

Proposed 2010-2014 Capital Plan Amendment

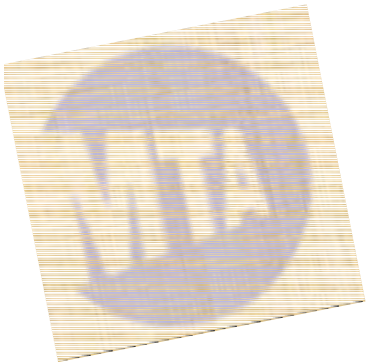
July 2013

MTA Board Briefing



Briefing Agenda

- Purpose of 2010-2014 Capital Plan Amendment
- Amendment overview
- Amendment highlights
 - Efficiency initiatives
 - Mitigation projects
 - Funding adjustments



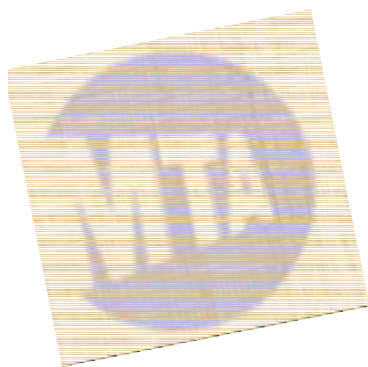
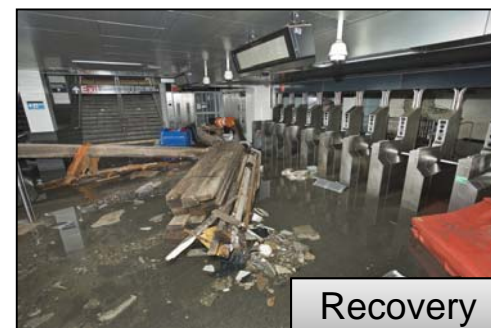
Purpose of Plan Amendment

- Provides detailed, project-level approach to achieving \$2 billion in efficiencies first programmed in January 2012
- Ensures plan remains focused and up to date by reflecting project and funding changes
- Allows element budgets to be revised and re-approved, thus averting 10% issues per Public Authorities Law
- Programs \$5.8 billion in new mitigation projects that will harden the MTA system against future climate events
- Maintains commitment to transparency by updating Dashboard reporting
- Adjusts funding plan to reflect program envelope increases and new sources



