

Metropolitan Transportation Authority
State of New York**ISSUES & POLICY RECOMMENDATIONS****Reauthorization**

- APTA base proposal
 - Grow the six year transit program to **\$123 B**
 - Provide stability through building on base program
 - Ensure viability of HTF and maintain guaranteed funding
 - Emphasize/provide **intermodal and interoperability** incentives that will morph the industry toward a more regional approach by 2050 or sooner
 - Provide significant **process streamlining/enforceable** timelines
 - Introduce **Performance Standards that don't penalize** systems that already perform well
 - Increase federal transit tax benefit to the same level as the parking benefit

East Side Access (ESA) & Second Avenue Subway (SAS) Growth

- Recognize that national and international issues have become cost and time line drivers (not just a New York issue)

Preview of next round of Potential Regional New Start projects

- Stewart Airport Access
- TZB Rail Access
- West Side Access (Metro-North access to Penn Station)
- LIRR Mainline Third Track
- Next phase of SAS

Energy and Environment

- Cap and Trade – provide **appropriate % of resources dedicated to Transportation and Transit** in particular

HR 2095 Implementation

- Positive Train Control system implementation date
- Hours of Service Implementation with FRA
- Amtrak Issues
 - Funding Stability
 - Penn Station use by MNR for West Side Access
 - NEC SOGR resolution
- Rail Security
 - Stabilize Program Requirements
 - Include capital expenditures as priority investments

Mandate Review**Stimulus Proposals** (attached)



NYS Metropolitan Transportation Authority Economic Stimulus Proposals for 2009



December 2008



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MTA “Green” Stimulus Projects Overview

While the MTA believes that virtually all of its expenditures are inherently “Green” based on the very nature of our business – moving over 8.5 million people a day in the most environmentally efficient way possible – we have nonetheless assembled a list of capital projects and operating initiatives that we believe will fit with a Congressional stimulus initiative that focuses specifically on “green” investments.

Since stimulus proposals discussed on the Hill over the past few months have encompassed a broad range of timeframes and types of infrastructure, from 30 to 60 days to as much as two years, we have divided our sample investments incorporated, in the subsequent pages of this document, into four categories that span all the potential scenarios:

- I. Short-Term Green Investments** (on street in 6 months to 1 year)
- II. Longer-Term Green Investments** (on street in 1+ year)
- III. Lime-Green Capital Investments** (core transit infrastructure investments)
- IV. “GO” (Green Operating) Investments** (core operating investments that could create jobs within 60 to 90 days)

A note about job estimates:

A constant factor/multiplier (Based on Economic Impact Analysis of the MTA 2005-2009 Capital Program conducted by The Port Authority of NY/NJ) has been used to convert investment dollars into jobs-created. This constant will vary based upon application and the technology-intensity versus labor-intensity. Technologically intensive applications such as Aluminum Third Rail are likely to produce fewer jobs per dollar as compared to station rehabilitation work.



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I. Short-Term Green Investments

1) Aluminum Third Rail Initiative

Begin substituting aluminum third rail for steel third rail on subway and commuter rail projects now underway as well as begin converting existing third rail to aluminum rail. Since aluminum is a far more efficient electrical conductor, this initiative will reduce our electricity requirements by 328,000,000 kilowatt hours per year, adding to a cleaner environment by avoiding 148,000 metric tonnes of carbon and saving the MTA \$39,360,000 on power costs per year.

Est. # of jobs created/maintained: 4,760

Est. Cost: \$560 M

2) Green Bus Initiatives

The “greening” of MTA buses encompasses a variety of technologies to reduce or eliminate the use of diesel bus fuel. This would create a far more efficient bus fleet that would also reduce our fleet’s carbon footprint. This amount funds:

- Purchasing 1,575 hybrid electric buses
- Creating a fully-electric river-to-river bus line across 42nd Street in conjunction with New York City Department of Transportation
- Creating a new facility for fueling hydrogen buses and support vehicles

Est. # of jobs created/maintained: 9,850

Est. Cost: \$1.2 B

3) High-Performance Buildings: Green Station and Facility Rehabilitation Initiatives

According to PlaNYC, buildings are responsible for 79 percent of New York City’s greenhouse gas emissions. By retrofitting existing buildings and constructing new facilities to the latest environmental and energy-efficiency standards, MTA can both reduce its carbon contribution and save operating costs. The resulting high-performance buildings and passenger stations would be highly visible symbols of MTA’s sustainability commitment.

