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   Motor Coach Industries

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The Economic Impact of MTA Capital Program Investment on New York State

The New York metropolitan region runs on public transportation, and maintaining the subway, commuter rail, and bus systems in good working order through the MTA Capital Program is critical to its economic health. But the impact of that Program is felt far beyond the MTA service region, since many of the investments it makes are with companies in hundreds of communities throughout New York State.

When the MTA was created forty years ago, its mission was to bring together the decaying and inefficient regional public transportation network under a single entity and transform it into a viable operation. But with money tight, little was done to maintain the network, and it continued a downward spiral marked by graffiti, vandalism, and seemingly out-of-control crime.

In 1982, an enlightened state government partnered with the MTA to begin a series of Capital Programs, and in the two and a half decades that followed, the MTA has invested more than $70 billion to maintain and improve its network.

During that time, millions of dollars of MTA Capital Program funds have gone to companies across the state: to contractors and subcontractors who build rolling stock, to parts suppliers, to construction companies involved in rebuilding infrastructure or working on new facilities. These projects provide jobs in communities from Buffalo to Albany to Plattsburg and many locales in between.

As we look to our future, we see even more opportunities for growth across the state. Last year, for example, the New York State Legislature asked us to review our current Capital Program and develop an alternate program that would begin in mid-2008. This review is enabling the MTA to lay out a broad strategic approach to handle the projected 25 to 30 year growth in our region’s population and workforce. But it is also focusing attention on the immediate needs of the MTA to handle higher ridership, needs that will be met with additional new buses and subway cars, all of which will have far-reaching effects on job opportunities across the states in the region and incorporate the most prudent climate mitigation and adaptation strategies available, while retaining the flexibility to adapt new technologies as they are developed to meet ambitious sustainability goals.

To quantify the impact of the MTA’s Capital Programs on the state, the Port Authority of New York and New Jersey (PA) created a sophisticated economic input-output model. The PA’s findings showed that the dollars invested in MTA facilities, equipment, and structures gave an enormous boost to economic activity across the state.

Applying the same ratio of job creation and economic activity to the MTA’s $22.6 billion 2005-2009 Capital Program, one could infer that it will produce the following estimated benefits:

- 167,000-346,000 total worker-years of employment (an average of 18,500-38,500 jobs annually for 9 years)
- $29.2 billion in economic activity/sales
- $1.1 billion in state and local personal income and sales taxes
- $11.8 billion in wages and salaries

These estimates consider the direct impact of the program, the indirect impact on supplying industries, and the induced wealth generated by the expenditures of wage earners.

The following pages illustrate how companies and taxpayers across the state participate in and benefit from the MTA Capital Program. By graphically depicting the statewide impact of our spending, we hope this booklet will put the economic benefits of the MTA Capital Program into better perspective and, by doing so, help inform the decision-making processes.

Sincerely,

Elliot G. Sander
Executive Director and Chief Executive Officer
March 2008
Locations of Principal Subcontractors for Subway, Bus, and Rail Cars

MTA Capital Program–Statewide Economic Impact
Yorkville
Carrier A/C Industries
Air Conditioning Components

Liverpool
XTO Inc.
Sealant and tape

Jamaica
Roscoe Inc.
Mirrors

Yorkville
Clever Devices
Sopakeasy (PA) System

Woodside
North American Mobile
Motorola Components

Falconer
Truck Lite Company
Electrical Lighting

Ronkonkoma
Atlantic Detroit Diesel
Service and Warranty

Tonawanda
Winter's Instruments
Gauges

Poughkeepsie
H. O. Penn
Cat Dealer Service

Batavia
Strong Forge & Fabrication.
Fabricated Parts
Buses: Orion VII, Hybrid and CNG
Orion Bus Industries, Oriskany, New York

Johnson City
BAE Systems, N.A.
HybriDrive™ Diesel-Electric Propulsion System

Utica
New Hartford Sheet Metal
Sheet Metal

Utica
Oriskany Mfg. Tech.
Sheet Metal

Farmingdale
Tape Switch
Touch Tapes

Rochester
Integrated Logistics Solution
Hardware

Syosset
Clever Devices
Message Player

Oriskany
Sealfert Graphics
Decals

Lockport
Diversified Mfg. Inc.
Sheet Metal

Binghamton
Harris Assembly Group
Electrical

Farmingdale
Air & Power Transmission
Filters & Hydraulic Lines
Subway Cars: R142A, R142S, R143
Kawasaki Rail Car, Yonkers, New York

