

MTA Capital Program Amendment

Renew. Enhance. Expand.



Capital Program Briefing
April 2018

 **CAPITAL
PROGRAM**
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

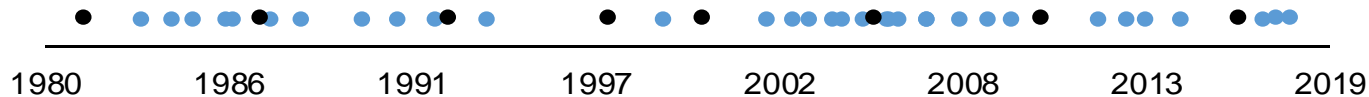
Prior Capital Program Amendments

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.

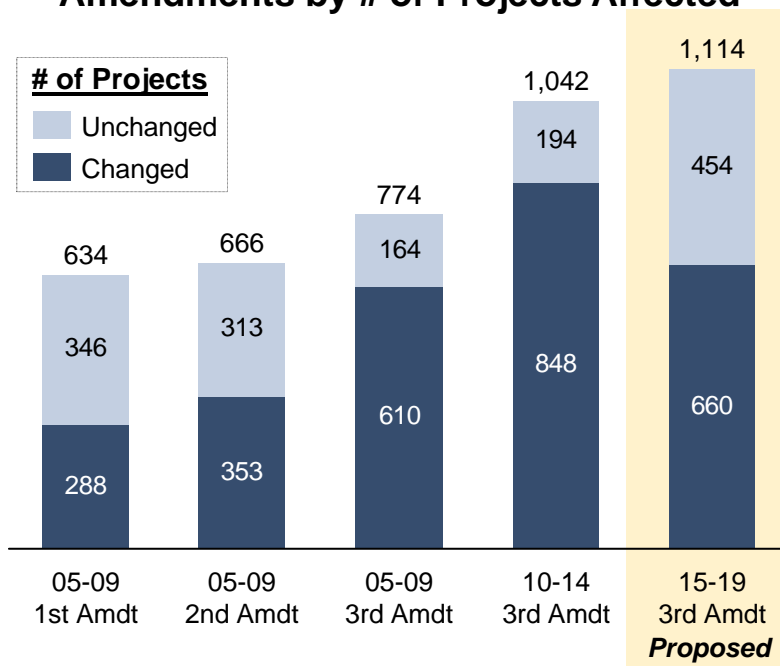
Capital Program and Amendment Timeline

- 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

Renew
\$22.7 b

Safety

Track, signals, line structures, help points, etc.

Reliability

Subway Action Plan, fleet replacement, station renewals, maintenance facilities, power, etc.

Renew
\$22.9 b

Enhance
\$2.7 b

Service / System Improvements

New station ADA, Main Line Double Track acceleration, Select Bus Service, etc.

Customer Experience

Customer information technology, enhanced signage, additional elevators and escalators, etc.

Enhance
\$2.8 b

\$25.4 b
+

MTA Core Program Unchanged Program Goals

\$25.7 b
+

Expand
\$7.1 b

MTA Network Expansion

Second Avenue Subway Phase 2, Penn Station Access, East Side Access (includes \$417.8 m from 2010-14), and LIRR Expansion (includes \$100 m from LIRR program)

