

# MTA Capital Program 2010-2014

Protecting  
and Improving  
Service for  
Customers



**MTA** **CAPITAL  
PROGRAM**  
[mta.info/capital](http://mta.info/capital)

As Approved by the MTA Board September 25, 2019  
As Approved by the CPRB February 21, 2020



96 Street  
Subway Station 

Wednesday, January 4  
10:10 a.m.

 Elevator at NW corner  
95 Street & 2 Avenue

E 94 St

ONE WAY

BREAKFAST LUNC

Person with red hair walking past turnstile

### **Background: 2010-2014 Capital Program Adoption and Prior Program Amendments**

On April 28, 2010, the MTA Board approved a proposed \$23.812 billion 2010-2014 Capital Program. The Capital Program Review Board (CPRB) approved the program on June 1, 2010. The MTA Bridges and Tunnels (B&T) portion of the original 2010-2014 Capital Program, which does not require CPRB approval, was \$2.453 billion. Together, these capital programs totaled \$26.265 billion.

On December 21, 2011, the MTA Board approved an amendment that reduced the program to \$22.195 billion. This amendment, approved by the CPRB on March 27, 2012, provided full funding for the program through future efficiency initiatives and revised financing. The amendment did not identify specific savings at the project level, but noted that the savings would be identified in a future amendment and were expected to be achieved without impacts to customer benefits. (The B&T 2010-2014 Capital Program was revised to \$2.078 billion. Together, these capital programs totaled \$24.274 billion for 2010-2014.)

On December 19, 2012, the MTA Board approved an amendment to the CPRB 2010-2014 Capital Program to add projects totaling \$3.977 billion for the repair and restoration of MTA agency assets damaged because of Superstorm Sandy, which struck the region on October 29, 2012. This amendment was approved by the CPRB on January 22, 2013. (\$777.5 million in B&T restoration and mitigation projects were included as well. Together, the capital program totaled \$29.029 billion.)

On July 24, 2013, the MTA Board approved an amendment to the program adding mitigation projects totaling \$5.674 billion to help protect the system against future storms and disruptions. That amendment also provided updated project-level detail on the \$22.195 billion core program budget; it resulted in a \$31.849 billion overall program that was deemed approved by the CPRB on August 26, 2013. An allocation of \$96 million was added to B&T for mitigation. The total capital program level, including B&T, was \$34.801 billion.

On July 28, 2014, the MTA Board approved an amendment to the CPRB 2010-2014 Capital Program. This amendment reallocated the budgets of select program elements primarily to

reflect revised project estimates for work in the Disaster Recovery Repair and Mitigation, i.e., “Sandy” programs. In addition, several elements in NYCT’s program were adjusted to reflect new projects or revised project estimates. The overall CPRB portion total of \$31.849 billion remained unchanged. That program was deemed approved on September 3, 2014. That amendment did not include B&T, so the total program remained \$34.801 billion, which is its current level.

On May 24, 2017, the MTA Board approved an amendment to the program that reduced the overall MTA capital program from \$34.801 billion to \$32.021 billion. The amendment contained (1) overall reductions to the MTA Security / Disaster Recovery projects primarily due to adjusting the Sandy program to match funding assumptions; (2) a transfer of surplus funds from B&T’s 2010-2014 Capital Program to its 2015-2019 Capital Program to support Open Road Tolling (Cashless Tolling); (3) administrative scope transfers of \$464 million from the 2015-2019 Capital Program to consolidate work and budgets for East Side Access (ESA) and Regional Investments in the 2010-2014 Capital Program; (4) modifications to ensure the timing of projects and budgets reflect updated assumptions; and (5) identification of elements with 10% issues requiring CPRB approval. The CPRB portion of the amendment was deemed approved on July 31, 2017. This July 2017 approved program will be referred to as the “July 2017 amendment” in the following discussion.

### **Proposed Program Amendment**

The proposed amendment reduces the overall MTA capital program from \$32.021 billion to \$31.704 billion. The amendment contains (1) overall increases to the MTA Security / Disaster Recovery projects primarily due to adjusting projects to match funding assumptions; (2) administrative budget transfers from this program to the 2015-2019 Capital Program for ESA and Regional Investments; (3) transfers of scope from B&T’s 2015-2019 Capital Program to its 2010-2014 Sandy program to utilize surplus budgets; (4) modifications to ensure the timing of projects and budgets throughout the program to reflect updated assumptions; and (5) identification of elements with 10% issues requiring CPRB approval. Table I summarizes the proposed changes to the 2010-2014 Capital Program.

**Table I**  
**MTA 2010-2014 Capital Program Amendment All Agency Summary**  
(\$ in millions)

	July 2017 Approved Program	Proposed Program	Change
<b>Core Capital Program</b>			
New York City Transit	\$11,375	\$11,365	(\$10)
Long Island Rail Road	2,343	2,360	17
Metro-North Railroad	1,533	1,564	31
MTA Bus	297	297	0
MTA Wide Security / Disaster Recovery Program (CPRB Agencies)			
• MTA Police Department/MTA-Wide Security	338	254	(84)
• Disaster Recovery – Restoration	3,951	4,158	206
• Disaster Recovery – Mitigation	2,848	2,834	(13)
MTA Interagency	223	223	0
<b>Core Subtotal</b>	<b>\$22,908</b>	<b>\$23,056</b>	<b>\$148</b>
MTA Capital Construction Company	6,329	5,861	(468)
<b>Total 2010-2014 CPRB Program</b>	<b>\$29,237</b>	<b>\$28,917</b>	<b>(\$320)</b>
Bridges and Tunnels	2,018	2,022	4
MTA Disaster Recovery Program - Bridges and Tunnels			
• Disaster Recovery – Restoration	621	596	(25)
• Disaster Recovery – Mitigation	145	169	24
<b>Total 2010-2014 Capital Program</b>	<b>\$32,021</b>	<b>\$31,704</b>	<b>(\$317)</b>

*Numbers may not total due to rounding*

MTA-Wide Security / Disaster Recovery Program adjustments. The Superstorm Sandy (Sandy) Restoration and Mitigation program is increasing as a part of this amendment. The MTA is adding \$206 million of insurance money to the restoration program that was received after the July 2017 amendment. In addition, the amendment reflects a \$13 million reduction to the LIRR's mitigation program that resulted from transferring grant money to Amtrak in 2018 to address an

element of scope that Amtrak will now manage and deliver. Other changes include reductions to both the Metro-North and MTA Bus Sandy restoration programs to account for savings. There is a decrease to the MTA-Wide Security program budget mainly due to the removal of an all-agency Security reserve of \$82 million that represented external funding that did not materialize. Agencies will continue to pursue security investments in their core capital programs consistent with findings and recommendations produced by recurring threat vulnerability assessments.

Budget transfers from the 2010-2014 Capital Program for ESA and Regional Investment. In May 2019 the Board approved an action that transferred \$110.7 million of ESA project budget and associated expenditures from several other capital programs to MTA Capital Construction Company's (MTACC) 2015-2019 program. \$58 million of this transfer comes from the 2010-2014 ESA program. This amendment recognizes these transfers. A separate pair of transfers resulted from the May 2018 amendment to the 2015-2019 Capital Program. That May 2018 amendment reduced ESA's 2010-2014 budget by \$250 million and Regional Investments' 2010-2014 budget by \$167 million and moved these budgets into the MTACC's 2015-2019 program. These transfers were consistent with a briefing to the MTA Board in April 2018 by MTACC that identified a revised overall budget for ESA.