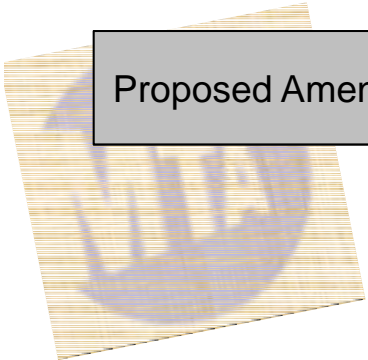
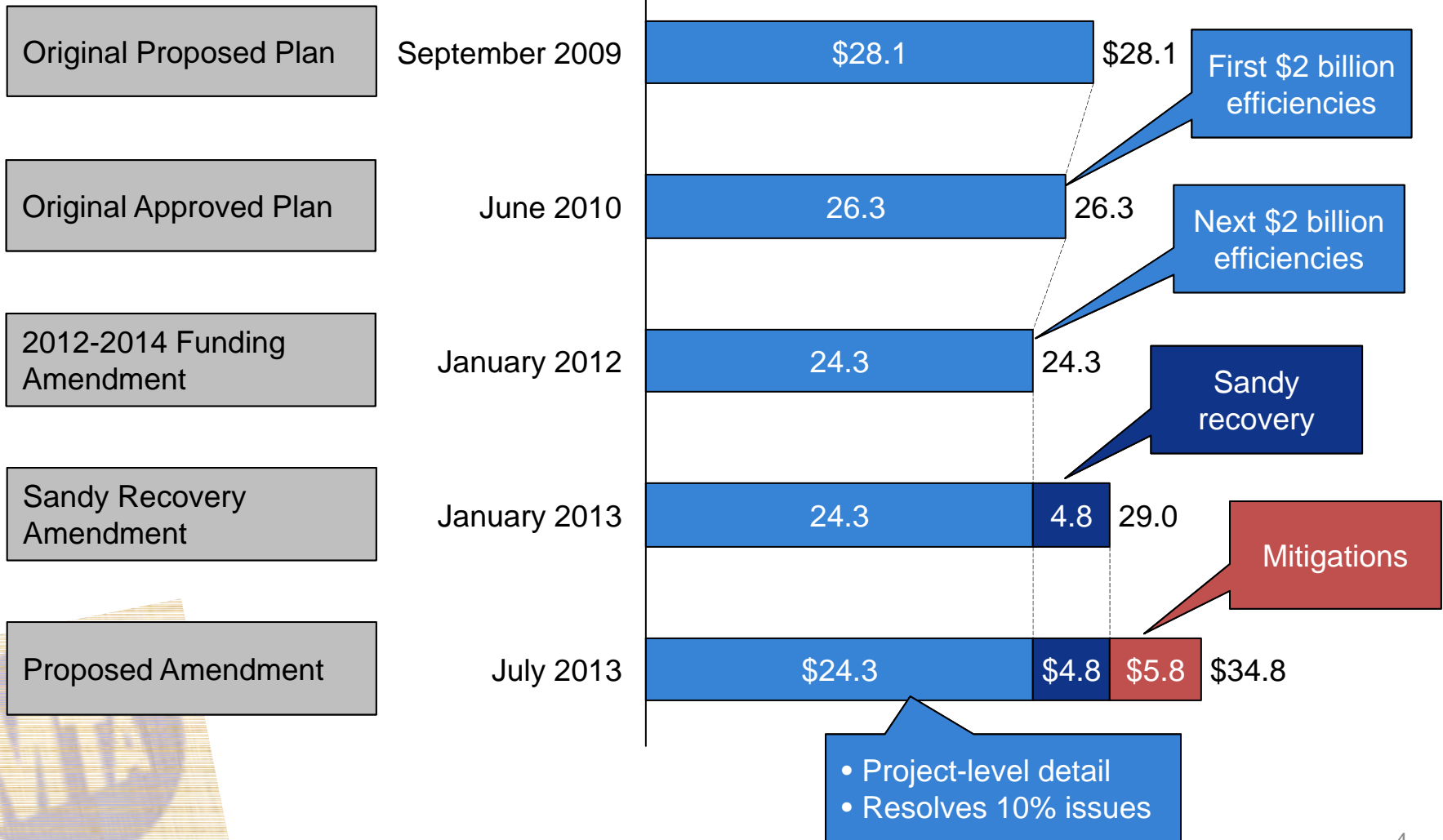
Amendment Overview

- Increases 2010-2014 Capital Plan envelope to \$34.8 billion:
 - Implements project-level details for the \$2 billion efficiency program for all Agencies
 - Includes \$4.8 billion of Sandy recovery projects already approved in January 2013
 - Adds \$5.8 billion of mitigation projects
 - Addresses 10% issues
- Recovery and mitigation projects programmed in dedicated security and disaster recovery section

