

# PROPOSED CHANGES TO THE 2017-2026 CAPITAL PLAN

**APPROVED \$32.2 BILLION 2017-2026 CAPITAL PLAN**

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INCREASE PLAN \$4.8 BILLION – 94% FUNDED BY PROJECT SPECIFIC REVENUES**

In February 2017, the Board of Commissioners adopted a ten-year 2017-2026 Capital Plan. The 2017-2026 Capital Plan totaled \$32.2 billion and included \$29.5 billion in direct spending on Port Authority facilities, and a commitment to support debt service payments on \$2.7 billion of Gateway Program Development Corporation low-cost borrowing for Phase 1 of the Gateway Program, subject to certain conditions.

The 2017-2026 Capital Plan represents a balanced portfolio of critical projects that affirms and supports the Port Authority’s mission to meet the region’s core transportation needs, while acting as good stewards of the public’s resources in a fiscally responsible way.

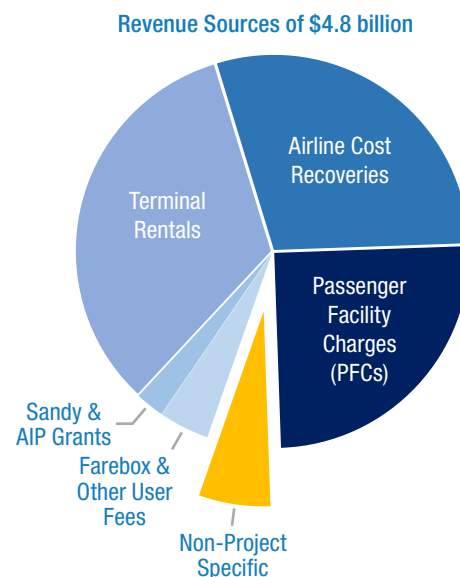
It was developed using a comprehensive planning process and risk-based prioritization that considered: top of the agenda 21st century infrastructure priorities; existing asset conditions; operational and revenue impacts; threat assessments; customer service, regional benefit, regulatory or statutory requirements; and, long-term affordability of the Capital Plan.

## Biennial Capital Plan Reassessment

As part of the adoption of the 2017-2026 Capital Plan, the Board required that every two years the Capital Plan be reassessed considering then current information as to capital capacity and the progress of capital projects.

The 2019 Capital Plan reassessment process began in 2018. Staff examined each of the State of Good Repair (SGR) projects and prioritized them based on their current condition.

The 2019 Reassessment reflects a proposed increase of \$4.8 billion to the Capital Plan, of which 94% is expected to be funded through additional project-related revenues. This includes the addition of four projects highlighted in bold below, technical adjustments to the Plan to reflect Board actions in 2018, and an update to project costs informed by planning efforts underway.



## Proposed Changes to the Capital Plan

The table below depicts the proposed changes to the 2017-2026 Capital Plan:

Project (\$ in millions)	Increase	Reassessed Plan
<b>Major Projects</b> <small>NEW PROJECTS IN BOLD</small>		
<b>New AirTrain Newark</b>	<b>\$1,640</b>	<b>\$2,050</b>
JFK Redevelopment	1,900	2,900
AirTrain LGA	390	2,050
Newark Terminal One Redevelopment	350	2,700
<b>New Projects</b>		
<b>PATH Improvement Plan</b>	<b>200</b>	<b>200</b>
<b>Electric Vehicle (EV) Infrastructure</b>	<b>50</b>	<b>50</b>
<b>EWR Terminal Two Redevelopment Planning</b>	<b>35</b>	<b>35</b>
<b>Remaining Projects</b>	<b>235</b>	<b>27,015</b>
<b>Net Total</b>	<b>\$4,800</b>	<b>\$37,000</b>

# PROPOSED CHANGES TO THE CAPITAL PLAN



## NEW AIRTRAIN NEWARK

**TOTAL PROJECT COST**  
(Reassessed Capital Plan)

**\$2.05 BILLION**

**INCREMENTAL CAPITAL CAPACITY**  
(from incremental revenue)

**\$1.64 BILLION**

The new AirTrain project replaces the planned spending of \$300 million to keep the old AirTrain in a state of good repair. The increase in the Capital Plan for the new AirTrain is informed by previously authorized planning efforts and is projected to be covered by: airline cost recoveries; rental car fees; future period PFCs; and, farebox revenue, as well as reduced spending elsewhere in the Aviation Capital Plan.



## PATH IMPROVEMENT PLAN

**TOTAL PROJECT COST**  
(Reassessed Capital Plan)

**\$200 MILLION**

This project adds capital commitments for: (1) key station modifications to enable the running of 9-car trains on the Newark-WTC lines; (2) adoption of a new fare payment system based on the integration with the MTA's new OMNY fare payment system; and, (3) capital support for PATH's new 30-month, 6-point delay reduction initiative.



## ELECTRIC VEHICLE INFRASTRUCTURE

**TOTAL PROJECT COST**  
(Reassessed Capital Plan)

**\$50 MILLION**

In October 2018, the Port Authority became the first public transportation agency in the United States to embrace the Paris Climate Agreement. Part of this sustainability agenda includes the conversion of the Port Authority's on-airport shuttle bus fleet to an all-electric, zero-emissions shuttle bus fleet, and the conversion of 50 percent of the Port Authority's light duty vehicle fleet – representing over 600 vehicles – to electric. This project will provide for the construction of the required electric vehicle infrastructure, including charging stations, to support the electric vehicle initiative.



## NEWARK AIRPORT TERMINAL TWO PLANNING

**TOTAL PROJECT COST**  
(Reassessed Capital Plan)

**\$35 MILLION**

Commencing planning for a new world class Terminal Two at Newark Liberty International Airport will enable design to move ahead as part of the broader effort to move Newark Liberty International Airport, consistent with all Port Authority airports, to the top echelon of customer rankings.

As part of the reassessment, staff also recommended three adjustments to projects already in the Capital Plan. The proposals for Newark Terminal One and JFK Redevelopment reflect the technical Capital Plan provisions catching up to the authorization made by the Board in 2018. The proposal for AirTrain LaGuardia is informed by the planning efforts currently underway. These proposed increases are projected to be funded by incremental project specific revenues.