B&T program transfers. B&T has completed much of its Sandy program including the major repair and mitigation efforts for its Hugh L. Carey (formerly Brooklyn Battery Tunnel) and Queens Midtown tunnels, both of which were damaged extensively by Sandy. As these projects and others have been completed an emerging programmatic surplus has been realized. B&T is proposing to add four new mitigation projects to its Sandy program to better protect its assets. Some of these investments had previously been assumed as part of B&T's 2015-2019 Capital Program.

Revisions to reflect project cost, schedule and other project changes. The amendment identifies project changes reflecting timing, phasing opportunities and revised estimates at completion of planned commitments. Changes are highlighted in the agency sections of this document. Some of these changes reflect transfers to and from other MTA capital programs and are described in the respective agency section which are discussed in this amendment.

Agency Element 10% Issues. Pursuant to the Public Authorities Law, increases to agencies' capital program elements greater than 10% require approval of the CPRB in order to be progressed. The individual agency sections identify those elements that grow by greater than 10% versus the last CPRB-approved amendment of July 2017.

### **Availability of Funding**

Since the MTA Board approved amendment, the overall program size has decreased by \$317 million (see Table II), reflecting changes in the fund sources highlighted on the table and described in the following narrative.

**Table II**  
**MTA 2010-2014 Capital Program Amendment Funding Plan**  
**(\$ in millions)**

<b>Program Funding</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
Federal Formula, Flexible/CMAQ and Misc.	\$5,544	\$5,844	\$299
Federal High Speed Rail	295	173	(122)
Federal New Starts	1,257	1,271	14
Federal Security	193	89	(104)
MTA Bus Formula /City Match	132	132	0
City Capital Funds	729	719	(10)
State Assistance	770	770	0
MTA Bonds	11,772	11,635	(137)
Other	1,746	1,293	(453)
Federal / Insurance Reimbursement for Hurricane Damage	5,960	6,315	355
MTA Bonds for Hurricane Damage	758	659	(99)
Storm Recovery/Mitigation PAYGO	81	18	(63)
<b>Total CPRB Program</b>	<b>\$29,237</b>	<b>28,917</b>	<b>(320)</b>
Bridges and Tunnels Dedicated Funds	2,018	2,022	4
Bridges and Tunnels Hurricane Damage Bonds and PAYGO	384	383	(1)
Bridges and Tunnels Federal / Insurance Reimbursement for Hurricane Damage	382	382	0
<b>Total 2010-2014 Program</b>	<b>\$32,021</b>	<b>31,704</b>	<b>(317)</b>

*Numbers may not total due to rounding*

**Federal Formula, Flexible and Miscellaneous** **\$299 million**

Available MTA federal formula/flexible funding allocations previously planned for the 2015-2019 Capital Program are transferred to fund projects in the 2010-2014 Capital Program (\$283 million), offset by an equal amount of MTA local funding transferred from the 2010-2014 Capital Program to support projects in this program. Additionally, MTA received \$24 million in FTA Section 5339 grant funds for NYCT bus and bus facilities projects. Finally, earmarked federal discretionary grant awards to NYCT and LIRR are reduced by a total of \$8 million to reflect final project cost.

**Federal High Speed Rail** **(\$122 million)**

The proposed amendment transfers \$122 million in FRA High Speed Rail (HSR) grant funds to the 2015-2019 Capital program, Regional Investments, of which \$64 million is offset by a swap in MTA Bonds from the 2015-2019 Capital Program, resulting in a net transfer of \$58 million in ESA budget and funding to Regional Investments in the 2015-2019 Capital Program.

**Federal New Starts** **\$14 million**

The proposed amendment transfers \$14 million in FTA New Starts grant funds from the 2005-2009 Capital Program for ESA to the 2010-2014 Capital Program, with a corresponding transfer of MTA local funds to the 2005-2009 Capital Program. This funding swap matches the fund usage for the ESA “mega-project,” and does not change the overall amount of New Starts funds allocated to these projects in their respective Full Funding Grant Agreements.

**Federal Security** **(\$104 million)**

The federal security funding assumption for the capital program is reduced by \$83.2 million, reflecting the removal of unallocated budget reserves that have not received any grant funding. The Federal Security funding assumption is further reduced by \$20.4 million, offset by the transfer of bond funds from the 2015-2019 program and the receipt of “operating to capital” funds to support security initiatives in the 2010-2014 program.

**MTA Bus Federal Formula/Match** **No Funding Change**

This category of the funding plan remains unchanged.



**City Capital Funds****(\$10 million)**

The City Capital Funds category is reduced by \$11 million, which is re-categorized as “Other,” reflecting receipt of proceeds from the sale of NYC-MTA jointly owned assets. Offsetting this reduction is the receipt of \$1 million from the Staten Island Borough President for capital investments at the Stapleton Station.

**New York State Assistance****No Funding Change**

This category of the funding plan remains unchanged.

**MTA Bonds****(\$137 million)**

The proposed amendment transfers \$295 million to the 2015-2019 capital program in exchange for federal formula/flexible funding (\$285 million) and investment income (\$9.4 million) previously planned in the 2015-2019 Capital Program. The proposed amendment further reduces the 2010-2014 bond plan by \$3.7 million, which is transferred to the 2005-2009 program in exchange for asset sale proceeds of equal value.

The amount of MTA Bonds supporting the Core program is increased by \$99 million transferred from the Sandy program, offsetting an equivalent reduction to “pay-as-you-go” capital (PAYGO) in the core program. Further offsetting the reduction is an additional \$12.5 million transferred from the 2015-2019 program resulting from reprogramming of security grant funds between capital programs, as well as a \$50 million net exchange with federal HSR (\$64 million) and New Start (-\$14 million) grant funds to support various administrative actions approved for the ESA/Regional Investment across capital programs. (These swaps do not change the overall amount of New Starts funds allocated to these projects in their respective Full Funding Grant Agreements.)

**Other****(\$453 million)**

Funds from MTA “Other” totaling \$453 million are transferred from the 2010-2014 Capital Program. Notable reductions to this category of funding include \$418m in asset sales transferred to the 2015-2019 program to follow movements of ESA budgets between programs. In addition, \$99 million in PAYGO is reduced and replaced by an equivalent increase in MTA Bonds transferred from the Sandy program. Finally, \$24 million in planned investment income is offset by receipt of unplanned federal funds for NYCT bus and bus facility projects.

Offsetting to these reductions include \$21 million in PAYGO from operating to exercise the option to purchase the fee interest in Grand Central Terminal and the Harlem and Hudson railroad lines operating by MTA Metro-North, \$11 million in asset sales not originally programmed in the program, a \$5 million contribution from Connecticut DOT for MNR administrative assets, \$9.4 million in investment income swap with MTA bonds (see above), \$5.5 million in operating funds for security initiatives, and a \$4 million increase in asset sale to offset reduction in federal earmarked funds for LIRR. Finally, there is a net positive transfer of \$32 million between capital programs (including an \$8 million transfer of unused local funds from the 2000-2004 program).

**Bridges and Tunnels Dedicated Funds** **\$4 million**

The proposed amendment adds \$4 million transferred from the B&T 2015-2019 Capital Program to support initiatives in the 2010-2014 Capital Program.