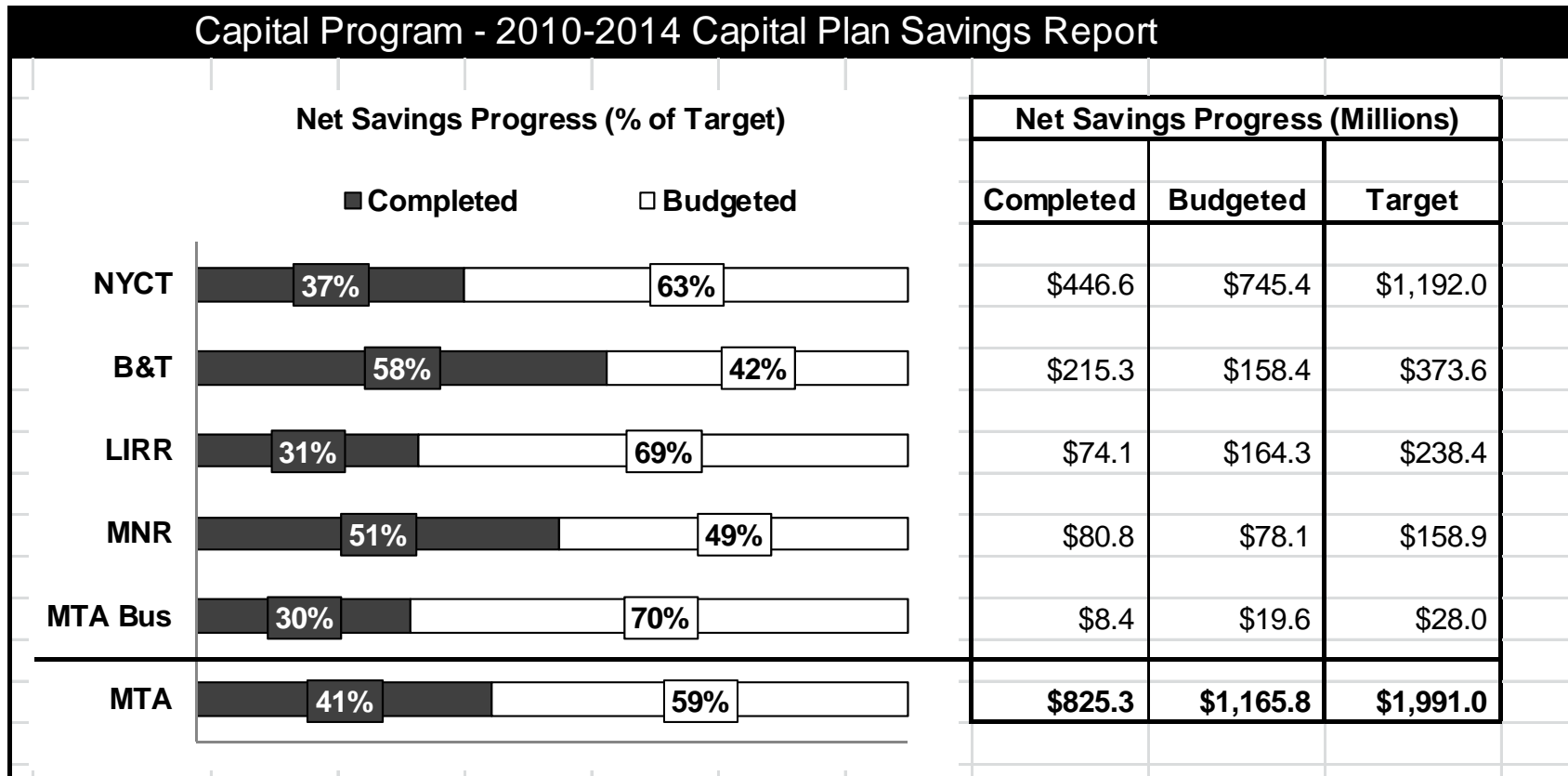


2010-2014 Capital Plan Revisions

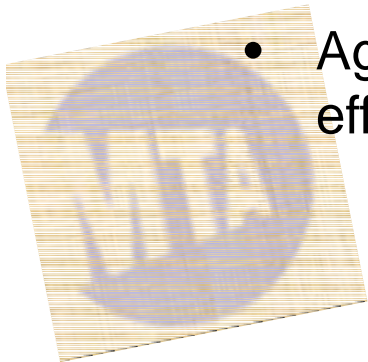
2010-2014 Capital Plan envelope (billions)