(cont.)



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Highlights include:

- Accelerating the MTA-wide energy-efficiency program
- Integrating wind and solar energy generation at 24 subway stations
- Upgrading dozens of existing facilities to US Green Building Council Leadership in Energy and Environmental Design (LEED) standard
- Building three new bus depots and one locomotive shop to LEED Platinum standard

Est. # of jobs created/maintained: 19,312

Est. Cost: \$2.27 B

4) Flood Mitigation Projects w/Bicycle Racks & Street Furniture Enhancements

As a coastal city, NYC is particularly vulnerable to climate change and rising sea levels. NYC Transit has embarked upon an effort to protect subway tunnels from flooding by installing sidewalk flood grates that also add street amenities such as bike racks and benches. This amount funds flood grates at all of the most vulnerable locations in the subway system.

Est. # of jobs created/maintained: 1,700

Est. Cost: \$200 M

5) Accelerating “Light-weighting” of Subway and Commuter Rail Fleets

Reducing the weight of rail cars can significantly reduce operating costs. Weight reduction can include elimination of redundant components, using lighter materials, and developing innovative design optimization techniques. This amount funds the acceleration of retrofitting old rail cars and the procurement of new lightweight cars for the NYC Subway. This is an estimated cost based on fleet size.

Est. # of jobs created/maintained: 2,168

Est. Cost: \$255.0 M

6) Accelerate Retrofitting of Fleets to include Regenerative Braking Capability

Regenerative energy management techniques include on-board energy storage, trackside energy storage, operational enhancements, and software modifications for train cars to better utilize regenerated energy. This amount accelerates the retrofit of existing cars and new procurement of rail cars with regenerative



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energy management techniques on the NYC Subway. This is an estimated cost based on fleet size.

Est. # of jobs created/maintained: 493

Est. Cost: \$58.0 M

7) Paratransit Fleet Emissions Retrofit

Diesel emissions from vehicles are a source of airborne fine particulate pollution, a known contributor to cardiovascular and lung diseases, including childhood asthma. This amount funds the retrofit of approximately 2,600 heavy-duty diesel vehicles with diesel particulate filters.

Est. # of jobs created/maintained: 221

Est. Cost: \$26.0 M

8) Accelerate Sustainable Plastic RR Ties Project

Expanded use of composite railroad ties can help reduce the use of tropical hardwoods. This amount funds the testing of 800 composite ties in revenue service on the NYC Subway.

Est. # of jobs created/maintained: 9

Est. Cost: \$1.0 M

9) Install Regenerative Drive/Variable Speed Escalators at Key Stations

The use of regenerative drive/variable speed escalators and gearless elevators can increase energy efficiency and savings. This amount funds escalators and elevators on the East Side Access project at GCT.

Est. # of jobs created/maintained: 13

Est. Cost: \$1.5 M

10) NYCT Bus Rapid Transit Implementation

Bus Rapid Transit (BRT) is a cost-effective approach to enhancing bus service via a combination of dedicated bus lanes, limited stops, streamlined fare collection, traffic signal priority, and marketing. This amount funds the expansion of NYC Transit's Select Bus Service BRT pilot to all five boroughs.

Est. # of jobs created/maintained: 970

Est. Cost: \$114.1 M



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II. Longer-Term Green Investments

1) Install Geothermal Groundwater Systems for Improved Heating/Cooling

The MTA pumps approximately 8 million gallons of groundwater per day from the subway system. The thermal properties of this groundwater can be used for heating and/or cooling of nearby facilities, eliminating both the electricity and potable water used in conventional HVAC systems. This amount funds pilots of geothermal technologies.