**Sandy Recovery/Resiliency Funds** **\$192 million**

The proposed amendment adds \$368 million in additional insurance proceeds to support Sandy recovery projects, including \$63 million from reserves (offsetting Sandy PAYGO). With this last installment, the total amount of Sandy insurance proceeds applied to the capital program is \$695 million. MTA Sandy Bonds and PAYGO are reduced by \$162 million due, in part, to the additional insurance received to support repair needs.

A total of \$13.5 million in FTA competitive resiliency grant funds are transferred to Amtrak in support of a Sandy resiliency project that will be jointly undertaken by LIRR and Amtrak. Additionally, B&T's Sandy program is reduced by \$1 million in PAYGO Capital resulting from efficiency savings.

The remaining federal, insurance and MTA local funds (including MTA/TBTA bonds and PAYGO) fully support each agency's highest priorities, including all "mission critical" and/or vulnerable assets.

## DISCUSSION OF AGENCY PROGRAMS

### New York City Transit:

The proposed amendment decreases NYCT's 2010-2014 Capital Program from \$11.375 billion to \$11.365 billion. The overall decrease of \$10 million reflects, first, transfers from NYCT's 2010-2014 program to separately budgeted Security programs addressing transit needs that required local funding to support grant-funded projects and, second, an adjustment to align the budget with final expenditures of a federal grant. Table III and the discussion that follows summarizes the proposed changes to NYCT's 2010-2014 Capital Program.

**Table III**  
**MTA New York City Transit 2010-2014 Capital Program by Category**  
 (\$ in millions)

<b>Category</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
Subway Cars	\$1,025.4	\$1,028.4	\$3.1
Buses	1,420.7	1,370.4	(50.3)
Passenger Stations	2,243.9	2,239.9	(4.0)
Track	1,484.9	1,484.8	(0.1)
Line Equipment	306.8	282.7	(24.1)
Line Structures	446.3	455.5	9.3
Signals and Communications	2,677.6	2,693.0	15.4
Power	169.7	165.7	(3.9)
Shops and Yards	218.6	215.7	(2.9)
Depots	425.9	465.2	39.2
Service Vehicles	119.3	129.0	9.7
Miscellaneous	736.9	738.7	1.7
Staten Island Railway	99.3	96.3	(2.9)
<b>New York City Transit Total</b>	<b>\$11,375.2</b>	<b>\$11,365.3</b>	<b>(\$10.0)</b>

*Numbers may not total due to rounding*

The generally modest changes since the last amendment reflect a program in which most of the work is completed or nearing completion. Updated project estimates and timing are the principal changes throughout NYCT's program. In some instances, certain work is deferred to later capital program.

The Subway Cars category increase (\$3 million) reflects a need related to configuring a test track for the R179 cars. Additional needs on a White Plains Road line overcoat project drive the \$9 million net increase in the Line Structures category. Similarly, needs in the CBTC Flushing and the West 4<sup>th</sup> Street Interlocking projects drive the \$15 million net increase in the Signals and Communication area. The \$39 million net increase in the Depots category reflects needs in the bus radio system projects, notably for additional work to improve the dispatching and bus security. The \$10 million increase in the Service Vehicles category reflects the implementation of a flat car project. Revised estimates and overruns contribute to the \$2 million net need in Employee Facilities, part of NYCT’s Miscellaneous category. The \$4 million net decrease in the Stations category reflects an increased need for component repairs on four Jamaica Line stations offset by the reduction of the 68<sup>th</sup> St. ADA project to transfer and consolidate its scope and construction budget in the 2015-2019 program. The Bus category’s net decrease of \$50 million reflects savings in the bus purchase program. A combination of savings in various projects and deferral of a deep wells project account for the \$24 million net decrease in the Line Equipment category.

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the CPRB in order to be progressed. Table IV shows those elements of the program that have grown by greater than 10% versus the last CPRB-approved program amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%.

**Table IV**  
**MTA New York City Transit Elements with Increases Exceeding 10 Percent**  
**(\$ in millions)**

<b>Element</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
Depot Improvements	\$373.2	\$412.2	\$39.0
Employee Facilities	138.1	178.1	40.0

*Numbers may not total due to rounding*

**Long Island Rail Road:**

The proposed amendment increases the LIRR's 2010-2014 Capital Program from \$2.343 billion (the last level approved by the MTA Board and CPRB in 2017) to \$2.360 billion. The overall increase of \$17 million is the result of new funding made available to the LIRR's program in 2018 for a Centralized Train Control project. Transfers of State CPRB funding came from other capital programs: \$15 million from the 2000-2004 program and \$2 million from the 1992-1999 program. Table V and the discussion that follows summarizes the proposed changes to the LIRR's 2010-2014 Capital Program by investment category.

**Table V**  
**MTA Long Island Rail Road 2010-2014 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
Rolling Stock	\$394.8	\$404.8	\$10.1
Passenger Stations	107.0	106.8	(0.2)
Track	872.9	872.9	0.0
Line Structures	144.3	133.2	(11.1)
Communications & Signals	382.2	400.9	18.7
Shops & Yards	119.8	123.1	3.3
Power	152.9	151.2	(1.7)
Miscellaneous	169.6	167.6	(2.0)
<b>Long Island Rail Road Total</b>	<b>\$2,343.5</b>	<b>\$2,360.5</b>	<b>\$17.0</b>

*Numbers may not total due to rounding*

Since the last program amendment there have been modest changes to the program of projects that generally reflect updated estimates and timing as this largely completed capital program continues to advance.

Overall decreases of \$11 million in the Line Structures element are primarily attributable to lower costs of \$6 million for the 150<sup>th</sup> Street / Jamaica Bridge Rehabilitation. In addition, the

East River Tunnel Fire and Life Safety project is being reduced by another \$5 million.

Two capital program elements are increasing significantly in this proposed amendment. The Revenue Equipment element increases by \$10 million due to higher costs to support the ongoing base contract for the 92 M9 cars that will largely replace the M3 fleet and are starting delivery in 2019. The Signal Improvements element increases by \$20 million with \$17 million of this increase coming from the transfer of State CPRB funding from older programs that supports the new Centralized Train Control Ultra-Wide Band Train Positioning project. This and a related \$2 million Centralized Train Control Tower Migration project and the primary drivers of the Signals Improvements element's increase.

This amendment does not include increases in any LIRR element greater than the 10% margin allowed by the Public Authorities Law.

**Metro-North Railroad:**

The proposed amendment increases Metro-North's 2010-2014 Capital Program from \$1.533 billion (the level last approved by the MTA Board and CPRB in 2017) to \$1.564 billion. This \$31 million overall increase reflects \$10 million in project closeouts in Metro-North's 2005-2009, 2000-2004 and 1992-1999 Capital Programs transferred into the 2010-2014 Capital Program, and \$21 million as part of the November 2018 MTA Board approval to exercise a \$35 million not to exceed option to purchase the fee interest in Grand Central Terminal and the Harlem and Hudson railroad lines, including the rights-of-way, trackage, passenger stations, shops, yards and other improvements operated by Metro-North, excluding Landlord Reserved Air Rights over the Terminal.

The July 2017 amendment adjusted the program to reflect more efficient means of delivering the projects, such as aligning resources for cyclical programs with maintenance activities, expanding windows for track access where possible to improve productivity, and focusing scopes on the critical needs in line with customer benefits. The proposed amendment further refines that program of work to reflect final costs of completed projects, aligning of project budgets with implementation schedules, and MTA Board-approved actions Table VI and the discussion that follows summarizes the proposed changes to Metro-North's 2010-2014 Capital Program by investment category.