Expand
\$7.6 b

\$32.5 b

Total MTA Capital Program

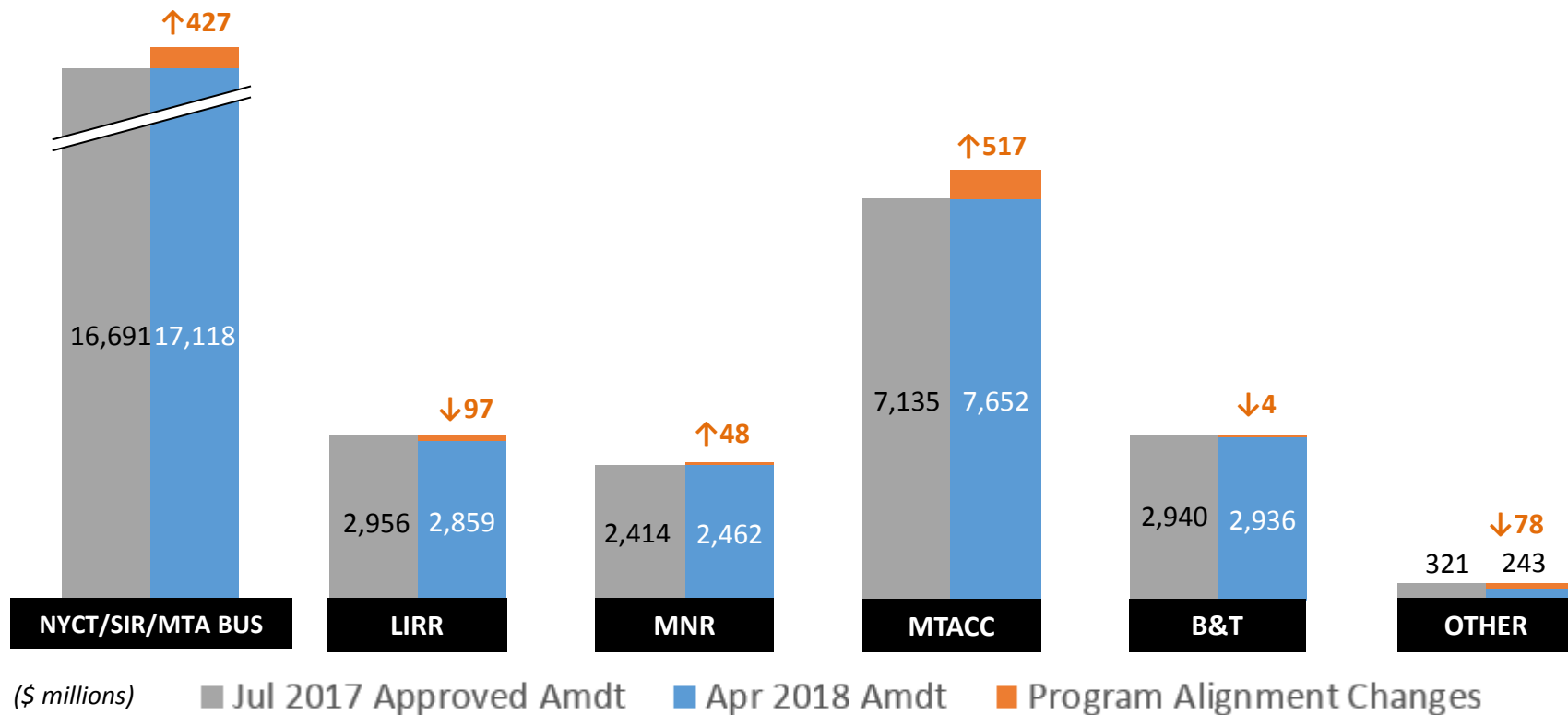
\$33.3 b

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.