Efficiencies Progress



- Agency project-level budgets have been revised to achieve efficiencies targets



NYCT / MTABC Amendment Summary

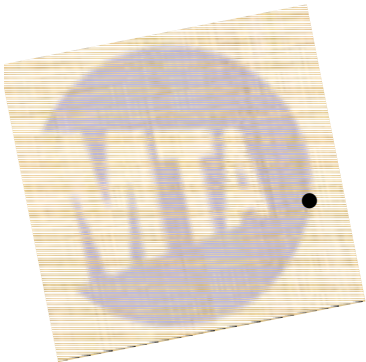
(All figures in billions)	NYCT	MTABC
January 2012 Plan	\$11.64	\$0.30
Sandy recovery projects	3.35	0.03
Mitigation projects	5.09	0.05
Total:	\$20.08	\$0.38

Note: Numbers may not total due to rounding



NYCT / MTABC Base Plan

- Savings from good bids and updated scopes, including:
 - Signals (\$242M) and Communications (\$131M)
 - Shops, Yards, and Depots (\$199M)
 - Bus and Paratransit fleets (\$339M NYCT / \$45M MTABC)
 - Stations (\$240M)
 - Line Structures (\$106M) and Line Equipment (\$95M)
- Projects moved to 2015-2019 for better timing, including:
 - Jay St interlocking modernization (\$193M)
 - Purchase of 10 work locomotives (\$41M)
- Savings helped to fund critical new needs, including:
 - Steinway Tube repairs (\$66M)
 - Bus Command Center and radio (\$44M NYCT / \$37M MTABC)
 - Station Help Point kiosks (\$41M)
- Addresses 10% issues, e.g., track, switch, depots, insurance



LIRR Amendment Summary

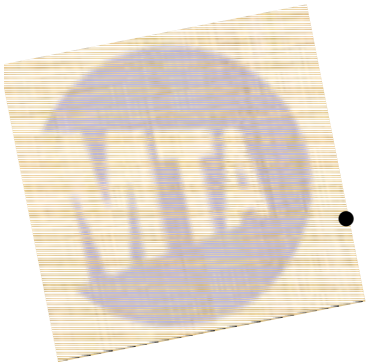
(All figures in billions)	LIRR
January 2012 Plan	\$2.31
Sandy recovery projects	0.27
Mitigation projects	0.41
Total:	\$2.99

Note: Numbers may not total due to rounding



LIRR Base Plan

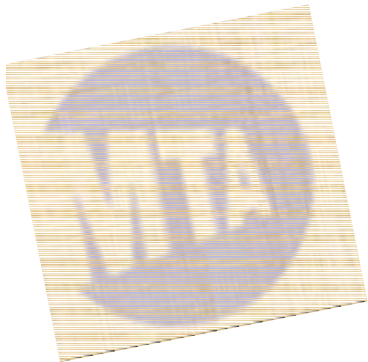
- Jamaica Capacity Improvements savings due to:
 - Phase I: refined estimates and good design bids (\$79M)
 - Phase II: early design re-phasing to align with schedule (\$19M)
- Other project savings, including:
 - Optimized Diesel Fleet Strategy reducing new purchases (\$41M)
 - Targeted tie replacements for Atlantic Branch track (\$26M)
 - Good bid for Merrick-Bellmore direct fixation track (\$22M)
 - Productivity improvements on Atlantic Ave Viaduct (\$20M)
- Projects moved to 2015-2019, including:
 - Babylon interlocking (\$75M) and Nostrand Ave Station (\$20M)
- Savings helped to fund critical new needs, including:
 - Main Line double track Phase I construction (\$107M)
 - East River Tunnel track (\$28M)
- Addresses 10% issues, e.g., track and insurance



