of \$226 million for additional ADA work at stations.
- **Stations:** \$2.496 billion, reflecting the addition of \$751 million for the enhanced stations program at 32 locations and elevator work.
- **Track:** \$1.845 billion, which maintains our level of state of good repair investment in this critical component of our infrastructure (no change).

2015-2019 NYCT Program: \$16.7b including MTA Bus and SIR (continued)

Renew 90%

Enhance 10%

- **Shops/Yards/Depots:** \$969 million, an increase of \$34 million, including the purchase of real estate for a potential new bus depot.
- **Line Structures:** \$988 million, which reflects an additional \$93 million for Bushwick Cut Structure, a critical pre-cursor project for the Canarsie Tube.
- **Power:** \$884 million, reflecting an increase of \$111 million to upgrade substations and power facilities for lines being equipped with CBTC.
- **MTA Bus:** \$376 million, which maintains our level of state of good repair investment in buses and depots (no change).
- **Line Equipment:** \$285 million, with an additional \$5 million for project cost changes.
- **Other:** \$1.192 billion, reflecting an increase of \$110 million for additional investment for the Rail Control Center/Power Control Center, work locomotives, passenger security, and administrative changes.

MTA Capital Program 2015-2019

Long Island Rail Road



2015-2019 LIRR Program: \$3.0b

Renew 80%

Enhance 20%

- **Track Capacity:** \$380 million, a decrease of \$78 million, with no impact on Jamaica Capacity Improvements Phase 1 construction and reflecting the progression of Phase 2 into the design phase.
- **Rolling Stock:** \$350 million, which maintains our state of good repair investment in rolling stock (no change).
- **Signals/Communications:** \$346 million, a decrease of \$33 million to shift signalization of the Ronkonkoma-to-Yaphank corridor to align with track access and to re-phase the Babylon Interlocking renewal.
- **Track SGR:** \$366 million, an increase of \$28 million reflecting additional state of good repair track work in advance of major initiatives.
- **Stations/Parking:** \$767 million, an increase of \$98 million reflecting additional Enhanced Station Initiative work, additional station component replacement, new elevators at the Murray Hill station, and a new station at the Brookhaven National Laboratory.
- **Power:** \$227 million, which maintains our state of good repair investment in power (no change).
- **Shops/Yards:** \$227 million, an increase of \$15 million including the refined estimate for Mid-Suffolk Yard Improvements.
- **Line Structures:** \$147 million, a decrease of \$13 million which reflects alignment of bridge construction with track access.
- **Other:** \$148 million, a decrease of \$17 million reflecting administrative changes.

MTA Capital Program 2015-2019

Metro-North Railroad



2015-2019 MNR Program: \$2.4b

Renew 94%

Enhance 6%

- **Rolling Stock:** \$532 million, which maintains our level of state of good repair investment in rolling stock (no change).
- **Shops/Yards:** \$472 million, which maintains our level of state of good repair investment in shops and yards (no change).
- **Track:** \$218 million, a decrease of \$22 million from savings in the state of good repair track program reflecting track work in Connecticut funded by CDOT.
- **Line Structures:** \$214 million, an increase of \$6 million reflecting alignment of the Prospect Hill and Third Avenue bridges with schedule and needs.
- **Grand Central Terminal:** \$135 million, a decrease of \$75 million reflecting the phasing of the Grand Central Terminal Trainshed project. No impact on customers.
- **Signals/Communications:** \$267 million, an increase of \$73 million for Positive Train Control (PTC) and other signal improvements.
- **Stations/Parking:** \$299 million, an increase of \$107 million reflecting additional Enhanced Station Initiative work.
- **Power:** \$114 million, an increase of \$13 million including additional needs for Harlem and Hudson Power Improvements.
- **Other:** \$164 million, a decrease of \$9 million reflecting administrative changes.

