

# *Proposed 2010-2014 MTA Capital Program*



September 2009

## **MTA Finance Committee Presentation**

# Proposed 2010-2014 Capital Program

## Focus on Two Priorities

### Rebuild the System

- Preserve Vital Fundamentals
- Repair and replace with smart investments



### Expand the System

- Respond to Historic Highs in Ridership
- Support Anticipated Regional Growth in Global Economy



# Proposed 2010-2014 Capital Program

## 2010-2014 Capital Program Review Process

- **Draft released August 10, 2009 for review by MTA Board, NYS legislature, transit advocates**
- **Full capital program and twenty year needs posted on MTA website with online process to receive public comment**
- **Unprecedented number of briefings conducted for Board members, US and NYS Legislative staff, rider support groups and other key stakeholders**
- **Issue and questions addressed and posted on MTA website.**
- **Modifications to plan and its presentation incorporated**

## Proposed 2010-2014 Capital Program

### Addressing Board Member and Transit Advocate Comments

- **Real time customer information investments highlighted across all agencies – new funding allocated to add real time customer information for bus customers**
- **State-of-Good investments redefined to reflect actual system need and customer perception**
- **Efforts to further Transit Oriented Development highlighted in the Commuter Rail capital programs**
- **Plan explains how LIRR Mainline Corridor investments will be progressed in prior and future five-year plans**
- **Long Range planning efforts better identified**
- **Enhanced discussion of Video Tolling in Bridges and Tunnels**

## Proposed 2010-2014 Capital Program

### Core Program Investments (*\$ in Millions*)

New York City Transit	\$13,861
Long Island Rail Road	2,758
Metro-North Railroad	1,839
MTA Bus	325
<b>Core 2010-2014 Subtotal</b>	<b>\$18,783</b>
MTA Wide Security/Safety Program	650
Interagency: Police/Planning/Business Service Center	400
Network Expansion Projects	5,739
<b>Total 2010-2014 CPRB Program</b>	<b>\$25,572</b>
MTA Bridges and Tunnels Core Capital Program (not subject to CPRB Approval)	<b>\$ 2,508</b>

## Proposed 2010-2014 Capital Program

### Funding (*\$ in Millions*)

<b>Total 2010-2014 Proposed Program Costs</b>	<b>\$28,080</b>
<i>Funding Currently Projected</i>	
Federal Formula	8,175
Federal Security	225
City Capital Funds	500
MTA Bus Federal and City Match	160
Bridges and Tunnels Dedicated Funds	2,508
MTA Bonds	6,000
Asset Sales/Pay-As-You-Go Capital/Other Internal Sources	600
<b>Total 2010-2014 Funds Currently Projected</b>	<b>\$18,168</b>
<b>Funding Gap</b>	<b>\$9,912</b>

# Proposed 2010-2014 Capital Program

## NYC Transit\* - Smart Investments in State of Good Repair and Normal Replacement

- Proposes over 500 subway / SIR cars -- including 123 for service expansion in Queens and Manhattan
- Proposes nearly 2,800 buses -- 273 for growth
- Implements remaining Phase I Bus Rapid Transit routes
- Institutes Renewal /Component Replacement Program plus rehabs & ADA
- Implements Smart Card
- Expands Real Time Bus and Subway Information
- Upgrades signals plus completes CBTC Flushing for faster Queens service
- Continues replacement of Track, Structures and Vent Plants
- Includes New Jamaica Depot and other Maintenance Facility Rehabilitation



*\*Includes MTA Bus*

## Proposed 2010-2014 Capital Program

### Long Island Rail Road – Getting Ready for ESA and Growth

- Almost a third of the program dedicated to support ESA service growth: new rail cars, two new yards, additional track capacity in Great Neck and Massapequa, reconfiguring Jamaica
- Other operations and capacity improvements: full design and first phase of construction of double track Main Line from Ronkonkoma to Central Islip, fare collection / smart card improvements
- Catch up on structural repair: final phase of Atlantic Ave Viaduct, six bridge replacements/renewals, critical repairs and bridge painting systemwide, and continued East River Tunnel Fire & Life Safety efforts
- Signal Improvements: next phase of Centralized Train Control in Jamaica, Positive Train Control readiness investments
- Shop reconfiguration and Life Cycle Maintenance infrastructure investments, and Diesel Locomotive Shop upgrades
- Normal replacement of substations in Queens and Nassau County and one new substation in Queens County to support fleet growth needs