MNR Amendment Summary

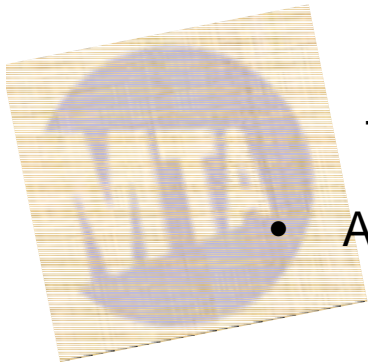
(All figures in billions)	MNR
January 2012 Plan	\$1.54
Sandy recovery projects	0.31
Mitigation projects	0.13
Total:	\$1.98

Note: Numbers may not total due to rounding



MNR Base Plan

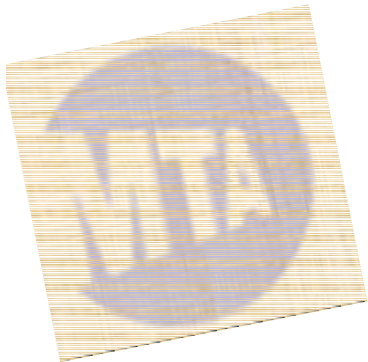
- Expanded track access and better cyclical planning for savings on track and structures (\$26M)
- Improved capital and maintenance coordination, resulting in savings for communications and power (\$10M)
- Use of rehabilitated yard locomotives in lieu of new equipment purchases (\$13M)
- Focus on reducing Program Administration costs (\$12M)
- Scope elements moved to 2015-2019 for better timing, including:
 - Strategic facilities project: bridge work in Southeast remains in 2010-2014; parking improvements move out (\$29M)
 - Customer communication and connectivity improvements (\$12M)
 - Early New Fare Payment System work (\$9M)
- Addresses 10% issues, e.g., signals and power



MTACC Amendment Summary

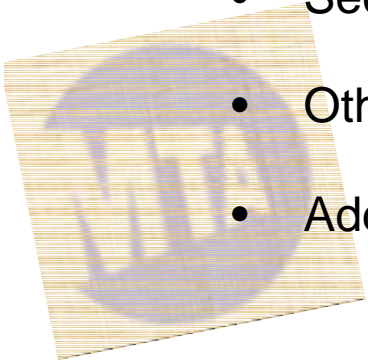
(All figures in billions)	MTACC
January 2012 Plan	\$5.74
April 2013 Plan adjustments	0.13
Sandy recovery projects	0.02
Mitigation projects	-
Total:	\$5.89

Note: Numbers may not total due to rounding



MTACC Base Plan

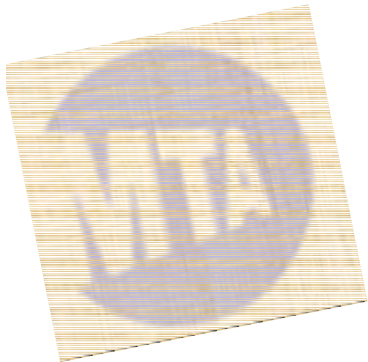
- East Side Access/Regional Investments budget increased (\$247M):
 - May 2012 risk-informed budget and schedule update:
ESA \$200M + Regional Investments \$45M = \$245M Total
 - Regional Investments: grant for GCT elevators (\$2M)
- Funded from within the MTACC 2010-2014 Capital Plan:
 - MTACC Administrative cost savings (\$60M)
 - MTACC reduced Liability Reserve needs (\$61M)
- Funding added to the MTACC 2010-2014 Capital Plan:
 - Federal grant for GCT elevators (\$2M)
 - MTA Headquarters transfer of Jay Street proceeds (\$124M)
- Second Avenue Subway budget is unchanged
- Other MTACC projects are budgeted in prior Capital Plans
- Addresses 10% issues in Regional Investments



B&T Amendment Summary

(All figures in billions)	B&T
January 2012 Plan	\$2.08
Sandy recovery projects	0.78
Mitigation projects	0.10
Total:	\$2.95