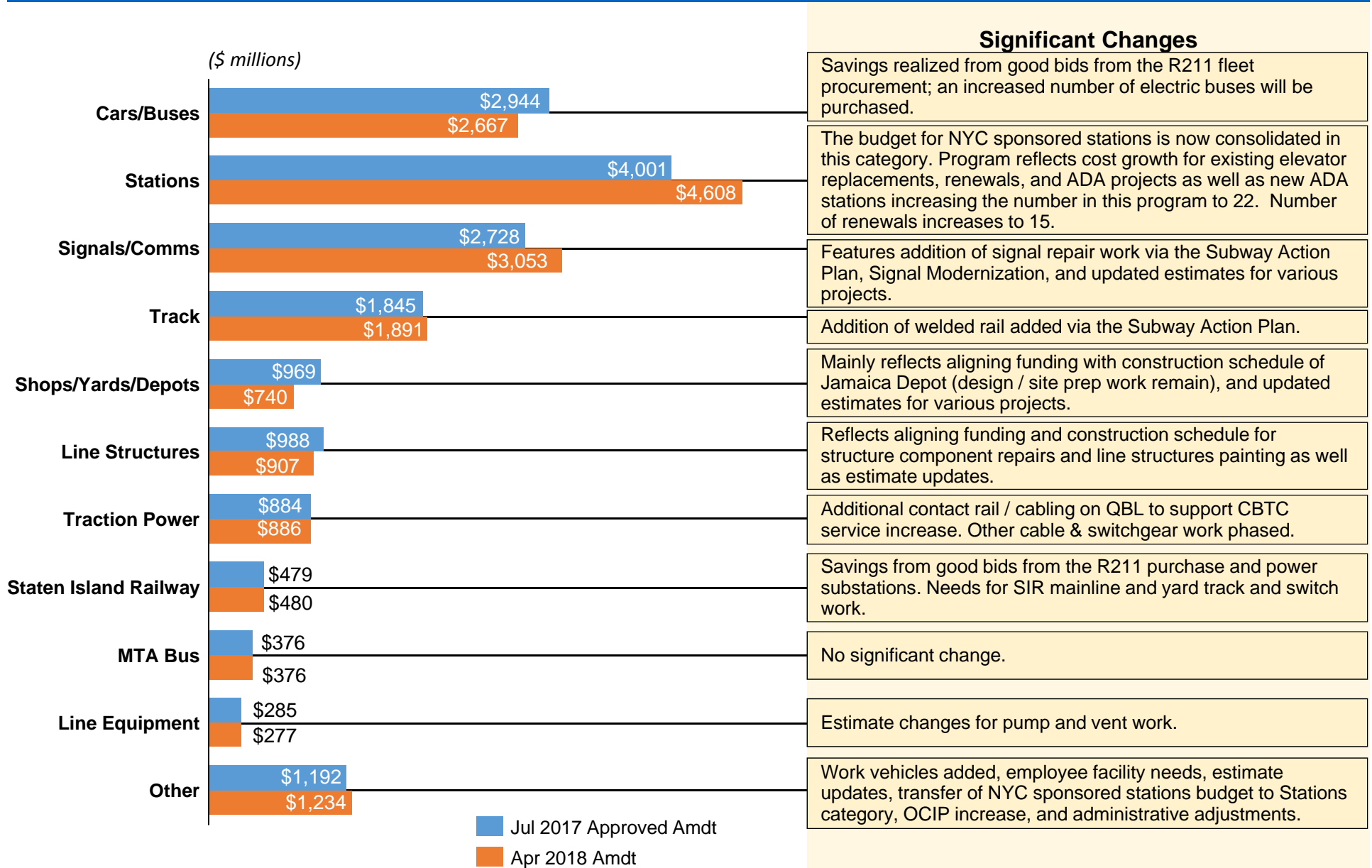


MTA Capital Program 2015-2019

New York City Transit



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

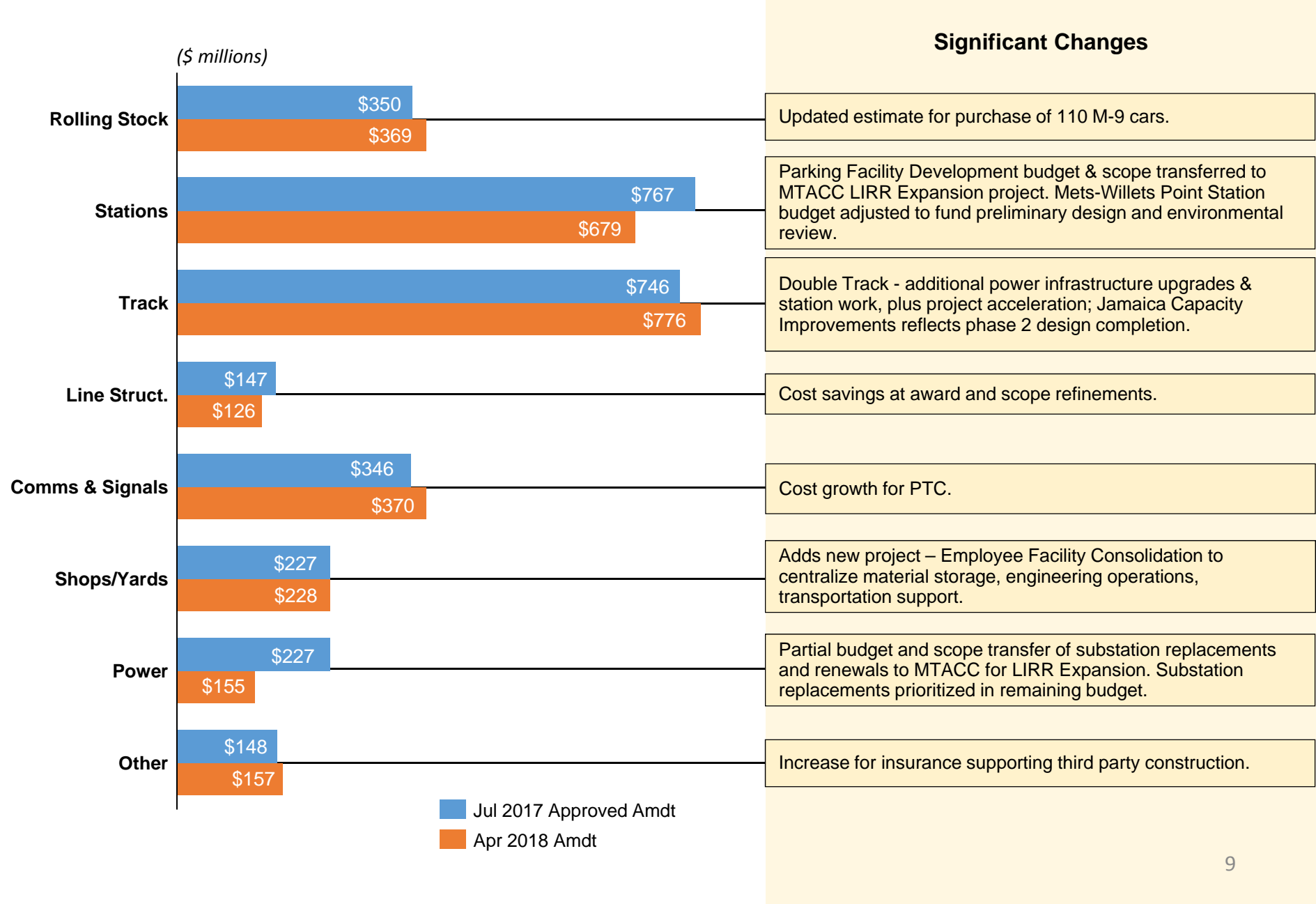


MTA Capital Program 2015-2019

Long Island Rail Road