**Table VI**  
**MTA Metro-North Railroad 2010-2014 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
Rolling Stock	\$245.5	\$242.4	(\$3.1)
Stations	178.8	188.9	10.0
Track & Structures	293.5	306.3	12.9
Communications & Signals	300.6	303.8	3.2
Power	109.8	117.5	7.7
Shops & Yards	324.9	321.6	(3.3)
Miscellaneous	80.5	83.9	3.4
<b>Metro-North Railroad Total</b>	<b>\$1,533.5</b>	<b>\$1,564.3</b>	<b>\$30.9</b>

*Numbers may not total due to rounding*

In this proposed amendment, the Rolling Stock category is revised to reflect a lower cost to complete the purchase of the initial 405 New Haven Line M-8 cars placed into revenue service (\$3 million). Investments in the Stations category reflect revised costs for projects that are either completed or nearing completion (\$1 million net increase), a new project for a portion of Metro-North's share of the MTA-wide New Fare Payment system initiative (\$3 million), and a new project established as part of the November 2018 MTA Board-approved purchase of the GCT/Hudson & Harlem Lines (\$6 million). The Track & Structures category is revised to reflect costs of projects that are either completed or nearing completion (\$2 million net decrease in the Structures element), as well as a new project for a portion of the November 2018 MTA Board-approved purchase of the GCT/Hudson and Harlem Lines (\$15 million increase to the Track element).

The remainder of the program adjustments resulting in a net increase of \$11 million reflects revised costs for projects that are either completed or nearing completion in the categories of Communications & Signals, Power, Shops & Yards, and Miscellaneous. This amendment does not include increases in any Metro-North element greater than the 10% margin allowed by the Public Authorities Law.

**MTA Bus:**

This proposed capital program amendment does not change the overall value of the \$297 million MTA Bus program or its mix of projects. There are no significant matters to report.

**MTA-Wide Security/Disaster Recovery and Mitigation:**

This proposed capital program amendment adjusts the MTA-Wide Security/Disaster Recovery portion of the 2010-2014 Capital Program from \$7.902 billion (the level approved by the CPRB in the July 2017 amendment) to \$8.011 billion to reflect updated project estimates and available funding. Overall, the Sandy program is increasing due to additional insurance money being added to the program. The Security portion of the program is being reduced to reflect actual grant funding received by the MTA. The B&T portions of the MTA Security and Disaster Recovery are identified below. Table VII and the discussion that follows summarize these proposed changes by category.

**Table VII  
MTA Security/Disaster Recovery 2010-2014 Capital Program by Category  
(\$ in millions)**

<b>Category</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
MTA Police Department	\$85.0	\$84.0	(\$1.0)
MTA-Wide Security	252.6	170.3	(82.3)
MTA Disaster Recovery:			
• Restoration Program	3,951.2	4,157.6	206.4
• Mitigation Program	2,847.6	2,834.1	(13.5)
<b>MTA Security and Disaster Recovery (CPRB)</b>	<b>\$7,136.3</b>	<b>\$7,246.0</b>	<b>\$109.6</b>
Bridges and Tunnels Disaster Recovery:			
• Restoration Program	620.7	596.0	(24.8)
• Mitigation Program	145.3	169.0	23.7
Total Bridges and Tunnels Disaster Recovery	766.0	765.0	(1.0)
<b>Total MTA Security and Disaster Recovery</b>	<b>\$7,902.3</b>	<b>\$8,010.9</b>	<b>\$108.6</b>

*Numbers may not total due to rounding*



**MTA Police Department** **(\$1 million)**

\$1 million has been removed from MTA Police Department's program as an efficiency measure realized through good bid savings to the new District 2 Headquarters project which has been completed.

**MTA-Wide Security** **(\$82 million)**

The MTA-Wide Security program is being reduced by \$82 million due to the removal of unallocated budget reserves that have not received any grant funding. Future security requirements will be met within agency core programs in the 2015-2019 and proposed 2020-2024 capital programs.

**MTA Disaster Recovery**

**(Restoration and Mitigation programs):**

Since Superstorm Sandy, the MTA has designed, awarded and completed a substantial portion of its overall restoration and mitigation programs. The MTA's emphasis has been on advancing priority projects that repair damaged assets while advancing upgraded resiliency standards where appropriate to better protect the system by making it more resilient to flooding and other catastrophic events. To date, the MTA achieved considerable success including completion of repairs to seven of the nine damaged subway tubes, the South Ferry Station, the LIRR's Long Beach Branch, and both of B&T's tunnels. Currently the MTA is well into construction for several large initiatives including building protective measures at three NYCT subway yards (207<sup>th</sup> St., Coney Island and 148<sup>th</sup> St.), repairing the Canarsie Tube and repairing and providing new resiliency enhancements to Metro-North's Hudson Line.

**Restoration Program** **\$182 million**

The MTA Sandy restoration program is updated to include the most recent cost estimates for completed, ongoing and future projects and to match available funding with scope. This program amendment maintains priority projects while reflecting the availability of received and anticipated funding. Updated estimates to complete restoration work and revised funding assumptions have resulted in changes to all the agencies' programs. New insurance funding of \$206 million that was realized after the July 2017 amendment is incorporated into NYCT and the LIRR's restoration programs. This new funding, as well as savings from existing projects and the release of the previously established \$240 million restoration reserve which was established

for NYCT, the LIRR and Metro-North, have given the MTA the opportunity to propose several new projects as well as support higher estimates where needed. This overall increase is partly offset by B&T transferring \$25 million of restoration program budget to its mitigation program. Table VIII and the discussion that follows summarize these proposed changes to the previously approved program.

**Table VIII**  
**Restoration Program 2010-2014 Capital Program by Agency**  
**(\$ in millions)**

<b>Category</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
New York City Transit	\$3,163.1	\$3,359.8	\$196.7
Long Island Rail Road	358.6	395.9	37.2
Metro-North Railroad	391.3	367.7	(23.6)
MTA Bus Company	15.0	11.0	(4.0)
MTA Capital Construction Company	23.2	23.2	0.0
Bridges and Tunnels (not CPRB)	620.7	596.0	(24.8)
<b>Restoration Program Total</b>	<b>\$4,571.9</b>	<b>\$4,753.6</b>	<b>\$181.6</b>

*Numbers may not total due to rounding*

### **New York City Transit**

**\$197 million**

NYCT's restoration program has been adjusted to align agency-wide priorities with anticipated funding availability. All critical work continues to be addressed. For example, to date NYCT has completed repairs for 7 of 9 subway tubes damaged in Sandy and another, the Canarsie Tube, is well into construction. Since the last amendment, additional insurance funding has become available to the MTA to address important damages that were not included in the last capital program amendment. Some of this insurance money has been added to NYCT's restoration program. In addition, reserves that were established in the last amendment, NYCT's \$194 million portion of the Sandy restoration reserve, were further enhanced due to good bid savings and other favorable results. These reserves are now being leveraged to address additional needs that had been known after Sandy, but were not included in the July 2017 amendment. NYCT is adding several restoration projects to the capital program. Most prominently, signal,

track and switch work at the Culver Yard in Brooklyn are added (\$278 million). In addition, a new \$137 million reserve to address multiple circuit breaker houses and substations is added. Other changes to NYCT's restoration program reflect updated cost estimates, project schedules and the recognition of several split-out projects.

