



## Metropolitan Transportation Authority

State of New York

May 4, 2015

Mr. Anthony Shorris  
First Deputy Mayor  
Office of the Mayor  
City Hall  
New York, NY 10007

Dear Mr. <sup>Tom</sup>Shorris:

I am writing today to urge more focused City government attention on an issue that I describe, without exaggeration, as critical to the future of the city itself—the MTA's proposed 2015-19 Capital Plan.

The MTA and its transit systems are at a crossroads. Ridership has never been higher. The city's population has grown, and its location has shifted, putting pressure on transit in newly developed neighborhoods and, in fact, the entire system. As an example, every day the Lexington Avenue line alone carries as many riders as the Chicago and Boston systems combined. Our trains are more crowded. Our platforms are filled with riders awaiting the next train. This capacity crush unavoidably causes delays.

And population projections indicate that continued growth will bring even added pressure on the system.

Meanwhile, subway ridership has grown to six million on some days. Many of our riders are at the mid to lower end of the economic scale, people who are dependent on public transportation they can afford. And only through its own rigorous and continuing fiscal discipline has the MTA succeeded in keeping fares to a minimum, at the same time setting aside some savings to seed the next capital plan.

More than half of our proposed \$29 billion capital plan is allocated for the city's subways alone, and \$2 billion for the city's bus system. As is always the case, the largest portion of our proposed five-year plan focuses on maintaining the good repair of the system...the equipment and components for safety and reliability. And much of that \$22 billion is for NYC transit.

In recent years, the City's share of the MTA five-year capital plans has been about \$100 million per year. Had the City's share merely kept pace with inflation since its \$136 million annual contribution to the MTA'S first plan in 1982-86, as IBO pointed out, its contribution would now be \$363 million per year, providing more than \$1.8 billion to the proposed plan.

*The agencies of the MTA*

MTA New York City Transit  
MTA Long Island Rail Road

MTA Metro-North Railroad  
MTA Bridges and Tunnels

MTA Capital Construction  
MTA Bus Company

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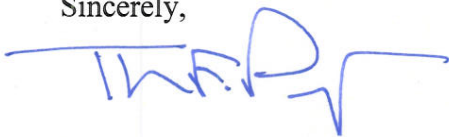
State government, always the primary source of Capital Plan support, has already committed \$1 billion for the capital plan in its 2015-16 budget, and our discussions with the Governor and Legislature continue. And while our preliminary discussions about increasing the City's share have been productive, the City's one billion dollar surplus presents an opportunity to do more.

We believe the annual City contribution to the maintenance of the system's safety and reliability—the \$22 billion “state of good repair” portion of the plan—should increase to \$300 million.

In addition, we believe the City must share in the cost of projects needed to ease current ridership growth and the system enhancements and expansion needed to address further growth. An example of such an investment—similar to the role played by the city in the extension of the 7 line to the west side-- is the construction of the Second Avenue Subway line. We suggest the appropriate level of City investment in Second Avenue is a minimum of \$1.0 billion over the five-year capital plan.

The role of the city's mass transit system is historical and obvious. Some have said that the city didn't build the subways...the subways built the city. Others have noted that our public transit system simply “makes New York possible,” and that for New Yorkers striving to improve their lives and their prospects, the MTA system is the “great equalizer.” Now, at this critical juncture, is the right time for the City to acknowledge the need for significantly increased investment in the MTA, and in the City's future. We hope that you agree and that we can look forward to accelerated discussions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T.F.P.', with a stylized flourish extending to the right.

Thomas F. Prendergast  
Chairman and Chief Executive Officer  
Metropolitan Transportation Authority