

# MTA Capital Program Amendment

Renew. Enhance. Expand.



Capital Program Briefing  
April 2018

 **CAPITAL  
PROGRAM**  
[mta.info/capital](http://mta.info/capital)

# 2015-2019 Program Amendment Highlights

- No new funds are being requested with this amendment
- Program size has changed

July 2017  April 2018  
**\$32.5 b** **\$33.3 b**

- The program increases slightly (2.4%) from the last CPRB approved amendment to:
  - Incorporate MTA board approved changes from December 2017
  - Shift ESA related funds from 2010-2014 to 2015-2019
- All other changes primarily address revised estimates

# Prior Capital Program Amendments

Program amendments are a regular course of doing business. **Since 1981, there have been effectively 8 CPRB capital programs and 33 amendments.** Historically, the capital program amendments have experienced extensive changes.

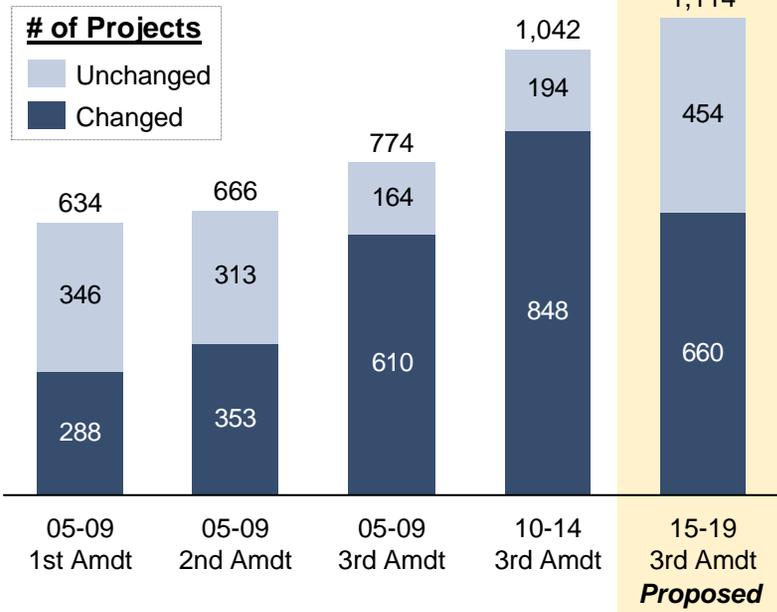
## Capital Program and Amendment Timeline