- Syracuse
  - Syracuse Diesel & Electric Control Valves
- Woodside
  - Jamaica Bearings
  - Journal Bearings
- Ronkonkoma
  - Hytech Industries Panels
- Troy
  - VPS Controls Flexible Cable
- Queens
  - Peerless Electronics Event Recorder
- Binghamton
  - MELCO HVAC
- Farmingdale
  - Telephonics Communications
- Elmsford
  - Koito Monitoring & Diagnostic System
- Buffalo
  - Luminator Lighting
- Yonkers
  - Benfield Electric
  - Misc. Electrical Parts
  - Garston Sign & Screen Sealer
  - Graybar Conduit
- Elmsford
  - BBA Hardware
- Rochester
  - Honeywell Sensing Connectors
- Long Island City
- New Hyde Park
  - Motion Industries Lock-tite
- Plattsburgh
  - Curtis Door Systems Door Parts
  - TransEd Truck Assembly
  - Knorr Brake
    - Brake Parts, Subassemblies
  - WABCO
    - Brakes, Pneumatics, Couplers, Current Collectors
- Plattsburgh
  - Railtech Plymetal Flooring
- New York
  - Newark Electrical Parts
- Great Neck
  - Nishiyama Air Hoses
- Buffalo
  - Vibratech Truck Vibration Dampers
- Westbury
  - Lin Industries Misc. Assemblies
- Bay Shore
  - UFC Aerospace Lock-tite
<table>
<thead>
<tr>
<th>Location</th>
<th>Company/Services</th>
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<tbody>
<tr>
<td>Rochester</td>
<td>Graybar Electrical</td>
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<td>Plattsburgh</td>
<td>Vapor Rail Door systems, HVAC Controls</td>
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<tr>
<td>Rochester</td>
<td>Chamberlin Rubber Elastomers, Gaskets</td>
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<tr>
<td>Bath</td>
<td>Signs Plus Decals</td>
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<tr>
<td>Lancaster</td>
<td>J.T. Ryerson Steel</td>
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<td>Arkport</td>
<td>SilkRoad Transport Vehicle Transportation</td>
</tr>
<tr>
<td>Syracuse</td>
<td>Hardware Specialties, Assembly Hardware</td>
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<tr>
<td>Long Island City</td>
<td>Refron, Freon</td>
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<tr>
<td>Middletown</td>
<td>Delford Elastomers, Gaskets</td>
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<tr>
<td>Rochester</td>
<td>Op-Tech Asbestos Abatement</td>
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<td>Rochester</td>
<td>ATS Powder Coating Powder Coating</td>
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<td>Rochester</td>
<td>Day Engineering, PC, Environmental Engineering Consultants</td>
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<tr>
<td>Rochester</td>
<td>Bradley Supply Assembly Hardware</td>
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<td>Rochester</td>
<td>Boss Precision Fabricated Components</td>
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<td>Rochester</td>
<td>Grainger Consumables, Fire Extinguishers</td>
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<td>Binghamton</td>
<td>Sunstream Corp. Asbestos Abatement</td>
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<tr>
<td>Rochester</td>
<td>Grainger Consumables, Fire Extinguishers</td>
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<td>Rochester</td>
<td>GE Advanced Materials, Lexan</td>
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<td>Buffalo</td>
<td>ERB Hardware &amp; Fittings</td>
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<td>Buffalo</td>
<td>QISI, Inc. Testing Services</td>
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<td>Rochester</td>
<td>F.W. Webb Copper Tubing</td>
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<td>Rochester</td>
<td>Syracuse Hardware Specialties, Assembly Hardware</td>
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<tr>
<td>Rochester</td>
<td>Acro Industries Fabricated Components</td>
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<td>Rochester</td>
<td>Paradigm Environmental Services, Laboratory Services, Asbestos Testing</td>
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<td>Rochester</td>
<td>StoneAir HVAC Temperature Control Units</td>
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<td>Rochester</td>
<td>Abbott Welding Assorted Welding Supplies</td>
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<td>Elmira</td>
<td>Rexel Electrical Components</td>
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<td>Rochester</td>
<td>Cleveland Machine Tool Research Machine Shop</td>
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<td>Tonawanda</td>
<td>Buffalo Welding Assorted Welding Supplies</td>
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<tr>
<td>Hornell</td>
<td>TTA Systems Subcontract Assembly Labor</td>
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<td>Horseheads</td>
<td>Cameron Manufacturing Fabricated Components</td>
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<tr>
<td>Rochester</td>
<td>Aurora Machine Fabricated Components</td>
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</tbody>
</table>
Rail Cars: M8
Kawasaki Rail Car, Yonkers, New York

