

MTA CAPITAL PROGRAM: WHAT'S IT IN FOR LONG ISLAND?

Tri-State Transportation Campaign

December 3, 2009



The Context

From 2000-2008

- Population growth 3.8%
- 25-44 years olds percentage of population dropped 13.5%



The Context

- ❑ LIRR serves 87.4 million passengers a year
- ❑ Average weekday- 302,583 passengers
- ❑ 594 miles of track
- ❑ Long Island Bus serves 34 million passengers a year
- ❑ Suffolk Transit ridership serves 6.4 million

The Context

- LIRR reverse commute skyrocketing. Up 76% between 1998 and 2007.

- Bus ridership has soared.

Agency	Growth in ridership, 2000-2008
Suffolk Transit	43.8%
Long Island Bus	9.2%

Overall MTA capital program

“Core” Capital Programs	(millions)
New York City Transit	\$13,861
Long Island Rail Road	\$2,758
Metro-North Railroad	\$1,839
MTA Bus	\$ 325
Core Subtotal	\$18,783
MTA Wide Security and Safety	\$650
Interagency	\$400
East Side Access, 2 nd Ave subway	\$5,739
Bridges and Tunnels	\$2,508
Total	\$28,080

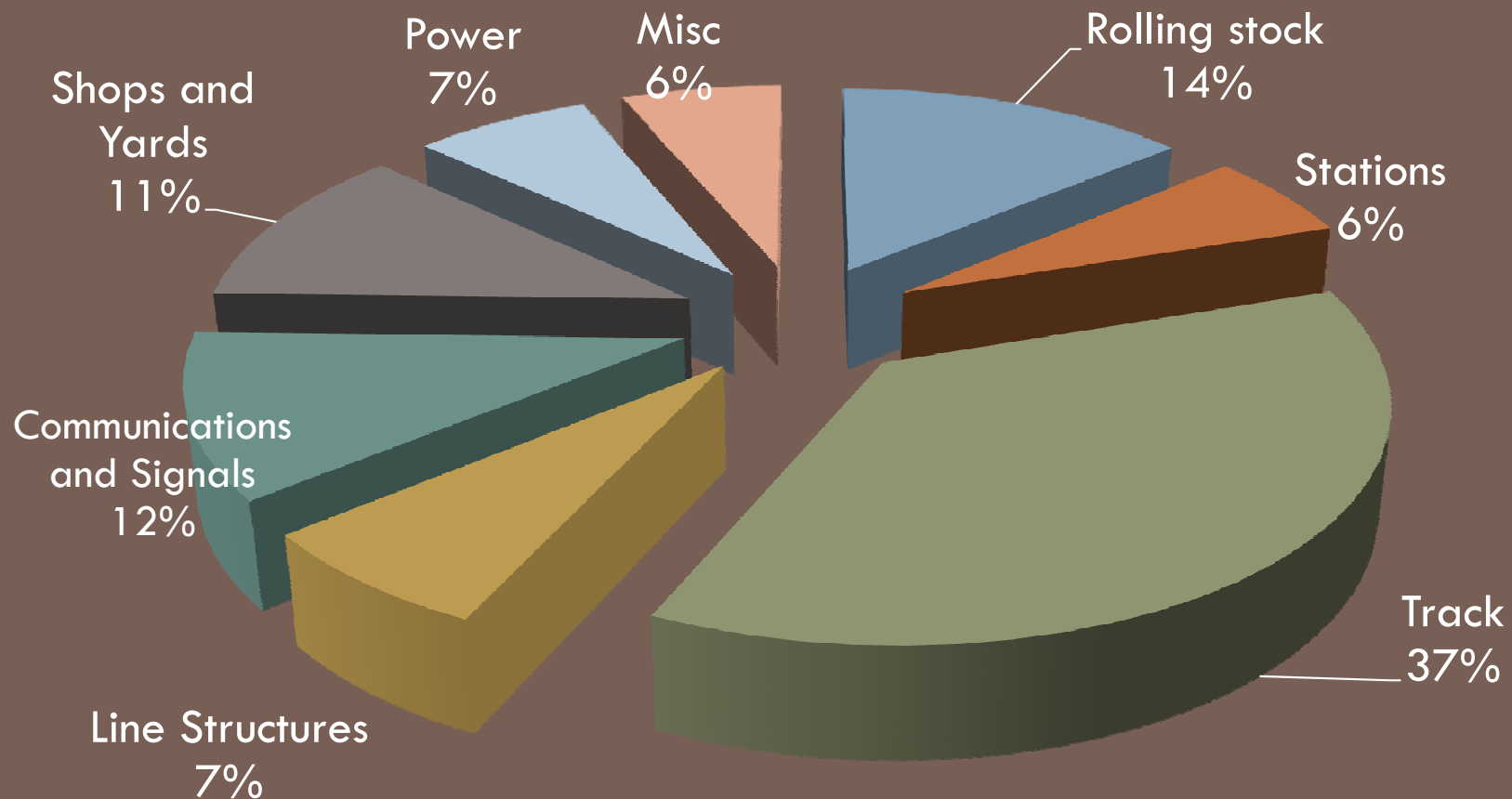
Replacement vs. Expansion

Agency	Existing system	Expansion	Other
LIRR	56%	35%	9%
Metro-North	89%	7%	4%
New York City Transit	86%	13%	1%

How much do fares cover?