**Long Island Rail Road** **\$37 million**

The LIRR's restoration program has been adjusted to align agency-wide priorities with anticipated funding. The East River Tunnel Signal System & Infrastructure Restoration project budget was increased from \$122 million to \$179 million to account for higher estimates of the LIRR's anticipated share for repairs of the East River Tunnels' Lines 1 and 2. Aside from the East River Tunnel adjustment, other project budgets are adjusted only to account for updated estimates at completion and current schedules. The largest of the increases is a \$5 million higher estimate for the Long Island City Yard restoration project. The LIRR is not proposing any new projects in its restoration program.

**Metro-North Railroad** **(\$24 million)**

Metro-North restoration program adjustments reflect revised project costs to complete with no change to overall budgets of programmed projects. The \$23.6 million restoration reserve established in the July 2017 amendment is being removed now because it is no longer required to support Metro-North's restoration program.

**MTA Bus** **(\$4 million)**

The estimated cost of the MTA Bus restoration program has been reduced by \$4 million, reflecting final estimates for the now completed repairs to the Far Rockaway Bus Depot.

**MTA Capital Construction Company** **No changes**

**Mitigation Program** **\$10 million**

The MTA Sandy mitigation program is updated to include the most recent cost estimates for completed, ongoing and future projects and to match available funding with scope. The overall increase of \$10 million is due to B&T shifting \$24 million of surplus funding from its largely completed restoration program to its mitigation program. This increase is partly offset by a reduction to the LIRR program reflecting a prior transfer of \$13.5 million of funding to Amtrak.

Table IX and the discussion that follows summarize these proposed changes to the previously approved mitigation program.

**Table IX  
Mitigation Program 2010-2014 Capital Program by Agency  
(\$ in millions)**

<b>Category</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
New York City Transit	\$2,589.1	\$2,555.4	(\$33.7)
Long Island Rail Road	162.6	182.9	20.2
Metro-North Railroad	95.8	95.8	0.0
Bridges and Tunnels (not CPRB)	145.3	169.0	23.7
<b>Mitigation Program Total</b>	<b>\$2,992.8</b>	<b>\$3,003.1</b>	<b>\$10.3</b>

*Numbers may not total due to rounding*

**New York City Transit** **(\$34 million)**

NYCT's Sandy mitigation program has been adjusted to align budgets with funding availability. When the original mitigation program was crafted shortly after Superstorm Sandy, NYCT was already considering alternative strategies to protect the bus, subway and Staten Island Railway networks from future storms, as well as the best way to package those strategies into construction projects. The July 2017 amendment resulted in a program that reflected a fully developed roster of projects to protect the system, most of which were already in design or construction. This proposed program further develops the mitigation program to fully utilize surplus funding generated from a combination of refined estimates, good bids and savings released as projects have been completed. Several new projects are proposed to utilize available funding. In addition, the amendment contains updated estimates for ongoing and completed projects as well as the recognition of subprojects that have been split-out from previously established projects.

Several elements are proposed for reductions since the July 2017 amendment. Staten Island Railway Mitigation is reduced by \$27 million due to savings at each of its two projects. Stations Mitigations are reduced by \$5 million due to reduced estimates across the body of projects. The stations element includes several split-out projects as well as a new \$10 million project to

address additional street level openings scope that NYCT has identified as well as \$15 million to address mitigation needs at the World Trade Center / Cortland Street. The Line Structures Mitigation, Traction Power Mitigation and Depot Mitigation elements are reduced by \$4 million, \$75 million and \$29 million, respectively, due to updated cost estimates.

Three program elements are increasing. New projects are proposed for the Shops and Yards element, including \$95 million for additional flood mitigation work at yards that are vulnerable to flooding. Another important change to the program includes scope for a protective sewer line at the 207<sup>th</sup> Street Shop and Yard (\$130 million) which has been broken out from the 207<sup>th</sup> Street Long Term Perimeter Protection project. Because of these and other changes, the Shops and Yards element, the largest element in NYCT's mitigation program, increases from \$847 million to \$876 million. In addition, two other elements are increasing: Line Equipment Mitigation (\$41 million) and Miscellaneous Mitigation (\$34 million). Increases are generally attributable to the impacts of revised estimates, but also include new pump projects in the Line Equipment Mitigation element as well as the establishment of a \$31 million Sandy Mitigation Reserve in the Miscellaneous element that will support the overall program.

### **Long Island Rail Road**

**\$20 million**

The LIRR's mitigation program has increased, primarily due to higher costs for existing projects including the Emergency Management Equipment Mitigation (\$10 million) and the Long Island City Yard Resiliency project (\$8 million). In addition, a new project is proposed in the amendment to address flooding conditions that occur on the Long Beach Branch (\$10 million).

Since the last amendment, funding for a portion of the West Side Yard and East River Tunnel Mitigation project, also known as the "R4 project", was transferred to Amtrak resulting in a \$13.5 million reduction to the program. However, remaining elements of scope have increased in cost from \$90 million to \$101 million. The net reduction to the project is \$7 million.

### **Metro-North Railroad**

**No changes**

### **Elements Exceeding 10 Percent of the Approved Program**

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the CPRB in order to be progressed. Table X shows the seven elements of the

program that have grown by greater than 10% versus the last CPRB-approved program amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%.

**Table X**  
**MTA Security / Disaster Recovery Elements with Increases Exceeding 10 Percent**  
**(\$ in millions)**

Element	July 2017 Approved Program	Proposed Program	Change
NYCT: Line Structures Repairs	\$54.7	\$71.9	\$17.2
NYCT: Traction Power Repairs	898.5	1,038.1	139.6
NYCT: Shops & Yards Repairs	729.3	924.1	194.8
NYCT: Line Equipment Mitigation	297.5	338.4	40.9
NYCT: Miscellaneous Mitigation	48.8	83.0	34.2
LIRR: Track Mitigation	25.5	45.5	20.0
LIRR: Line Structure Repairs	136.7	193.9	57.3

*Numbers may not total due to rounding*

**MTA Bridges and Tunnels Sandy Program**  
**(Restoration and Mitigation)**

**(\$1 million)**

The proposed B&T Sandy program amendment is principally attributable to interim project budget reductions and reprogramming of project efficiencies from current contingencies of substantially completed restoration and mitigation projects. The combination of cost savings as well as low bids resulting from the efficient packaging of work that reflects both actual commitments and revised estimates has allowed the agency to re-program the available budget for B&T's Sandy program.

This re-programming will allow B&T to transfer both new and previously approved resiliency projects into the Sandy program. These projects include: Substation Upgrades at the RFK Bridge, Flood Mitigation Equipment Relocation Wrap Up Work at the Queens Midtown Tunnel, the design for the Replacement of Electrical Equipment and Rehabilitation of the Tower Elevator

at the Throgs Neck Bridge, and Supervisory Control and Data Acquisition systems upgrades at the Marine Parkway and Cross Bay Bridges. Funding for these resiliency projects will be paid from the proceeds of bonds issued under the MTA Bridges and Tunnels Senior Resolution and will not involve any FEMA funds used for other parts of the B&T Sandy program.