MTA Capital Program 2015-2019

Bridges and Tunnels



2015-2019 B&T Program: \$2.9b

Renew 100%

- **Roadways/Decks:** \$828 million, a reduction of \$246 million due to no longer needing projects on toll plazas following ORT implementation
- **Toll Plazas/Traffic Management:** \$625 million, an increase of \$419 million reflecting new open road tolling (ORT) investments including toll collection equipment and system at all crossings.
- **Structures:** \$752 million, a decrease of \$52 million including favorable estimates for two Bronx Whitestone Bridge structure projects and other adjustments to incorporate open road tolling (ORT).
- **Utilities:** \$405 million, a decrease of \$1 million for power needs such as the relocation of the Robert F. Kennedy Bridge substation.
- **Structural Painting:** \$176 million, a decrease of \$12 million reflecting lower estimates for agency wide painting.
- **Buildings/Sites:** \$89 million, a decrease of \$6 million reflecting revised estimate for the rehabilitation of Robert Moses building and ancillary facilities at Robert F. Kennedy Bridge.
- **Other:** \$67 million, a decrease of \$19 million reflecting savings in administrative projects.

MTA Capital Program 2015-2019

Network Expansion



2015-2019 MTACC Program: \$7.1b

Expand 100%

- **Second Avenue Subway Phase 2:** \$1.735 billion, an increase of \$700 million for near-term 30% match per Full Funding Grant Agreement (FFGA) process
- **LIRR Expansion:** \$1.5 billion for a new third track from Floral Park to Hicksville.
- **Grade Crossings:** \$450 million, new work to be funded by New York State Department of Transportation.
- **East Side Access:** \$2.626 billion, a decrease of \$464 million reflecting East Side Access and related investments scope transfer to 2010-2014 program.
- **Penn Station Access:** \$695 million, which maintains extension of Metro-North's New Haven Line directly to Penn Station including four new stations in the Bronx (no change).
- **Miscellaneous:** \$129 million, a decrease of \$6 million reflecting administrative changes.