- Original Approved Program
- Approved Program Amendment

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



## Brief History of Capital Program Amendments by # of Projects Affected



## Examples of Significant Changes

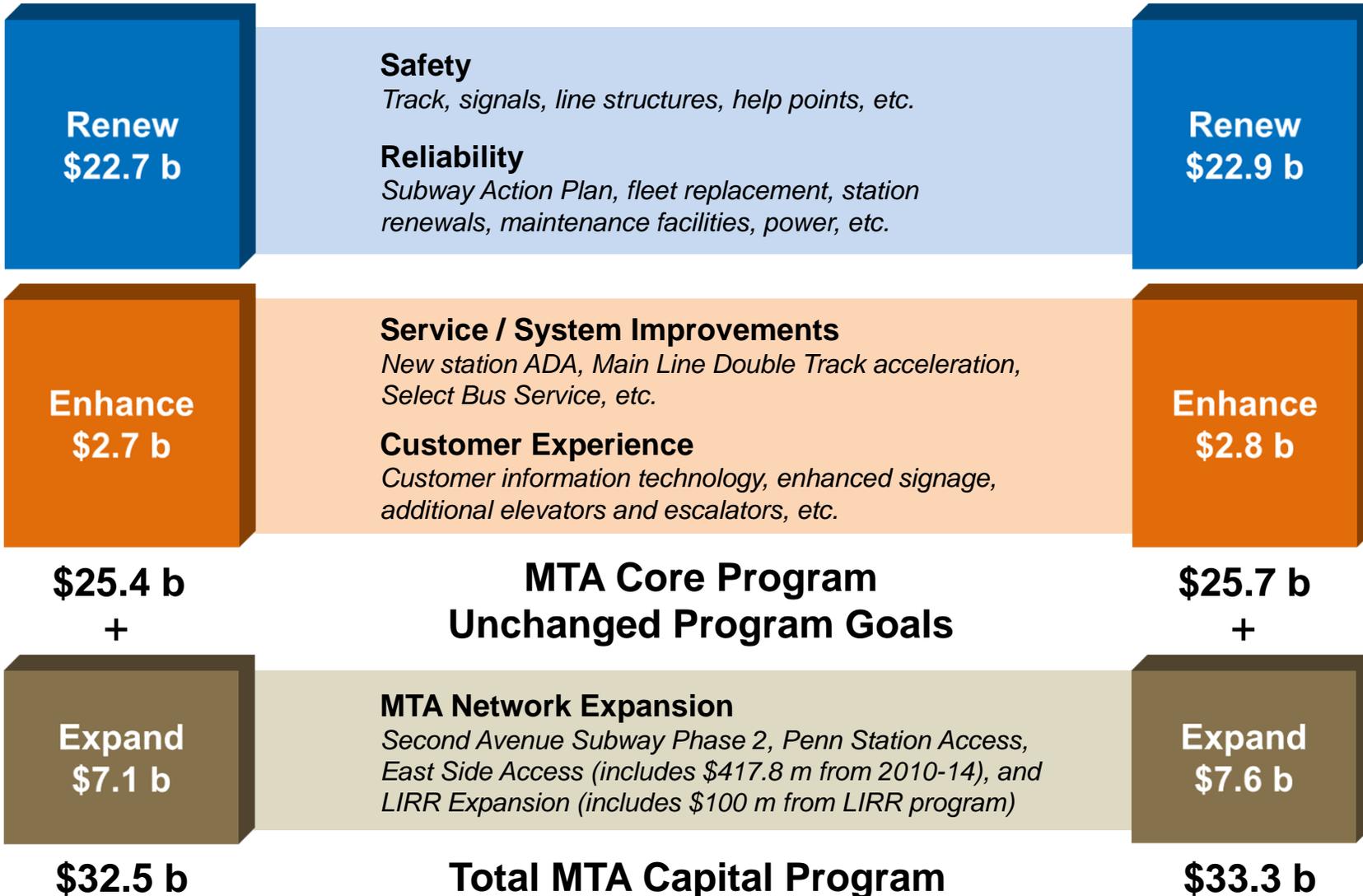
Plan	Amdt Date	Change Description	Change (\$ m)
10-14	Dec 2011	Reflect efficiency improvements and funding changes	(\$1,990)
10-14	Dec 2012	Superstorm Sandy Restoration	\$4,755
10-14	July 2013	Superstorm Sandy Mitigation	\$5,770
15-19	July 2017	Second Avenue Subway Phase 2, LIRR Expansion Project, and NYCT ESI	\$3,500