**MTA Interagency:**

This program amendment increases the MTA Interagency 2010-2014 Capital Program by \$0.1 million to reflect increases in administering the MTA’s Small Business Development Program (SBD Program). Table XI and the discussion that follows summarize MTA Interagency.

**Table XI  
MTA Interagency 2010-2014 Capital Program by Category  
(\$ in millions)**

<b>Category</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
MTA Mentoring Program Administration	\$28.5	\$28.6	\$0.1
MTA BSC / Facilities Rehabilitation	156.8	156.8	0.0
MTA Planning	37.3	37.3	0.0
<b>MTA Interagency Total</b>	<b>\$222.6</b>	<b>\$222.7</b>	<b>\$0.1</b>

*Numbers may not total due to rounding*

**MTA Mentoring Program Administration** **\$0.1 million**

The SBD Program includes construction management and other administrative costs associated with mentoring new businesses. The element has increased by \$0.1 million because of higher administrative costs to extend the existing mentoring program administration contracts.

**MTA Business Services Center / Facilities Rehabilitation** **No changes**

**MTA Planning** **No changes**

### **MTA Capital Construction Company:**

The overall budget for MTACC's network expansion program decreases from \$6.329 billion to \$5.861 billion. The \$468 million decrease reflects four items, in chronological order, that collectively impacted all MTACC categories in the program:

- i). October 2017: The Budget transfer from MTACC's Liability Reserve (\$69 million) and Miscellaneous/Administration (\$52 million) into Phase 1 of the Second Avenue Subway Project (\$121 million). This transfer was approved by the MTA Board in October 2017;
- ii). May 2018: The May 2018, 2015-2019 Capital Program amendment reduced ESA's 2010-2014 budget by \$250 million and the Regional Investments 2010-2014 funding by \$167 million. These decreases did not change the overall multi-capital program budgets for these projects;
- iii). November 2018: An administrative transfer of surplus funds to the 2010-2014 Capital Program from the Fulton Center Project (included in the 2000-2004 Capital Program) to the Miscellaneous/Administration project (\$8.5 million);
- iv). May 2019: A May 2019 MTA Board approved action Item reduced the 2010-2014 ESA budget (\$58.5 million) as part of a larger administrative action to move \$110.7 million of HSR Grant funding from ESA to Regional Investments' 2015-2019 budget. This decrease to the 2010-2014 program does not change the overall multi-capital program budgets for either of these two mega projects.

The budgets reflected in the blue pages have been updated to reflect the latest project estimates. Table XII summarizes adjustments to the proposed 2010-2014 program amendment by investment category.



**Table XII**  
**MTA Capital Construction Company 2010-2014 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
East Side Access	\$3,501.6	\$3,192.9	(\$308.7)
Second Avenue Subway Phase 1	1,487.1	1,607.9	120.8
Regional Investments	565.3	397.8	(167.5)
ESA Rolling Stock/Liability Reserve	635.8	566.8	(69.0)
Miscellaneous	139.2	95.9	(43.3)
<b>MTA Capital Construction Company Total</b>	<b>\$6,329.0</b>	<b>\$5,861.3</b>	<b>(\$467.7)</b>

*Numbers may not total due to rounding*

This amendment does not include increases in any MTACC element greater than the 10% margin allowed by the Public Authorities Law.

**MTA Bridges and Tunnels:**

With this proposed amendment, B&T's 2010-2014 Capital Program totals \$2.022 billion, which reflects the transfer of \$4.1 million into the program approved as part of the 2015-2019 Capital Program amendment approved by the MTA Board in May 2018. This transfer was intended to help address funding needs for the reconstruction of the Bruckner Ramp in the Bronx by the New York State DOT.

Most of the projects in the 2010-2014 Capital Program are either substantially complete or closed-out. Therefore, this amendment is primarily focused on reallocating available funds from completed projects or projects with "good bid savings" to projects where more resources were required to support completion. Table XIII and the discussion that follows summarizes the proposed changes to B&T's 2010-2014 Capital Program.

**Table XIII**  
**MTA Bridges and Tunnels 2010-2014 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>July 2017 Approved Program</b>	<b>Proposed Program</b>	<b>Change</b>
Structures	\$415.1	\$401.4	(\$13.7)
Roadways and Decks	1,148.4	1,168.3	19.9
Toll Plazas & Traffic Management	29.3	27.4	(1.9)
Utilities	200.1	204.9	4.8
Buildings and Sites	12.9	13.1	0.2
Miscellaneous	38.1	36.7	(1.4)
Structural Painting	173.9	170.1	(3.8)
<b>Bridges and Tunnels Total</b>	<b>\$2,017.8</b>	<b>\$2,022.0</b>	<b>\$4.1</b>

*Numbers may not total due to rounding*

The structures category is reduced by \$14 million. Two structural projects at the MPB have slightly higher than expected costs at a value of \$4 million estimated through closeout, but this is offset by project budget reductions totaling \$9 million in other structural projects within the 2010-2014 program. Other remaining funds are being reallocated to both program contingency (in this category) and funding for other categories.

Roadways and Decks are increased by \$20 million. Investments in this category rehabilitate the bridge and tunnel roadways, decks, approaches, and drainage systems. An additional \$15 million is being reallocated to the Bruckner Ramp Reconstruction project which is ongoing by NYSDOT and is partially funded by B&T via a Memorandum of Understanding. The initial budget for this project was based on preliminary estimates by NYSDOT for the design-build (D-B) contract. This amount was subsequently increased to \$25 million based on the D-B award by NYSDOT. Under this amendment, this revised budget is being increased to \$31 million to reflect potential total costs for B&T's share of the D-B work.

Two Roadways and Decks projects at the RFK Bridge have higher than expected costs at a value of \$17 million estimated through closeout, but this is offset by project budget reductions totaling \$19 million in other Roadway and Decks projects within the 2010-2014 program. As a result, the overall budget for this category is being increased to cover the expected Bruckner Ramp Reconstruction work.

B&T has added a new \$6 million project at the Bronx Whitestone to perform southbound Queens Approach roadway improvements. This project will include re-configuring the existing left exit only to the Cross Island Parkway and realignment of the southbound lanes to the Whitestone Expressway. This also includes drainage, roadway lighting and signage improvements. B&T intends to use available funding in this program to complete the project to ensure public safety.

Utilities increases by \$5 million. Investments in this category include the replacement, rehabilitation or upgrade of mechanical, electrical and lighting systems, as well as tunnel ventilation equipment and customer information equipment. B&T has added a new project to conduct wrap-up work at the Hugh L. Carey (HLC) Tunnel replacing portions of the fire standpipe in the Brooklyn Plaza of the tunnel at an expected cost of \$3 million. Although the fire standpipe in the tunnel itself was previously replaced as part of tunnel reconstruction work, the portion of standpipe in the plaza recently failed a Fire Department pressure-test. Therefore, B&T intends to use available funding in the 2010-2014 program to complete this wrap-up work to ensure public safety. Two utility projects have higher than expected costs at a value of \$8 million estimated through closeout, but this is mostly offset by project budget reductions totaling \$6 million in other substantially complete Utility projects within the 2010-2014 program. As a result, the overall budget for this category is being increased primarily to cover the wrap-up work at the HLC Tunnel.

Other categories within B&T's program change by less than \$5 million and generally reflect the most recent cost estimates for a largely completed body of work. Buildings and Sites increases by \$0.2 million, the Miscellaneous category is reduced by \$1 million, Structural Painting decreases by \$4 million and Toll Plazas & Traffic Management decreases by \$2 million.