Agency	Farebox operating ratio
Long Island Railroad	43%
New York City Transit	51%
Metro-North Railroad	54%
Long Island Bus	34%

Breakout of LIRR capital program



The Needs are Great

Long Island Rail Road Allocation of Capital Funding (in millions)

Proposed	Percent of Capital Funding Needs Funded
Rolling Stock	100.0
Stations	36.3
Track	94.3
Line Structures	69.1
Signals and Comm.	67.5
Power	75.1
Shops and Yards	81.0
Miscellaneous	99.4
Total \$2,758	79.0 %

Sources: Metropolitan Transportation Authority; OSDC analysis

LIRR capital program - trains

- Between 2002 and 2007, the MTA's capital program replaced 836 40-year old cars with the below cars.



LIRR capital program – trains

- 2010-2014 program brings similar improvements.
- 84 of 170 cars in electric fleet will be replaced with modern cars.



LIRR capital program – stations

Station program

- ❑ Massapequa and Wantagh station rehabs
- ❑ Mets/Willets Point Station
- ❑ Rockville Center elevators
- ❑ East Side Access, Penn Station A/C
- ❑ Babylon station rehab
- ❑ New Republic station in Suffolk County
- ❑ Parking upgrades – location TBD
- ❑ Smart card

LIRR capital program - tracks

- ❑ Double track Farmingdale to Ronkonkoma
- ❑ Jamaica capacity improvements
- ❑ Pocket track initiatives – improved service on Babylon Branch, Great Neck stations and west (including future service to Grand Central)
- ❑ Project components of LIRR third track- Ellison Ave Bridge replacement, Hicksville pocket track, track work in Mineola

LIRR capital program – bridges and viaducts

- ❑ Bridges along Montauk Branch in Hampton Bays
- ❑ Main Line bridges in Queens
- ❑ Port Washington Branch – bridge in Great Neck
- ❑ East River tunnel safety and Atlantic Ave viaduct in Brooklyn.

LIRR capital program – communications and signals

- Fiber optics to improve communication for riders and LIRR employees.
- Modernize signals near Babylon Station.
- Positive train control, required by federal government.

LIRR capital program – shops, yards, and power

- New rail yards absolutely necessary to improve service.
- Port Jefferson Branch and into Grand Central.
- Mid-Suffolk Yard to improve service on Ronkonkoma Line.
- Improvements to “shops” (maintenance facilities) at Hillside and Morris Park.
- Upgraded power substations.

The importance of LIRR third track

- *“The absence of the third track on the Main Line prevents the LIRR from offering a robust reverse commute and intra-island service which would provide regional mobility and strengthen Long Island’s economic competitiveness.”*

- MTA 2010-2014 capital program

LIRR Weekday	Leave	Arrive
Flatbush	5:51AM	7:00AM
Farmingdale	7:41AM	8:35AM

East Side Access – LIRR to Grand Central

- Will serve 160,000 rides a day
- Direct one seat rides to Grand Central for Port Washington and Main Line riders
- Reduce crowding at Penn Station
- Improve air quality



East Side Access

- \$2.9 billion in capital program to finish the project.
- Scheduled to open in 2016.