Note: Numbers may not total due to rounding



B&T Base Plan

- Significant good bid savings, including:
 - Bronx-Whitestone Bridge deck replacement (\$126M)
 - Verrazano-Narrows Bridge upper level span replacement (\$69M)
 - Verrazano-Narrows Bridge ramp replacement (\$35M)
- Portion of scope for Throgs Neck Bridge suspended span replacement moved to 15-19 without delaying customer benefits (\$75M)
- Repackaging three projects at Henry Hudson Bridge into one efficient project for savings (\$12M)
- Savings helped to fund advancements and new needs:
 - Advanced Verrazano-Narrows Bridge ramp improvements (\$41M)
 - Expanded Marine Parkway Bridge scour protection (\$11M)
 - New RFK Bridge seismic and wind vulnerability study (\$5M)
- B&T is not a CPRB Agency; 10% issues do not apply



Mitigation Projects

(All figures in millions)		
Agency	Proposed Plan	Highlights
New York City Transit	\$5,091	<ul style="list-style-type: none"> • Sealing subway system openings and tunnels from floodwater • Rockaway Line realignment and reconstruction • Enhanced subway service flexibility • Staten Island Bus Rapid Transit (BRT) • Subway pumping and drainage system improvements • Equipment hardening in flood-prone areas
Long Island Rail Road	409	<ul style="list-style-type: none"> • Main Line double tracking, Phase II • West Side Yard and East River Tunnel flood mitigations • Emergency management equipment mitigations
Metro-North Railroad	128	<ul style="list-style-type: none"> • Monitoring of water levels, power and signals • Rail vacuum equipment • Planning and design efforts for MNR Network Resiliency
MTA Bus Company	46	<ul style="list-style-type: none"> • Depot Flood Mitigation in Flood Zones
Bridges and Tunnels	96	<ul style="list-style-type: none"> • Hugh L. Carey and Queens Midtown Tunnel flood hardening • Marine Parkway Bridge equipment hardening • Flood vulnerability studies
MTA Mitigation Total	\$5,770	

- Most mitigation project scopes are very preliminary
- Some mitigation projects will be implemented in phases to align with funding availability and operational capacity

Note: Numbers may not total due to rounding

Amendment Funding Plan

(All figures in millions) Funding Plan	December 2012 Approved Plan	Proposed Plan	Change	Note
Federal Formula, Flexible and Misc.	\$5,783	\$5,827	44	
Federal High Speed Rail	295	295	-	June 2017 drawdown deadline
Federal Security	225	221	(4)	
Federal RRIF Loan	2,200	2,200	-	
MTA Bus Federal Formula/Match	167	148	(19)	
City Capital Funds	762	762	-	
State Assistance	770	770	-	
MTA Bonds	10,503	10,503	-	
Other	1,490	1,472	(18)	
Superstorm Sandy Recovery Funds				
• Insurance and federal reimbursement (including interim MTA borrowing) *	3,185	8,774	5,589	
• Pay-as-you-go capital	0	118	118	
• MTA Bonds	792	758	(34)	
Total 2010-2014 CPRB Plan	\$26,172	\$31,848	\$5,677	
Bridges and Tunnels Bonds	\$2,079	\$2,079	-	
B&T Superstorm Sandy Recovery Funds				
• Insurance and federal reimbursement (including interim TBTA borrowing) *	620	699	79	
• B&T Bonds	158	175	17	
Total 2010-2014 Capital Plan	\$29,029	\$34,801	\$5,773	

* Subject to future federal appropriation and guidance.

Note: Numbers may not total due to rounding

Conclusion

- Proposed 2010-2014 Capital Plan Amendment includes:
 - January 2012 Plan: \$24.3 billion
 - Sandy recovery projects: 4.8 billion
 - Mitigation projects: 5.8 billion
 - **Total:** \$34.8 billion
- Amendment also details project-level efficiencies and resolves potential 10% issues
- MTA Capital Programs and Agencies will work to ensure recovery and mitigation do not compromise core projects

Note: Numbers may not total due to rounding