2015-2019 LIRR Program: \$2.9 b

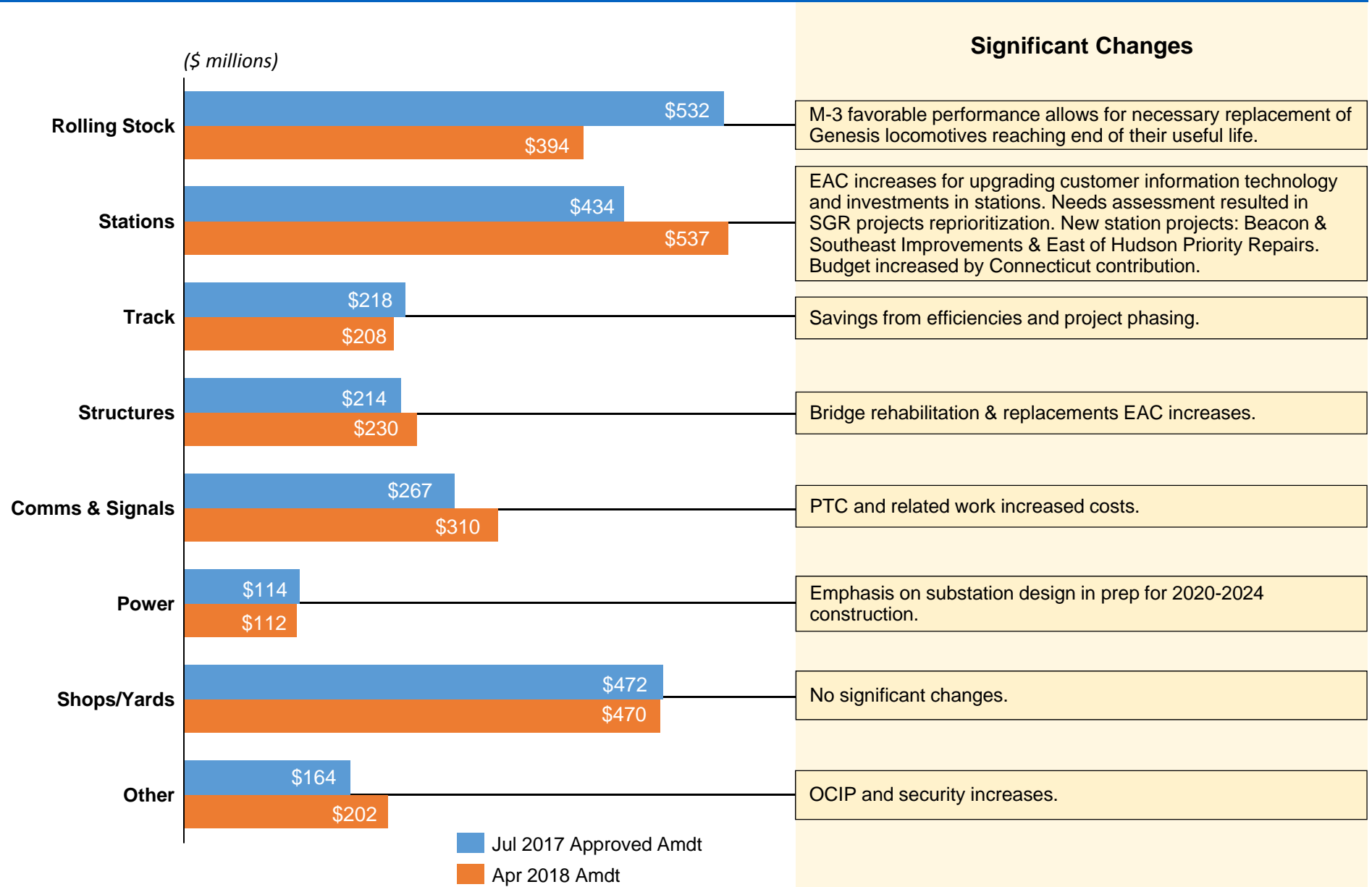


MTA Capital Program 2015-2019

Metro-North Railroad



2015-2019 MNR Program: \$2.5 b

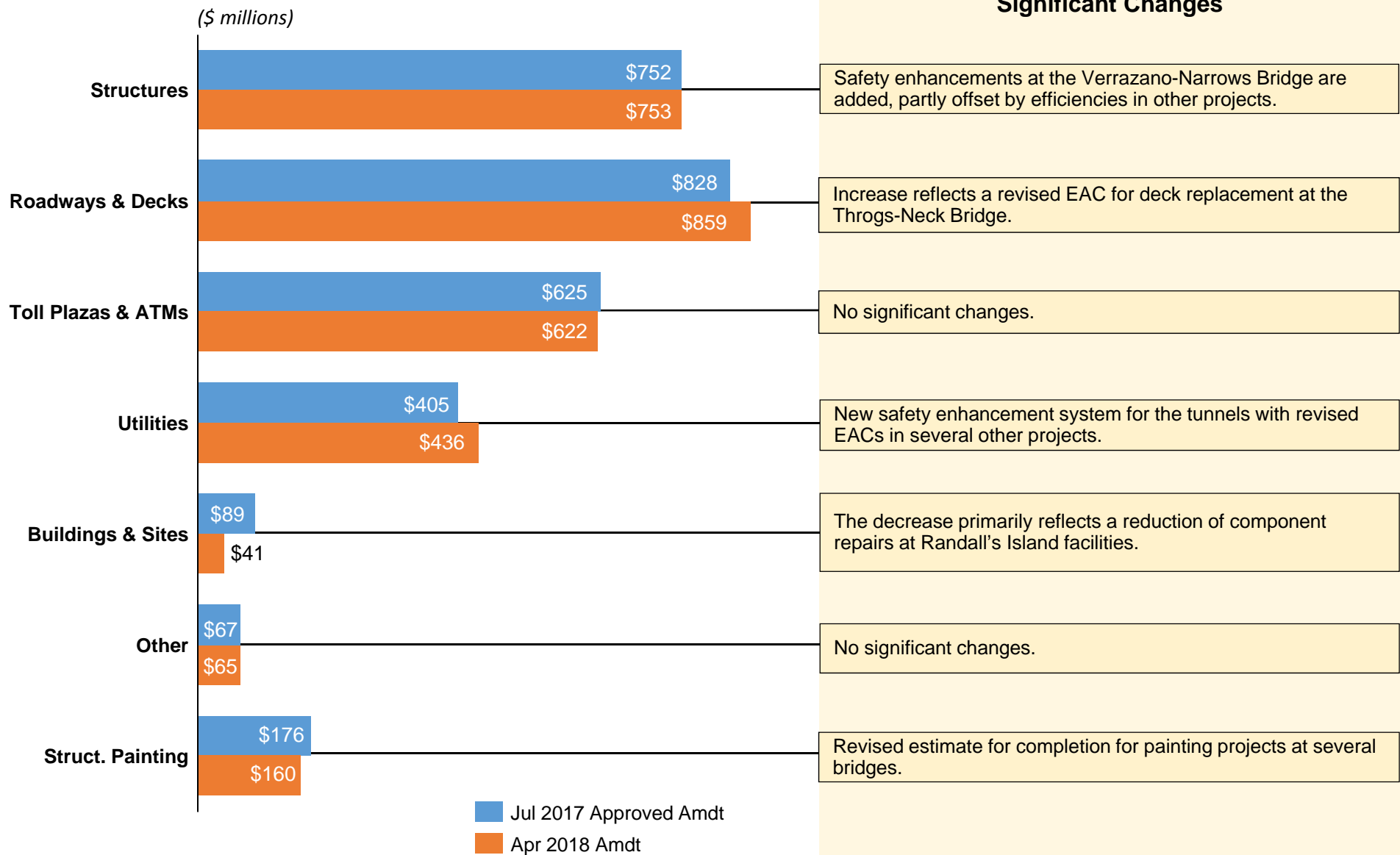


MTA Capital Program 2015-2019

