MTA Comments
on
New York City Traffic Congestion Mitigation Plan

Presentation to the Congestion Mitigation Commission

October 25, 2007
“The MTA …shall submit comments on the implementation of the Mayor’s Plan, including additional capital needs resulting from the plan and proposed uses of any potential revenues…”
Presentation Purpose

- To summarize the October 2007 MTA report to the Commission
  - MTA’s plan meets the increase in demand for public transportation
  - The additional MTA capital and operating needs required to implement the transit response
  - The impact of these needs on MTA’s capital and operating budgets
Overview

- **City Plan Benefits MTA**
  - Promotes and expands the use of transit
  - Results in new services
  - Provides additional resources to support long term investment in transit capital plan

- **Outcomes**
  - Changes in demand for transit
  - Changes in the use of MTA B&T crossings
  - Changes will require time to take shape
Meeting the Increase in Demand for Public Transportation

City Diversions

- **Market**
  - Daily auto diversions from within NYC are estimated by the City to be 78,000
  - Trips originate in the outer boroughs and in the CBD

- **MTA strategy**
  - New bus routes and enhancements to existing bus routes linked to Manhattan
  - Enhanced bus links to subway lines serving Manhattan
  - Enhancements to key subway lines in Manhattan and the Outer Boroughs
  - Ramp up prior to second Quarter 2009 Pilot Test start
  - MTA will cooperatively monitor actual travel with NYCDOT and other agencies
Meeting the Increase in Demand for Public Transportation

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Meeting the Increase in Demand for Public Transportation

Suburban Diversions

- **Market**
  - Daily diversions from Mid-Hudson for travel to core estimated at 2,500; from Long Island 3,500
  - Dispersed over the 5,000 square mile MTA commuter rail territory

- **MTA Strategy**
  - Generally accommodated on the existing 1,300 daily trains serving the core
  - Express bus service to the core where other capacity needed in coordination with NYS DOT
  - MTA will cooperatively monitor actual travel with NYSDOT and other agencies
Meeting the Increase in Demand for Public Transportation

MTA Crossings

- **Market**
  - MTA crossings serve approximately 170,000 Manhattan-bound trips
  - Vehicles equipped with E-ZPass entering Manhattan via these MTA crossings would have their congestion charges reduced by the amount of toll paid
    - Brooklyn Battery Tunnel
    - Queens-Midtown Tunnel
    - Triborough Bridge (Manhattan segment)
    - Henry Hudson Bridge
  - Toll offset would not apply to cash paying customers

- **MTA Strategy**
  - Monitor facility volumes and delays
  - Evaluate diversions from free crossings to B&T for E-ZPass rebate versus diversions of B&T cash customers to free crossings to avoid toll plus charge
  - Initial bridge and tunnel shopping
  - Impacts on E-ZPass Support Center
Cost of Implementing Additional Transit Improvements

Estimated Capital Costs and Impacts

- **Total estimated cost**: $767 million, comprised of:
  - **2008-2009**
    - Capital Needs @ $283 million ($467 million - $184 million Federal UPA grant funding)
      - Buses, bus depots and lay-up area
      - Subway cars
      - BRT service implementation
      - Suburban buses and park+ride facilities
  - **2010-2012**
    - Capital Needs @ $163 million
      - Bus lay-up area, BRT service, subway station enhancements, suburban park+ride facilities
  - **Post-2012**
    - Capital Needs @ $320 million
      - Construction of two bus depots
Cost of Implementing Additional Transit Improvements

Estimated Operating Costs and Impacts

- The estimated net cost to “ramp up” the new services in the last quarter of 2008 and the first quarter of 2009 is $55.8 million (the gross cost is $59.9 million)
  - Bus service and subway service, railcar and bus overhauls, BRT
  - Estimated operating revenue: $4.1 million

- The estimated net cost of operating the new transit services and facilities each year for the 3 year pilot is $104.2 million (the gross cost is $153.1 million annually)
  - Subway service, bus service and depots, BRT, suburban bus service, monitoring and data collection
  - Estimated operating revenue: $48.9 million / year

- An annual view of both estimated capital and operating costs provides further insight
## Annual Estimate Summary ($ in millions)

### Operating Expenses

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Cost of Implementing Additional Transit Improvements

Annual Estimate Summary ($ in millions)

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Annual Debt Service if Capital is Financed by Debt *

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* Assumes a recurring revenue stream to ensure the marketability of the debt
Comprehensive monitoring is essential

- MTA agencies will monitor ridership and volumes on its trains, buses and crossings before, during and after the pilot program to determine the actual impacts on its network and budgets.

- Adjustments to the span and scope of services will be made, where applicable.

- MTA will coordinate research and planning with NYC and NYS.
Summary

- Congestion Pricing will encourage expanded use of MTA transit services in both NYC and the suburbs.

- MTA will need to respond to changes over time in demand for transit and to changes in use of MTA B&T crossings.

- Revenue from Congestion Pricing will provide resources to support these investments and additional resources to support long term capital investment in transit.