West Henrietta
Alstom Signaling Inc.
Automatic Train Control (ATC),
Advanced Civil Speed Enforcement System (ACSES)

Plattsburgh
Axion Technologies Ltd.
Communications

Plattsburgh
Vapor Stone Rail Systems
Door Controls

Yonkers
Kawasaki Heavy Industries, Ltd.
Design, Carshell Manufacturing,
Truck Manufacturing, Final Assembly

Valley Stream
Walker International Transportation, LLC
Transportation of Freight and Cargo,
General Warehousing

Big Flats
Orthstar, Inc.
Cab Simulator Equipment

Elmsford
BBA Project, Inc.
Transportation Equipment and Supplies,
General Courier Services

East Rockaway
MRI USA, Inc.
Arrangement of Transportation of Freight and Cargo

Plattsburgh
Milute (Part of Vapor Rail Stone Systems)
Door Panels

Elmsford
Wabtec Passenger Transit Coupler System

Hornell
Testori Americas Corp
Toilet Room Module,
Interior Lining and Finishes

New York
Mitsubishi Electric Power Products, Inc.
Propulsion, HVAC, Diagnostic System
<table>
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<tr>
<th>Location</th>
<th>Services</th>
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<tr>
<td>Woodmere</td>
<td>Screen Solutions Signs</td>
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<tr>
<td>Bronx</td>
<td>Imperial Iron Works Station Construction</td>
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<tr>
<td>Harrison</td>
<td>Certified Fence Fence Labor/Material</td>
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<tr>
<td>Yorktown Heights</td>
<td>Heights Elevator Elevator Install</td>
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<tr>
<td>Manhattan</td>
<td>CTE Design Services</td>
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<tr>
<td>Brooklyn</td>
<td>Oriental Lumber Station Construction</td>
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<tr>
<td>Mt. Vernon</td>
<td>Verde Electric Labor/Material</td>
</tr>
<tr>
<td>East Meadow</td>
<td>Intercoastal Foundations &amp; Shoring Station Construction</td>
</tr>
<tr>
<td>Lake Success</td>
<td>Environmental Planning and Management Environmental Management</td>
</tr>
<tr>
<td>Sloatsburg</td>
<td>Custom Exterior Services Roofing Labor/Material</td>
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<tr>
<td>Yonkers</td>
<td>Tuckahoe Metal and Roofing Labor/Material</td>
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<tr>
<td>Albany</td>
<td>Grotto Plumbing Labor/Material</td>
</tr>
<tr>
<td>Yonkers</td>
<td>Ecco III Enterprises Construction Services</td>
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<td>Poughkeepsie</td>
<td>Hirani Engineering Engineering/Survey</td>
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<tr>
<td>New York</td>
<td>Shaw Environmental Station Construction</td>
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<td>Mineola</td>
<td>AGAM Constructors, Inc. Structural Steel/Material</td>
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<tr>
<td>Pearl River</td>
<td>Halmar International LLC Construction Services</td>
</tr>
<tr>
<td>Fort Plain</td>
<td>Old Oak Environmental Restoration Inc. Landscaping</td>
</tr>
<tr>
<td>White Plains</td>
<td>Concourse Precast, Inc. Construction Services</td>
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</tbody>
</table>

* Illustration representative of multiple station improvement projects.
1. The Port Authority Regional Input-Output Model

Input-output models in general, and the Port Authority model in particular, focus on the interrelationships or flows of products and services between industries.

The mathematics of this technique are designed to capture the “ripple effects” of changes in the economy depicted. The ripple effect can be illustrated as follows: If industry “A” wants to increase its production by $100 million, it will purchase additional quantities of goods and services from other industries. To meet “A’s” needs, each of the supplying industries will have to increase production and in turn will require additional quantities of their inputs. The producers of those inputs must now supplement their output.

The technique was developed by Dr. Wassily Leontief and was the subject of his 1973 Nobel Prize in Economics. The interindustry flows used in the Port Authority’s model is based on input-output data developed by the Bureau of Economic Analysis, U.S. Department of Commerce.

The Port Authority’s input-output model was first developed for the regional economy in 1978 and was updated for use in the analysis of the 2005-2009 MTA Capital Program.

2. Economic Estimates

The numbers shown in each bullet were derived from simply applying the 1992-96 model numbers to the 2000-04 Capital Program expenditures. They are illustrative of the benefits, but are not intended to be exact since they do not reflect adjustments to wage and tax rates since the model was last updated in 1995.