MTA Capital Program 2010-2014

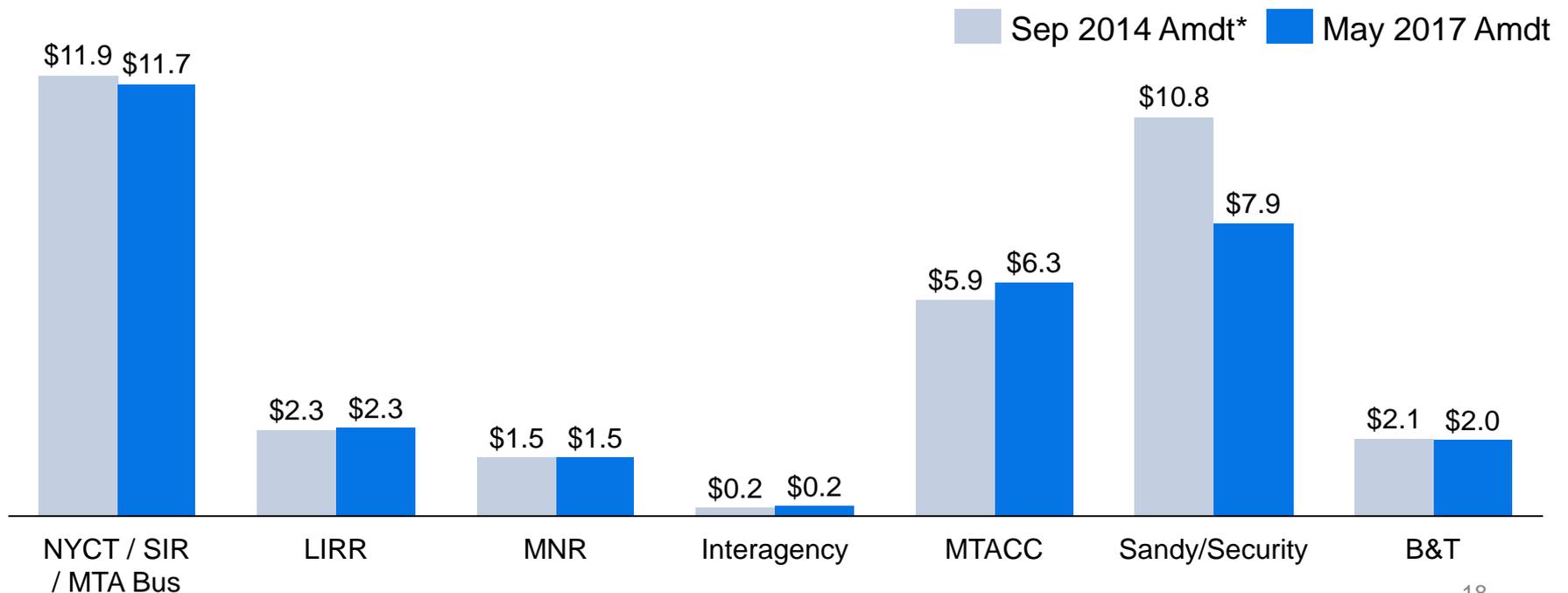


2010-2014 Program Changes

MTA-wide envelope will change from \$34.8b to \$32.0b

Program Alignment Changes

- **Sandy:** Align program budgets with available funding. The remaining Sandy funds cover all essential repair and resiliency projects.
- **B&T:** Transfer B&T surplus to 2015-2019 program for Open Road Tolling.
- **MTACC:** ESA transfer back from 2015-2019 program to match available funding.
- Address current project estimates across all MTA Agencies.
- Address funding and budget changes that trigger CPRB review.



MTA Capital Program Funding



2015-2019 Capital Program Funding (\$ millions)

	February 2017 Approved Program	Proposed Program	Change
<u>Funding Currently Projected</u>			
Federal formula, flexible/CMAQ and misc: <i>(add'l \$231m allocated in 10-14 and \$450m of existing CMAQ from NYS)</i>	\$6,275	\$6,956	\$681
Federal Core Capacity	100	100	-
Federal New Starts	500	500	-
MTA Bonds	5,929	7,558	1,629
Pay-as-you-go Capital/PAYGO	1,925	2,270	345
State of New York Capital	8,336	8,466	130
City of New York Capital	2,492	2,492	-
Asset Sales / Leases	600	600	-
Other MTA Sources <i>(\$530m bonds; \$45m PAYGO/cash)</i>	562	575	13
Subtotal 2015-2019 CPRB Program	\$26,719	\$29,517	\$2,798
Bridges & Tunnels Bonds <i>(\$2,366m)</i> & PAYGO <i>(\$574m)</i>	2,856	2,940	84
Total 2015-2019 Capital Program	\$29,575	\$32,457	\$2,882

Numbers may not total due to rounding

2010-2014 Capital Program Funding (\$ millions)

	September 2014 Approved Program	Proposed Program	Change
Federal Formula, Flexible and Misc.	\$5,827	\$5,544	(\$283)
Federal High Speed Rail	295	295	-
Federal New Starts	-	1,257	1,257
Federal Security	221	193	(28)
MTA Bus Federal Formula/Match	148	132	(16)
City Capital Funds	761	729	(33)
State Assistance	770	770	-
MTA Bonds	12,703	11,772	(931)
Other	1,472	1,746	274
Hurricane Sandy Recovery Funds			
• Federal and Insurance reimbursement	8,732	5,960	(2,772)
• MTA Bonds for Hurricane Damage	758	758	-
• Storm Recovery/Mitigation PAYGO	160	81	(79)
Subtotal 2010-2014 CPRB Program	\$31,849	\$29,236	(\$2,613)
Bridges and Tunnels Bonds	\$2,079	\$2,018	(\$61)
B&T Hurricane Sandy Recovery Funds			
• Federal and Insurance reimbursement	699	382	(316)
• B&T Bonds and Cash	175	384	209
Total 2010-2014 Capital Program	\$34,801	\$32,021	(\$2,780)

Numbers may not total due to rounding

**For more information:
mta.info/capital**