# 2015-2019 Program Building Blocks

July 2017



April 2018

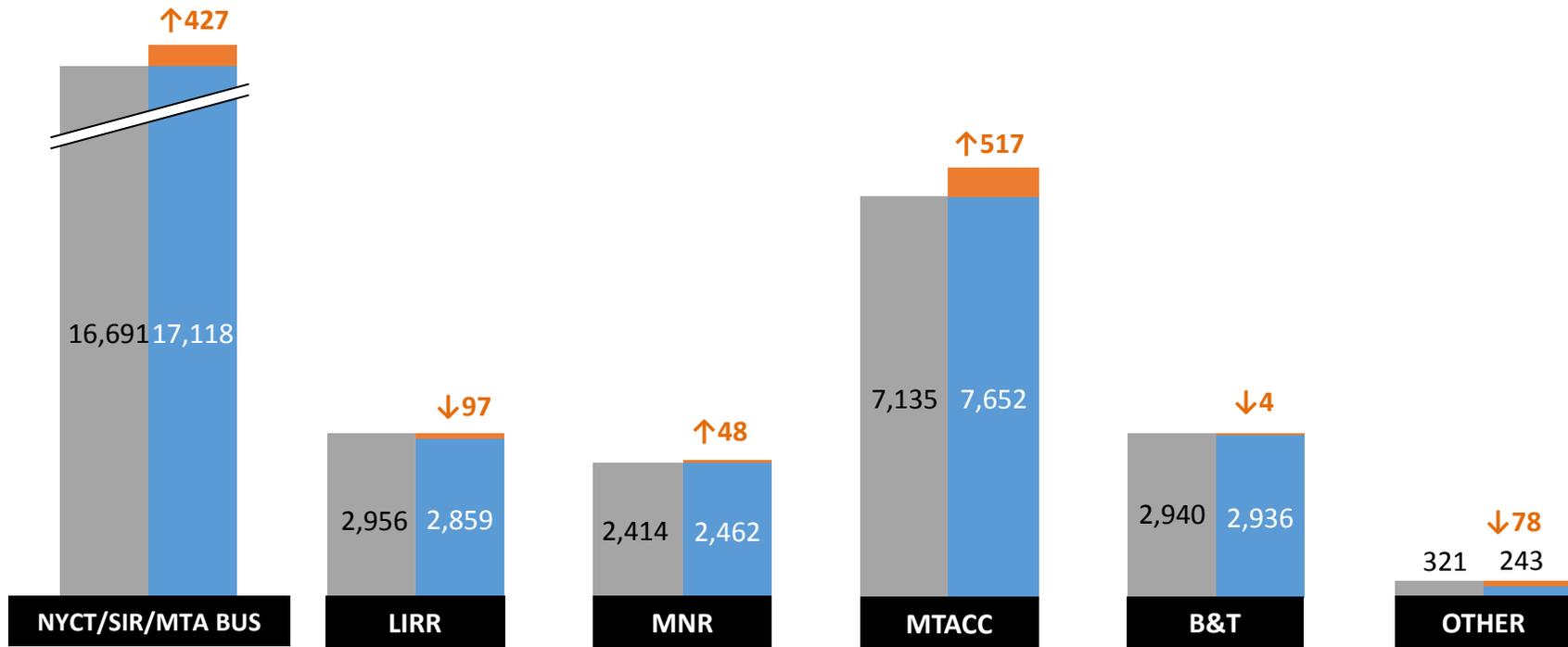


# 2015-2019 Program Changes

MTA-wide envelope will increase from \$32.5 b to \$33.3 b

## Major Program Changes

- Project assumptions updated to reflect the cost estimates and timing of ongoing projects.
- Addition of signals/track portion of the Subway Action Plan and consolidation of NYC-Sponsored stations' budgets in the NYC Transit program.
- Shifting of East Side Access and Regional Investment funds from 2010-2014 to 2015-2019.
- Transfer of \$100 m budget & scope from LIRR to MTACC LIRR Expansion.