**2010-2014  
MTA CAPITAL PROGRAM  
PROJECT DETAILS**

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 SUBWAY CARS</b>								
01 Purchase 103 "A" Division Railcars	SI	0.0	246.4	0.0	26.0	0.0	0.0	272.4
02 Purchase 300 "B" Division Railcars	NR	0.0	0.4	738.5	0.0	0.0	5.1	744.0
04 Design of New "B" Division Cars	NR	0.0	0.0	12.0	0.0	0.0	0.0	12.0
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$246.8</b>	<b>\$750.5</b>	<b>\$26.0</b>	<b>\$0.0</b>	<b>\$5.1</b>	<b>\$1,028.4</b>
<b>Category Total 601</b>		<b>\$0.0</b>	<b>\$246.8</b>	<b>\$750.5</b>	<b>\$26.0</b>	<b>\$0.0</b>	<b>\$5.1</b>	<b>\$1,028.4</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 BUS REPLACEMENT</b>								
01 Purchase 90 Standard Diesel Buses	NR	39.6	0.1	0.0	0.0	0.0	0.0	39.6
02 Purchase 328 Articulated Buses	NR	0.0	244.2	0.0	0.0	0.0	0.0	244.2
03 Purchase 90 Express Buses	NR	0.0	53.8	0.0	0.0	0.0	0.0	53.8
04 Purchase 15 Paratransit Vans	NR	0.0	0.9	0.0	0.0	0.0	0.0	0.9
05 Purchase 185 CNG Standard Buses	NR	0.0	88.1	0.0	0.0	0.0	0.0	88.1
06 Purchase 90 Articulated Buses	NR	0.0	0.0	65.5	0.0	0.0	0.0	65.5
07 Purchase 300 Express Buses DES	NR	0.0	0.3	0.0	0.0	0.0	0.0	0.3
15 Purchase 231 Articulated Buses- DES	NR	0.0	0.0	0.0	0.0	0.7	1.3	2.0
17 Purchase 177 Paratransit Vehicles	NR	0.0	0.0	0.0	0.0	6.8	1.6	8.4
18 Integrated Farebox Units: Replace Main Comp.	NR	0.9	0.0	10.1	0.0	0.0	0.0	11.0
20 Purchase 90 Standard Diesel Buses	NR	0.0	38.4	0.0	0.0	0.0	0.0	38.4
21 Purchase 90 Standard Diesel Buses	NR	0.0	37.1	0.0	0.0	0.0	0.0	37.1
22 Purchase 600 Standard Buses DES	NR	0.0	0.2	0.0	0.0	0.0	0.0	0.2
23 Bus Cameras	NR	0.0	0.0	24.7	0.1	0.0	0.0	24.8
24 Purchase 324 Standard Buses (Nova)	NR	0.0	0.0	0.0	151.6	0.0	0.0	151.6
25 Purchase 300 Express Buses	NR	0.0	0.0	0.0	174.5	0.0	6.9	181.4
26 Bus Integrated Asset Mngmt Planning System	SI	0.0	0.0	0.0	5.5	1.0	0.5	7.0
27 On-Board Audio Visual (OBAV) System	SI	0.0	0.0	0.0	0.0	0.0	22.8	22.8
28 Purchase 276 Standard Buses (New Flyer)	NR	0.0	0.0	0.0	0.0	146.0	0.0	146.0
29 On-Board Audio Visual - Pilot	SI	0.0	0.0	0.0	0.0	0.2	2.4	2.6
30 Purchase 72 Standard Diesel Buses	NR	0.0	0.0	0.0	0.0	0.0	37.5	37.5
32 On-Board Audio Visual (OBAV) - Depot Wi-Fi	SI	0.0	0.0	0.0	0.0	0.0	2.5	2.5
34 Purchase 139 Articulated Buses (New Flyer)	NR	0.0	0.0	0.0	0.0	0.0	120.2	120.2
35 Purchase 92 Articulated Buses (Nova)	NR	0.0	0.0	0.0	0.0	0.0	84.4	84.4
<b>Element Total 02</b>		<b>\$40.5</b>	<b>\$463.0</b>	<b>\$100.3</b>	<b>\$331.6</b>	<b>\$154.7</b>	<b>\$280.2</b>	<b>\$1,370.4</b>
<b>Category Total 603</b>		<b>\$40.5</b>	<b>\$463.0</b>	<b>\$100.3</b>	<b>\$331.6</b>	<b>\$154.7</b>	<b>\$280.2</b>	<b>\$1,370.4</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>04 FARE COLLECTION</b>								
01 MetroCard-Electronic Components Replacement	NR	0.0	15.3	0.2	0.0	0.1	0.7	16.3
02 Purchase of Automated Farecard Access (AFAS) Gates	SI	0.0	0.0	1.8	0.0	0.0	0.0	1.8
05 New Fare Payment System	SI	0.0	0.5	5.4	13.1	0.1	107.1	126.2
06 Passenger Station LAN: 4 Stations (I-H)	SI	0.0	0.0	2.0	1.7	0.0	1.7	5.5
09 Passenger Station LAN: 2 Stations (I-H) Montague	SI	0.0	0.0	0.0	0.0	1.9	0.0	1.9
10 Passenger Station LAN: 6 Stations	SI	0.0	0.0	0.0	0.0	0.0	4.9	4.9
11 Passenger Station LAN: 188 Stations	SI	0.0	0.0	0.0	0.0	0.0	71.6	71.6
<b>Element Total 04</b>		<b>\$0.0</b>	<b>\$15.8</b>	<b>\$9.4</b>	<b>\$14.9</b>	<b>\$2.1</b>	<b>\$186.1</b>	<b>\$228.3</b>
<b>07 STATION ESCALATORS/ELEVATORS</b>								
01 Replace 3 Escalators in South Manhattan	SGR	0.0	14.2	0.0	0.0	0.0	0.0	14.2
03 Replace 2 Escalators Roosevelt Av QBL	SGR	0.0	0.0	0.0	9.5	0.0	0.0	9.5
04 Replace 11 Hydraulic Elevators	NR	2.1	0.0	0.0	23.9	0.8	0.0	26.8
05 Replace 7 Hydraulic Elevators:125, 51,B.Bridge LEX	NR	0.0	0.0	0.9	2.4	0.0	23.8	27.1
06 Replace 2 Hydraulic Elevators at GCT LEX	NR	0.0	0.0	0.0	0.0	0.0	22.7	22.7
07 Replace 2 Escalators / GCT 42 St DES	NR	0.0	0.0	0.0	0.0	0.0	0.1	0.1
08 Replace 11 Hydraulic Elevators / Various DES	NR	0.0	0.0	0.0	0.0	0.0	0.3	0.3
09 Replace 12 Traction Elevators / 3 locs BWY7 DES	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
12 Replace 1 Hydraulic Elevator at GCT LEX	NR	0.0	0.0	0.0	0.0	0.0	6.5	6.5
<b>Element Total 07</b>		<b>\$2.1</b>	<b>\$14.2</b>	<b>\$0.9</b>	<b>\$35.8</b>	<b>\$0.9</b>	<b>\$53.4</b>	<b>\$107.3</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>12 STATION WORK</b>								
01 Station Work at 4th Av Station on Culver Line	SGR	9.5	0.5	0.1	0.7	0.1	0.2	11.1
06 Station Work at Pelham Bay Park Pelham Line	NR	0.0	0.3	0.0	7.6	0.0	0.0	7.9
07 Renewal of Buhre Av Station Pelham Line	SGR	0.0	0.8	0.0	21.8	0.2	0.0	22.8
08 Renewal of Middletown Rd. Station on Pelham Line	SGR	0.0	0.9	0.0	24.1	0.0	0.0	25.0
09 Renewal of Zerega Av on Pelham Line	SGR	0.0	0.7	0.0	22.5	0.0	0.1	23.3
10 Renewal of Castle Hill Av Station on Pelham Line	SGR	0.0	0.2	0.0	23.6	0.1	0.4	24.3
11 Dyckman St. Station Improvements BW7	NR	45.2	0.0	0.0	0.0	0.0	0.0	45.2
12 Rehabilitate Smith-9th Station CUL	SGR	26.9	0.9	0.0	0.0	4.2	0.4	32.4
13 Renewal 20 Av Station Sea Beach Line	SGR	0.0	0.0	0.2	0.0	30.5	4.7	35.4
14 Renewal 8 Av Station Sea Beach Line	SGR	0.0	0.0	0.1	0.0	41.1	8.2	49.4
15 Renewal Ft Hamilton Pky Stn Sea Beach Line	SGR	0.0	0.0	0.0	0.0	26.0	3.7	29.8
16 Renewal 18 Av Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	33.2	4.6	37.8
17 Renewal Kings Hwy Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	0.0	34.4	34.4
18 Renewal New Utrecht Av Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	26.8	4.2	31.0
19 Renewal Bay Parkway Station Sea Beach Line	SGR	0.0	0.0	0.0	0.7	35.5	4.9	41.1
20 Renewal Av U Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	0.0	38.4	38.4
21 Renewal 86 St Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	0.0	34.4	34.4
22 Ceiling Repair 181 St & 168 St / Broadway-7th Av	NR	0.0	0.0	0.0	64.5	0.3	0.3	65.1
23 Street Stair: Times Square TSS	SGR	0.6	1.7	0.0	0.0	0.0	0.0	2.2
24 Station Painting at Component Locations: 2010-14	SGR	0.0	0.0	0.0	0.0	0.0	2.0	2.0
25 Station Renewal: Central Avenue MYT	SGR	0.2	0.6	7.4	0.0	0.0	0.3	8.6
26 Station Renewal: Seneca Avenue MYT	SGR	0.1	0.2	6.6	0.0	0.0	0.5	7.4
27 Station Renewal: Forest Avenue MYT	SGR	0.1	0.2	6.1	0.1	0.0	0.3	6.8
28 Station Renewal: Knickerbocker Avenue MYT	SGR	0.2	0.5	6.8	0.2	0.0	0.3	8.0
29 Station Renewal: Fresh Pond Road MYT	SGR	0.1	0.6	7.9	0.1	0.0	0.2	8.9
30 Structural Repairs: Borough Hall LEX	SGR	0.6	0.0	0.9	0.0	0.0	0.0	1.5
31 Station Renewal: 104 Street LIB	SGR	0.0	0.5	0.4	13.0	0.2	0.5	14.6
32 Station Renewal:Ozone Pk - Lefferts Blvd LIB	SGR	0.0	0.4	0.7	0.1	7.3	0.2	8.6
33 Station Renewal: 111 Street LIB	SGR	0.0	0.6	0.4	15.9	0.0	0.5	17.4
34 Station Renewal: Rockaway Blvd LIB	SGR	0.0	0.5	0.5	15.7	0.1	1.0	17.8
35 Station Renewal: 88 Street LIB	SGR	0.0	0.6	0.4	14.2	0.1	0.4	15.8
36 Station Renewal: 80 Street LIB	SGR	0.0	0.8	0.7	14.4	0.1	0.5	16.4
37 Station Renewal: Hunters Point Ave FLS	SGR	0.0	8.1	0.0	0.3	0.0	0.0	8.4
38 Station Renewal: Avenue X CUL	SGR	0.0	0.0	0.8	0.7	18.2	1.9	21.6
39 Station Renewal: Avenue U CUL	SGR	0.0	0.0	0.4	0.2	14.2	0.8	15.7
40 Station Renewal: Avenue P CUL	SGR	0.0	0.0	0.4	0.2	13.8	0.6	15.0
41 Station Renewal: Bay Parkway CUL	SGR	0.0	0.0	0.4	0.6	13.7	0.9	15.6
42 Station Renewal: 18 Avenue CUL	SGR	0.0	0.0	0.3	0.3	23.6	1.4	25.6
43 Station Renewal: Ditmas Avenue CUL	SGR	0.0	0.0	0.3	0.3	17.7	1.3	19.7
44 Station Renewal: Avenue I CUL	SGR	0.0	0.0	0.4	0.2	18.4	1.3	20.3
45 Station Renewal: Pennsylvania Ave NLT	SGR	0.0	0.0	0.0	0.4	19.1	0.8	20.3
46 Station Renewal: Rockaway Ave NLT	SGR	0.0	0.0	0.0	0.6	12.5	0.6	13.8
47 Station Renewal: Saratoga Ave NLT	SGR	0.0	0.0	0.0	0.4	12.2	0.7	13.3
48 Station Renewal: Junius Street NLT	SGR	0.0	0.0	0.0	0.4	15.2	0.7	16.3
49 Station Renewal: Sutter Ave NLT	SGR	0.0	0.0	0.0	0.6	13.3	0.5	14.4
50 Station Renewal: Van Siclen Ave NLT	SGR	0.0	0.0	0.0	1.0	15.2	0.7	16.8
51 Components: Platform Edges 3 Locs EPK	SGR	5.3	0.0	0.0	0.0	0.0	0.0	5.3
52 Replace 2 Stairs Junius St NLT SBMP	SGR	0.8	0.0	0.0	0.0	0.0	0.0	0.8