Bridges and Tunnels



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

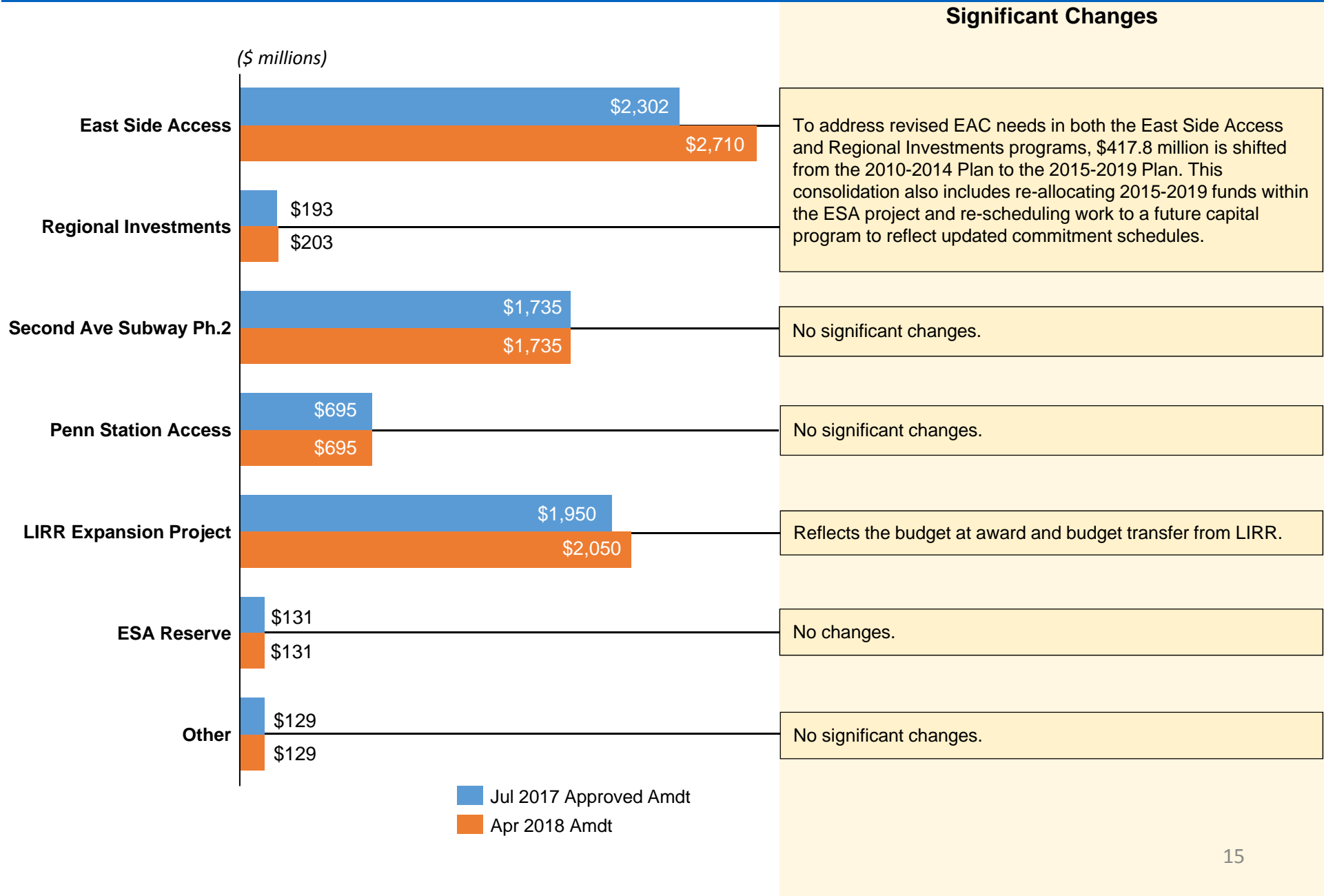


MTA Capital Program 2015-2019

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 |
|---------------------------------------------------------------------------------|----------------------------------|---------------------|--------------|
| <u>Funding Currently Projected</u> | | | |
| 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 |
| Subtotal 2015-2019 CPRB Program | \$29,517 | \$30,334 | \$817 |
| Bridges & Tunnels Bonds (\$2,385m) & PAYGO (\$551m) | 2,940 | 2,936 | (4) |
| Total 2015-2019 Capital Program | \$32,457 | \$33,270 | \$813 |

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**