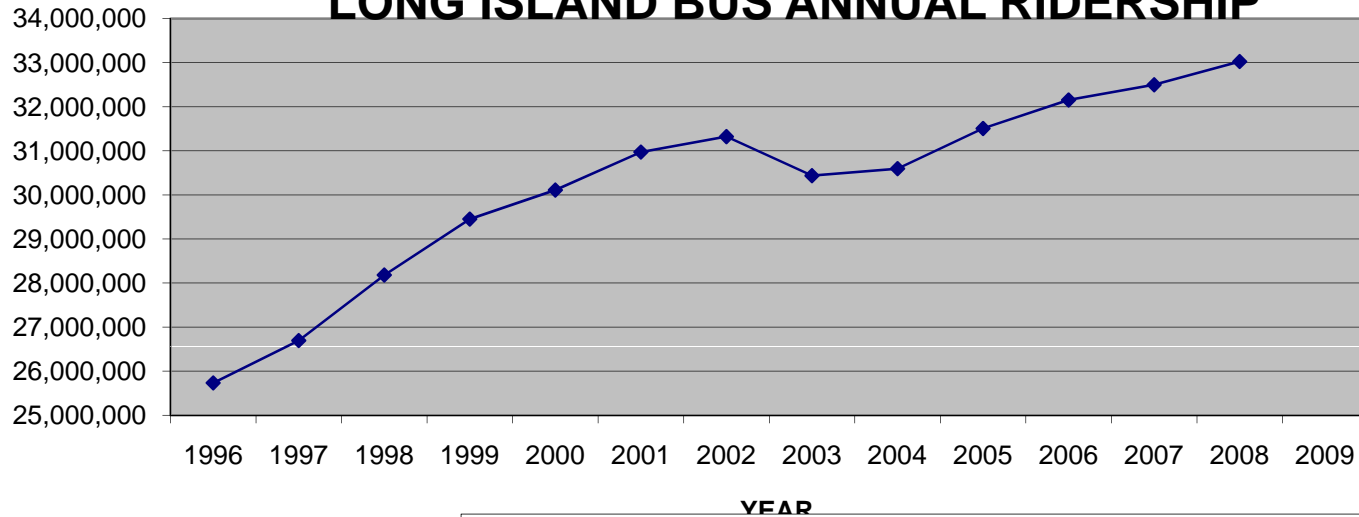
Long Island Bus

- ❑ Not statutorily allowed to receive most MTA-related funds.
- ❑ Nassau County pays capital costs.
- ❑ Singled out for cuts, lacks necc. capital improvements.

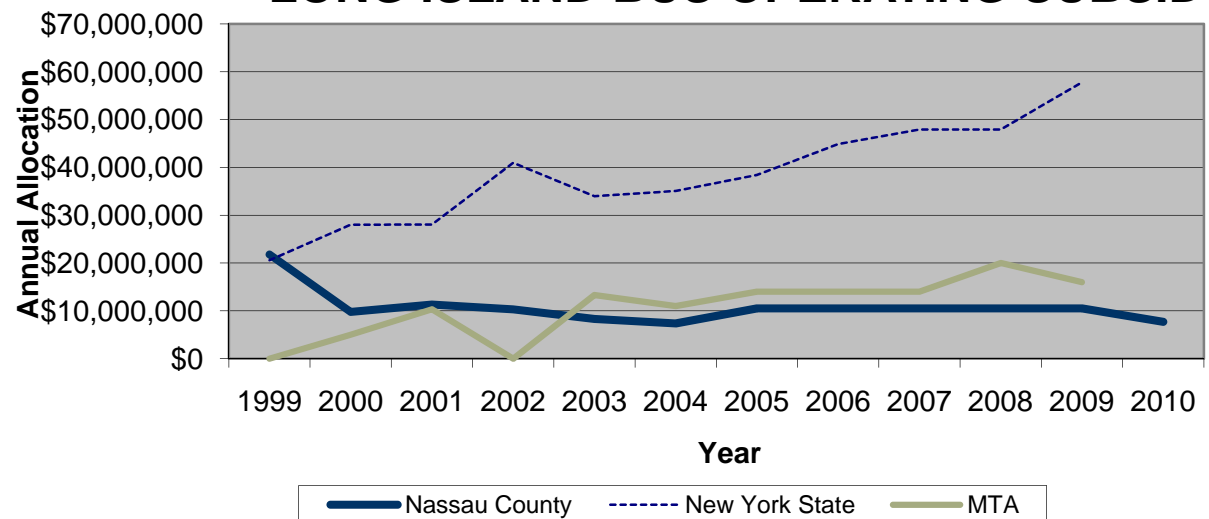


Long Island Bus

LONG ISLAND BUS ANNUAL RIDERSHIP



LONG ISLAND BUS OPERATING SUBSIDY



Transit-oriented development

- *“LIRR will support the efforts of municipalities in competitive planning grants and undertaking comprehensive station area/downtown planning and zoning studies as part of coordinating local land use with LIRR parking and intermodal investments.”*

- 2010-2014 MTA Capital Program

Benefits of capital program

- Economic and job creation – LIRR capital program creates 64,000 jobs.
- LIRR \$1.5 B operating budget creates 60,000 jobs.