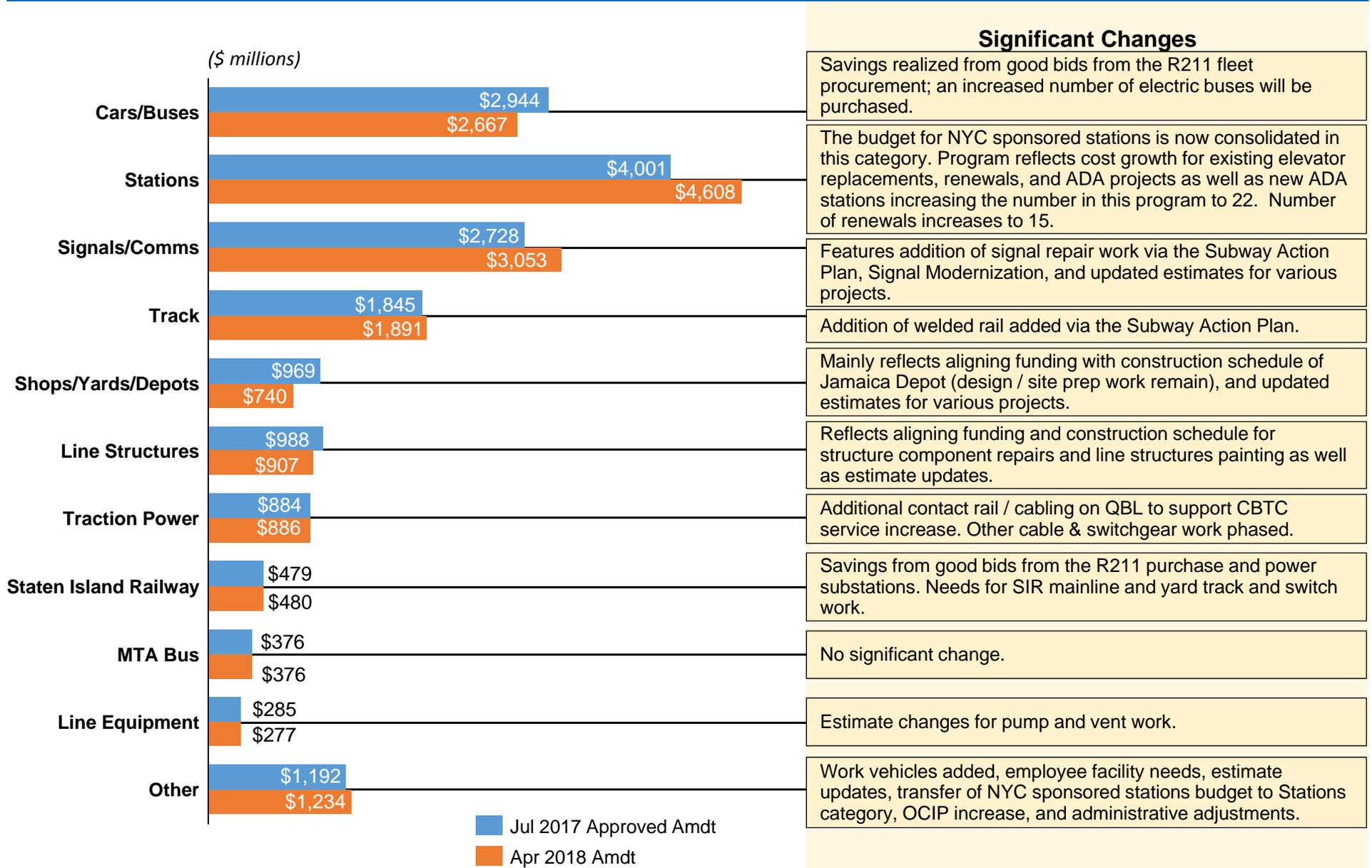
(\$ millions)    ■ Jul 2017 Approved Amdt    ■ Apr 2018 Amdt    ■ Program Alignment Changes

