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

* Incorporates changes from the February 2017 letter amendment
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.

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.

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* to May 2017**

- **Renew** $22.0 b
  - Safety
    - Track, signals, line structures, Help Points, etc.
  - Reliability
    - Fleet replacement, station renewals, maintenance facilities, power, etc.

- **Enhance** $2.6 b
  - Service / System Improvements
    - New station accessibility, Main Line double track, Select Bus Service, etc.
  - Customer Experience
    - Countdown clocks, enhanced signage, new Moynihan station, etc.

**MTA Core Program**
- Unchanged Program Goals

- **Expand** $5.0 b
- **MTA Network Expansion**
  - Second Avenue Subway Phase 2, Penn Station Access, East Side Access, and LIRR Expansion

**Total MTA Capital Program**
- **$29.6 b**

**May 2017**
- **Renew** $22.7 b**

**$24.6 b + $25.4 b**

**$29.6 b + $32.5 b**

* 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


Examples of Significant Changes

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

Brief History of Capital Amendments by # of Projects Affected

- # of Projects
  - Unchanged
  - Changed

<table>
<thead>
<tr>
<th># of Projects</th>
<th>05-09 1st Amdt</th>
<th>05-09 2nd Amdt</th>
<th>05-09 3rd Amdt</th>
<th>10-14 3rd Amdt</th>
<th>15-19 2nd Amdt</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>634</td>
<td>666</td>
<td>774</td>
<td>1,042</td>
<td></td>
</tr>
<tr>
<td>Unchanged</td>
<td>346</td>
<td>313</td>
<td>164</td>
<td>194</td>
<td></td>
</tr>
<tr>
<td>Changed</td>
<td>288</td>
<td>353</td>
<td>610</td>
<td>848</td>
<td>763</td>
</tr>
</tbody>
</table>

Proposed
MTA Capital Program 2015-2019
New York City Transit
2015-2019 NYCT Program: $16.7b including MTA Bus and SIR

- **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)

- **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.
2015-2019 LIRR Program: $3.0b

- **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.
2015-2019 MNR Program: $2.4b

- **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.
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

- **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.
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.

*Presented to the Board in July 2014*
MTA Capital Program Funding
## 2015-2019 Capital Program Funding ($ millions)

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

*Numbers may not total due to rounding*
# 2010-2014 Capital Program Funding ($ millions)

<table>
<thead>
<tr>
<th>Program</th>
<th>September 2014 Approved Program</th>
<th>Proposed Program</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Formula, Flexible and Misc.</td>
<td>$5,827</td>
<td>$5,544</td>
<td>($283)</td>
</tr>
<tr>
<td>Federal High Speed Rail</td>
<td>295</td>
<td>295</td>
<td>-</td>
</tr>
<tr>
<td>Federal New Starts</td>
<td>-</td>
<td>1,257</td>
<td>1,257</td>
</tr>
<tr>
<td>Federal Security</td>
<td>221</td>
<td>193</td>
<td>(28)</td>
</tr>
<tr>
<td>MTA Bus Federal Formula/Match</td>
<td>148</td>
<td>132</td>
<td>(16)</td>
</tr>
<tr>
<td>City Capital Funds</td>
<td>761</td>
<td>729</td>
<td>(33)</td>
</tr>
<tr>
<td>State Assistance</td>
<td>770</td>
<td>770</td>
<td>-</td>
</tr>
<tr>
<td>MTA Bonds</td>
<td>12,703</td>
<td>11,772</td>
<td>(931)</td>
</tr>
<tr>
<td>Other</td>
<td>1,472</td>
<td>1,746</td>
<td>274</td>
</tr>
</tbody>
</table>

**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**

<table>
<thead>
<tr>
<th>Program</th>
<th>$31,849</th>
<th>$29,236</th>
<th>($2,613)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridges and Tunnels Bonds</td>
<td>$2,079</td>
<td>$2,018</td>
<td>($61)</td>
</tr>
<tr>
<td>B&amp;T Hurricane Sandy Recovery Funds</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Federal and Insurance reimbursement</td>
<td>699</td>
<td>382</td>
<td>(316)</td>
</tr>
<tr>
<td>• B&amp;T Bonds and Cash</td>
<td>175</td>
<td>384</td>
<td>209</td>
</tr>
</tbody>
</table>

**Total 2010-2014 Capital Program**

| Program                                      | $34,801 | $32,021 | ($2,780) |

*Numbers may not total due to rounding*
For more information:
mta.info/capital