Est. # of jobs created/maintained: 170

Est. Cost: \$20.0 M

2) Collaborate w/LI Power Authority on Transit-Related Off-Shore Wind Generation Facilities

This amount funds a collaboration with local utilities and other large energy users to support the construction of a 500 megawatt off-shore wind plant that will provide vital in-city electricity capacity, as well as green, zero carbon energy and the renewable energy credits needed to meet the NYS Renewable Portfolio Standard requirements.

Est. # of jobs created/maintained: 2,125

Est. Cost: \$250.0 M

3) Install Water Conserving Bus Washing Systems at Additional Depots

Reducing the use of potable water used in bus washing can significantly lower water use at bus depots. This amount funds the installation of 18 water conserving bus washer systems and water meters at MTA Bus depots.

Est. # of jobs created/maintained: 400

Est. Cost: \$47.0 M

4) Port-Jervis Double Tracking

Double-tracking the Port Jervis line within the existing right-of-right would improve throughput to accommodate growing ridership and reduce auto usage in Rockland and Orange counties. This amount funds double-tracking the Port Jervis line.

Est. # of jobs created/maintained: 7,650

Est. Cost: \$900.0 M



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5) Intermodal/TOD Seed Money

Intermodal transportation centers will link local and regional buses/shuttles with commuter rail stations. It will facilitate regional intermodal transit hubs that foster sustainable growth and increase transit ridership. Coterminous with the intermodal centers is transit-oriented development (TOD) seed money to aid the development of TODs near rail stations. The benefits of TODs include reduced auto usage and increased public transit ridership, along with economic revitalization of local communities. This amount funds intermodal/TOD projects at Poughkeepsie, Wassaic, Southeast, and Beacon.

Est. # of jobs created/maintained: 1,513

Est. Cost: \$178.0 M



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III. Lime-Green Investments – Core Infrastructure

1) Core Infrastructure: Network Expansion

This amount funds various infrastructure projects for the Second Avenue Subway, East Side Access, and 7 Line Extension projects.

Highlights include:

- 10th Avenue Station Structure for 7 Line Extension
- 63rd Street Station Upgrade for Second Avenue Subway
- Lexington Avenue subway connection for East Side Access

Est. # of jobs created/maintained: 12,317

Est. Cost: \$1.45 B

2) Core Infrastructure: Facilities, Track, Systems, and Structures

This amount funds various infrastructure projects for NYC Transit, Metro-North, and Long Island Rail Road.

Highlights include:

- New Jamaica Bus Depot for NYC Transit
- PA/CIS at 43 additional subway stations
- 47-50 Sts-Rockefeller Center Station Rehabilitation
- Priority parking repairs at Metro-North stations
- ADA-compliant station railings at 20 LIRR stations

Est. # of jobs created/maintained: 8,169

Est. Cost: \$961.1 M

3) Core Infrastructure: Rolling Stock Purchases

This amount funds locomotive and railcar purchases for Metro-North.

Est. # of jobs created/maintained: 2,874

Est. Cost: \$338.1 M



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IV. "GO" (Green Operating) Investments – Core Operations

1) Core Operations: Station and Bridge Painting

The painting of numerous NYCT passenger stations will improve the transit environment and encourage new ridership within the MTA service area.

Est. # of jobs created/maintained: 130

Est. Cost: \$9.4 M

2) Core Operations: Station, Right-of-Way (Track) and Rail Car Cleaning

Station, right-of-way and rail car cleaning are also a critically important part of improving the overall transit system environment and encouraging new ridership. Cleaning jobs can be added quickly and can have measurable impacts in a very short period of time.

Est. # of jobs created/maintained: 2,046

Est. Cost: \$136.7 M

3) Core Operations: Elevator and Escalator Repair

One of the most difficult elements of maintaining accessibility for the transit system is maintaining working elevators and escalators. Increased maintenance is critical to that effort, but is labor intensive. Adding additional positions to maintain those elements of our infrastructure will both improve the environment and open the transit market to the disability community.

Est. # of jobs created/maintained: 16+

Est. Cost: \$4.2 M

4) Core Operations: Employee Facilities

As transit ridership grows, so does the need for additional transit facilities and improvements to existing facilities. Many projects to improve these facilities can be undertaken in a short time period and create jobs in construction quickly.

Est. # of jobs created/maintained: 54

Est. Cost: \$4.4 M