# MTA Capital Program 2015-2019

## New York City Transit



# 2015-2019 NYCT Program: \$17.1 b including MTA Bus and SIR

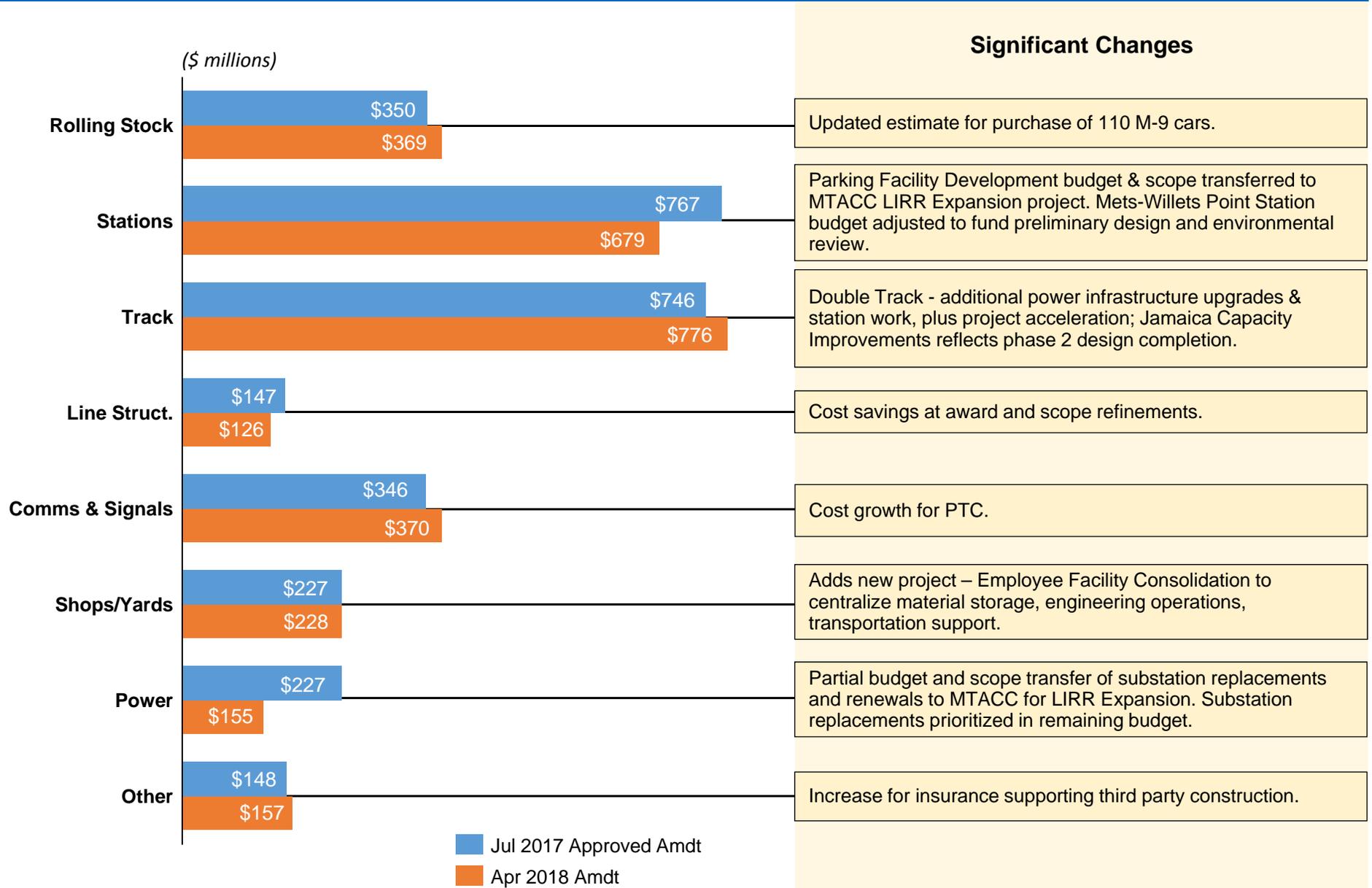


# MTA Capital Program 2015-2019

## Long Island Rail Road



# 2015-2019 LIRR Program: \$2.9 b

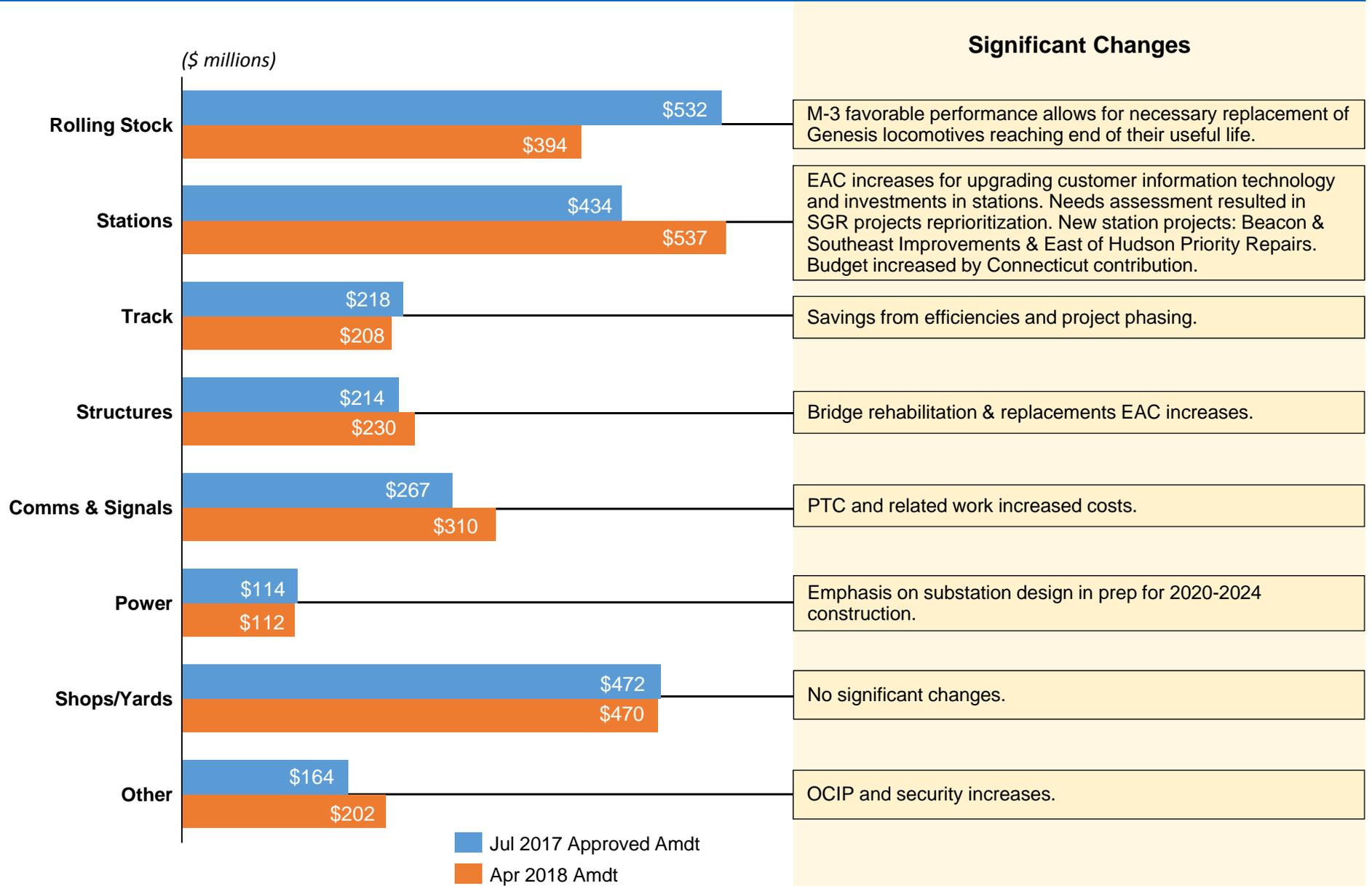


# MTA Capital Program 2015-2019

## Metro-North Railroad



# 2015-2019 MNR Program: \$2.5 b

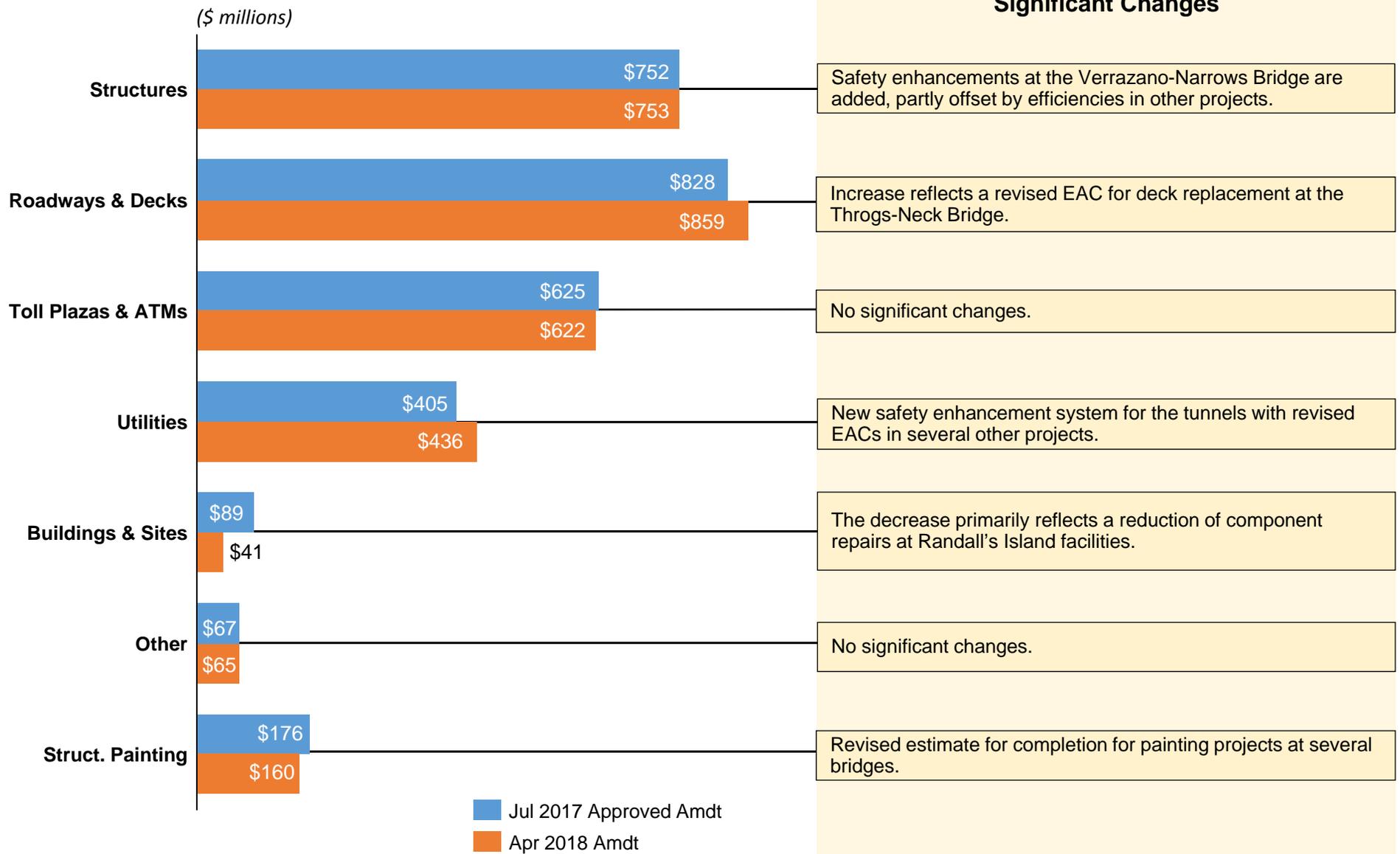


# MTA Capital Program 2015-2019

## Bridges and Tunnels



# 2015-2019 Bridges and Tunnels Program: \$2.9 b

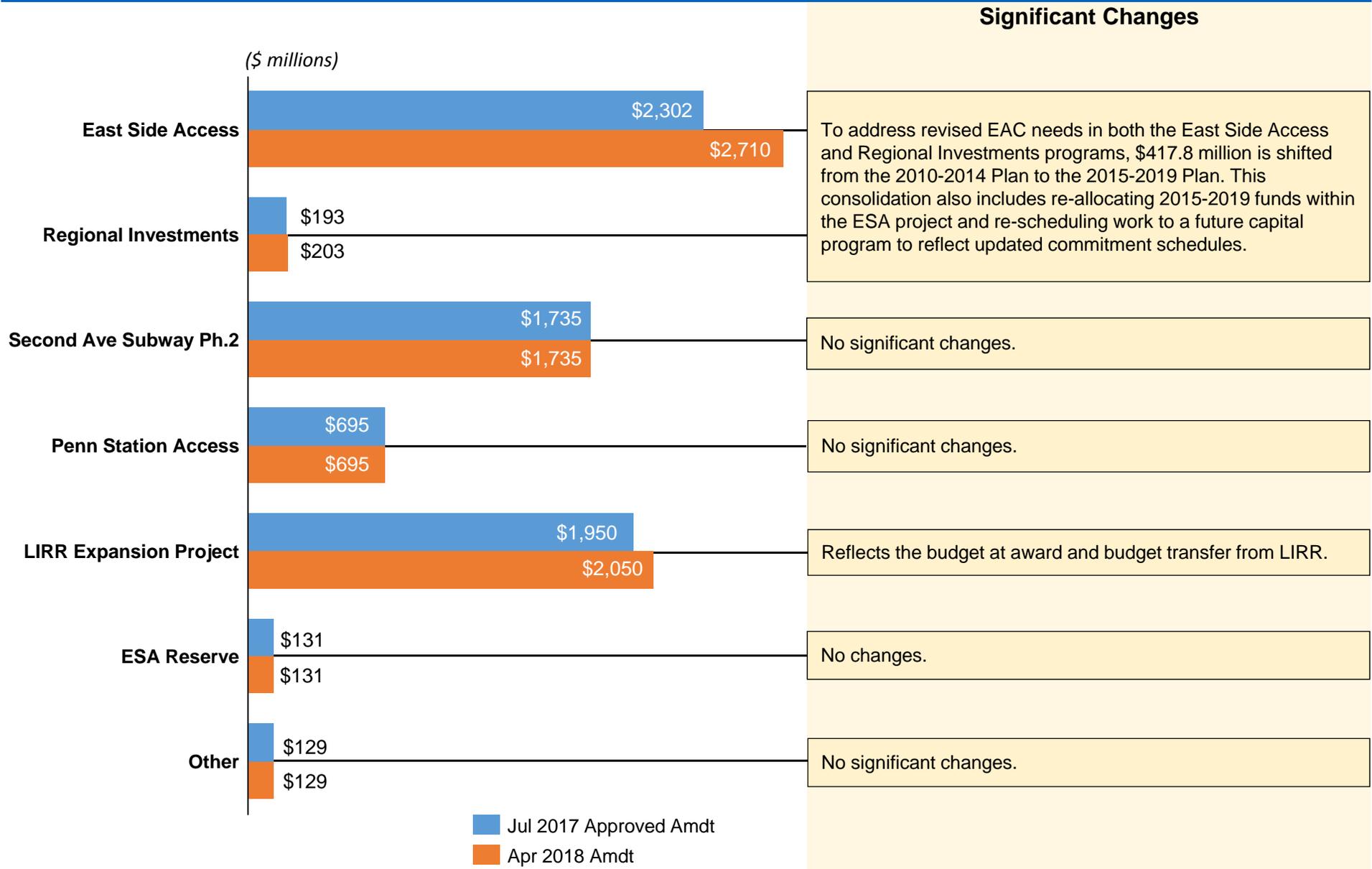