Economic Impact	Per \$ Billion of Capital Spending	Per \$ Billion of Operations Spending
Jobs (Employment, thousands)	23.8	41.1
Output (Business Sales, \$ billions)	\$ 3.0	\$ 3.8
GDP (Value Added, \$ billions)	\$ 1.5	\$ 2.0
Labor Income (\$ billions)	\$ 1.1	\$ 1.8
Tax Revenue (\$ millions, rounded)	\$ 350	\$ 530

Source: American Public Transportation Association

Benefits of program

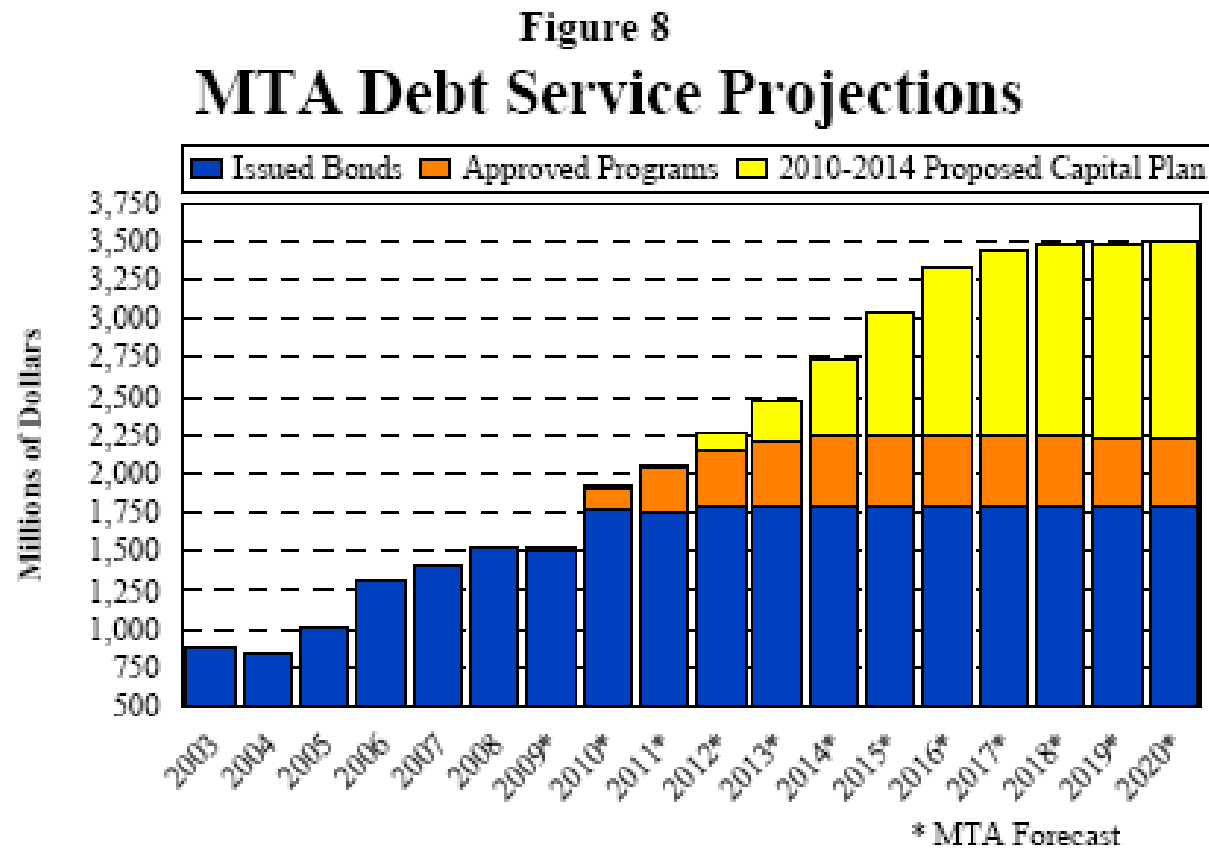
- Environmental – Long Island transit riders reduce carbon dioxide emissions by over **one billion tons annually**.
- Social – slow brain drain, provide more transit options, serve 60,000 LI households that do NOT own cars.



Funding breakdown

Source	Proposed (millions)
Total cost	\$ 28,080
Federal	\$ 8,400
City capital	\$ 500
MTA bus and city match	\$ 160
Bridges and Tunnels	\$ 2,508
MTA Bonds	\$ 6,000
Asset sales	\$ 600
Total available	\$ 18.1 BILLION
FUNDING GAP	\$ 9.9 BILLION

More debt is not the answer



Sources: Metropolitan Transportation Authority, OSDC analysis

Potential revenue sources

- ❑ East River bridge tolls
- ❑ Variable tolls on East River crossings
- ❑ Other tolls
- ❑ Mobility fees (payroll tax, commuter tax)
- ❑ Increase taxes that fund MTA (portion of sales tax, real estate transfer tax, business petroleum tax, etc)
- ❑ Gas tax increase
- ❑ Others

Not investing means

- ❑ Fewer jobs
- ❑ More train and bus breakdowns
- ❑ More traffic congestion
- ❑ More brain drain
- ❑ Polluted environment
- ❑ Higher maintenance costs



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