## Proposed 2010-2014 Capital Program

### Metro North Railroad – Continuing Priority Initiatives

- Almost ninety percent of program continues state-of-good-repair and normal replacement focus, including ongoing Track and Structures renewal work
- Rail Cars to replace NHL M-2s with M-8 cars (completes 300-car joint purchase with CDOT begun in '05-'09) and up to 72 replacement/growth cars for East of Hudson service demands
- Significant Grand Central Terminal investments, including the Trainshed structure and Water Conveyance utility improvements
- Increase station investments, including New Haven Line stations from Mount Vernon East up to Harrison, and Fare Collection / Smart Card investments.
- Comprehensive station communications and signal infrastructure investments – “real time” information including train tracking, and Positive Train Control projects
- Continued Strategic Intermodal Facilities and Transit-Oriented Development
- Increased power upgrade investments, including Bridge-23 substation construction
- Next phase of Harmon Shop and Yard Replacement



# Proposed 2010-2014 Capital Program

## MTA Interagency Investments

- Capital Security and Safety Program
  - Continuing Capital Security Investments
  - Capital Safety in support of Commuter Railroad Positive Train Control efforts
- MTA Police Investments
  - District Offices in Staten Island and Nassau County
  - Police radio investment
- Support for Business Service Center Implementation
- Planning Studies, including completion of Tappan Zee Bridge Rail Study, jointly with NYS Department of Transportation and NYS Thruway Authority, Queens Corridor and Staten Island Corridor studies and Regional Bus Analysis



# Proposed 2010-2014 Capital Program

## MTA Bridges and Tunnels – Maintaining Structural Integrity

- B&T budget increase reflects extraordinary deck investments needed to catch up on state-of-good-repair
  - B&T not included in MTA's first two capital programs
- Over ninety-five percent of program continues normal replacement work
- Roadway and Deck work is seventy percent of the program with a major deck project at each of the four largest bridges: Robert F. Kennedy, Verrazano-Narrows, Bronx-Whitestone, and Throgs Neck bridges
- Ventilation and electrical system investments at both the Brooklyn Battery and Queens Midtown Tunnels
- System improvement initiatives include 2nd Generation E-ZPass, advanced traveler information systems, fare collection/smart card, and pedestrian and bike path improvements
- Study underway of video toll enforcement; funds in program for toll plaza work sufficient to implement either video tolling or traditional barrier plazas
- B&T not subject to CPRB review/approval



## Proposed 2010-2014 Capital Program

### Complete ESA and SAS (*\$ in Millions*)

<b>Existing capacity expansions</b>	<b>Current Funding</b>	<b>2010-2014 Proposed</b>	<b>Project Total</b>
East Side Access	\$4,374	\$2,954	7,328
Second Avenue Subway	2,964	1,487	4,451
Regional Investments	0	401	401
ESA Rolling Stock and Liability Reserve	0	697	697
Miscellaneous	91	200	291
<b>Total</b>	<b>\$7,429</b>	<b>\$5,739</b>	<b>\$13,168</b>

*in millions*

# Proposed 2010-2014 Capital Program: New Network Expansion Initiatives

Tappan-Zee Corridor  
Evaluation



Queens Boulevard  
Corridor Evaluation



Staten Island Corridors -  
North Shore and West Shore Evaluations



## Proposed 2010-2014 Capital Program

### Capital Program Management Controls

- Conduct sufficiency reviews of scopes, budgets and schedules
- Perform risk reviews of all large complex contracts covering the areas of:
  - requirements;
  - design and pre-construction;
  - project delivery;
  - early construction with a focus on geotechnical/utility/environmental risks;
  - mid-range construction; and
  - start-up/substantial completion of construction.
- Monitor management conformance with mitigation strategies and processes and evaluate the timeliness and effectiveness of implementation.
- Implement web-based Capital Program dashboard to allow easy access by the public to the proposed projects with status of budgets, scopes and schedules
- Implement a mentoring program to increase the participation of small business enterprises

### Conclusion

**The Proposed Draft 2010-2014 Capital Program fulfills MTA's mission to protect and enhance the region's transportation legacy by continuing its ongoing commitment to:**

- Rebuild its infrastructure, and
- Expand the system to meet the future growth needs of the region.

# Proposed 2010-2014 Capital Program

## Next Steps

- **Complete Board review of plan and any final adjustments**
- **Submission to Capital Program Review Board (CPRB) October 1<sup>st</sup> – starts 90 day review period.**
- **Additional outreach to stakeholders to review proposal and elicit feedback.**
- **Begin discussions with funding partners to secure full funding for all five years of the capital program**
- **Set up proposed management controls and reporting systems for a 2010 start up**