# MTA Capital Program 2015-2019

## Network Expansion



# 2015-2019 MTA CC Program: \$7.7 b



# MTA Capital Program Funding



# 2015-2019 Capital Program Funding (\$ millions)

	July 2017 Approved Program	Proposed Program	Change
<b>Funding Currently Projected</b>			
Federal formula, flexible/CMAQ and misc.	\$6,956	\$6,701	(\$255)
Federal Core Capacity	100	100	-
Federal New Starts	500	500	-
MTA Bonds	7,558	7,968	410
Pay-as-you-go Capital/PAYGO	2,270	2,145	(125)
State of New York Capital	8,466	8,640	174
City of New York Capital	2,492	2,666	174
Asset Sales/Leases <i>(Incl projected proceeds from 347 Madison Avenue)</i>	600	1,018	418
Other MTA Sources <i>(Incl \$530m projected from the securitization of PMT)</i>	575	595	20
<b>Subtotal 2015-2019 CPRB Program</b>	<b>\$29,517</b>	<b>\$30,334</b>	<b>\$817</b>
Bridges & Tunnels Bonds <i>(\$2,385m)</i> & PAYGO <i>(\$551m)</i>	2,940	2,936	(4)
<b>Total 2015-2019 Capital Program</b>	<b>\$32,457</b>	<b>\$33,270</b>	<b>\$813</b>

*Numbers may not total due to rounding*

## Fund change highlights include:

- Redistribution of MTA bonds/cash and federal funding between the 2015-2019 and 2010-2014 programs to match project needs
- Inclusion of \$348 million in State of New York and City of New York funding in support of the NYCT Subway Action Plan
- \$125 million decrease in PAYGO to support the operating budget – offset by a corresponding increase in MTA bonds
- \$10 million of both the State’s and City’s \$174 million NYCT Subway Action Plan contribution will be provided in 2019 from proceeds of the recently enacted For Hire Vehicles/Taxi surcharge.
- Addition of \$48 million in funding from Connecticut DOT for MNR scope in New York State

**For more information:  
[mta.info/capital](http://mta.info/capital)**