

# 2008-2013 Capital Plan Fact Sheet

57<sup>th</sup> Assembly District, Assembly Member Hakeem Jeffries

## The MTA 2008-2013 Capital Plan totals over \$29.5 billion:

- \$20 billion on core improvements to maintain the current system
- \$6.3 billion on completion of existing expansion projects
- \$3.2 billion on new capacity expansion projects

### System Wide Investments

#### **New trains, buses, and vans**

- Improves reliability and enhances passenger experience
- 935 subway cars
- 2,492 buses
- 1,016 Access-A-Ride vans

#### **Station upgrades**

- Brings the system to a state of good repair
- 44 station rehabilitations
- 10 stations to be made fully handicap accessible

#### **Track and switch replacement**

- Improves reliability and minimizes breakdowns
- 56 miles of subway track
- 150 switches

#### **Structural enhancements and repair**

- Alleviates flooding
- Repair of elevated structures and emergency exits

#### **Communications improvements**

- Installation of public address / customer information screens and closed-circuit television systems in stations

### Investments in the 57<sup>th</sup> District

- Structure overcoating between Prospect Park and Sheepshead Bay stations on the B- and Q-lines
- Upgrade the PA Systems of the Bedford-Nostrand Avenue, Classon Avenue, Clinton-Washington Avenues and Fulton Street stations on the G-line
- Flooding improvements for the Crosstown Line
- Rehabilitation of the circuit breaker house of the Prospect Park station
- Bus Rapid Transit and associated capital improvements

### Brooklyn Investments

#### **New Capacity Expansions**

- Jamaica Capacity Improvements for enhanced Long Island Railroad service for Brooklyn and Queens customers.
- A Southeastern Brooklyn Alternatives Study to evaluate potential solutions to address long travel times and lack of access to the subway system for travel to Downtown Brooklyn and the Manhattan Central Business District.

## Congestion pricing would fund the system expansion and improvement projects in the MTA capital plan and at least a billion dollars for the state of good repair.

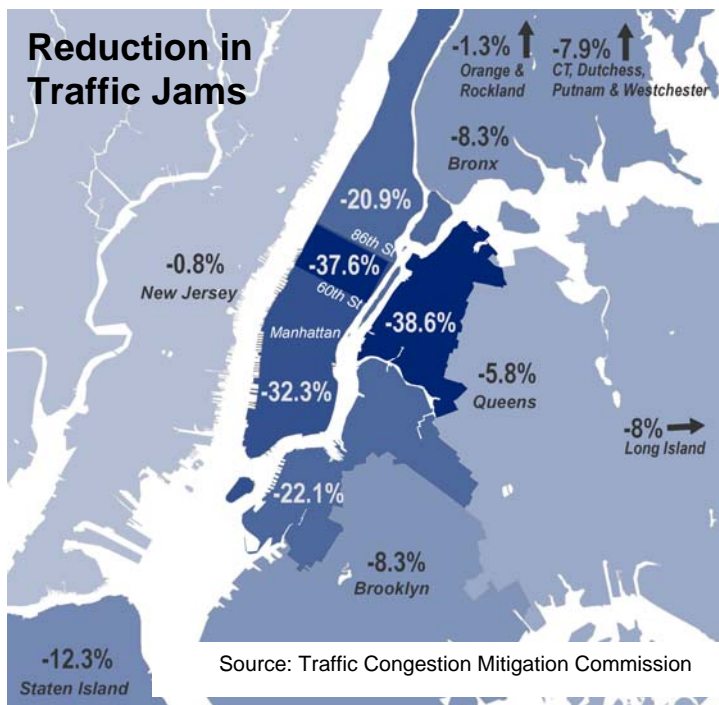
- MTA identified a \$9 billion funding gap.
- Without bonds based on congestion pricing revenues, the gap will grow to roughly \$14 billion, threatening MTA's ability to invest in our transit system.

### What is congestion pricing?

Congestion pricing is a proposed \$8 charge (\$21 for trucks) to enter Manhattan below 60th Street from 6am-6pm, Monday through Friday.

Cars and truck drivers that use EZPass on any MTA or Port Authority facility will have that toll deducted from their daily charge. Trucks using green technology will receive a discount.

Taxis and livery cabs will add a \$1 surcharge to any trip that starts, ends or touches the zone.



### System-Wide Congestion Pricing Transit Improvements

- \$951 M in short-term capital investments
- Local bus service: 309 new buses for 12 new routes and increased service on 33 existing routes
- Express bus service: 58 new buses for expanded service to NYC
- Subway service: increased service on 1, E, and F lines and longer trains on the C line, requiring 46 new subway cars
- \$21.9 million to support five Bus Rapid Transit (BRT) lines across the City
- \$40 million for two new bus park-and-ride facilities
- \$100 million for subway station renovations and capacity enhancements
- Initiation of improved services prior to the start of congestion pricing in April 2009

### Short-term Congestion Pricing Transit Improvements in this District

- 33 new buses on the B41