\* Represents values less than \$50,000



Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>12 STATION WORK</b>								
53 Replace 2 Stairs Van Siclen Ave NLT SBMP	SGR	0.6	0.0	0.0	0.0	0.0	0.0	0.6
54 Replace 2 Stairs Pennsylvania Av NLT SBMP	SGR	0.0	0.6	0.0	0.0	0.0	0.0	0.6
55 Replace 2 Stairs Rockaway Av NLT SBMP	SGR	0.0	0.7	0.0	0.0	0.0	0.0	0.7
56 Replace 3 Stairs Saratoga Av NLT SBMP	SGR	0.0	1.0	0.0	0.0	0.0	0.0	1.0
57 Replace 2 Stairs New Lots Av NLT SBMP	SGR	0.0	0.7	0.0	0.0	0.0	0.0	0.7
58 Replace 3 Stairs Sutter Av NLT SBMP	SGR	0.0	0.8	0.0	0.0	0.0	0.0	0.8
59 Replace 2 Stairs Longwood Av NB PEL SBMP	SGR	0.3	0.9	0.0	0.0	0.0	0.0	1.3
60 Components: 4 Stations JAM	SGR	0.0	2.4	1.1	0.0	0.1	104.3	107.9
61 Components: 5 Stations (DES) & 7 Ave BRT SBMP	SGR	0.0	1.4	0.4	0.0	0.0	0.0	1.9
62 Components: 2 Stations BXC	SGR	0.0	2.7	0.0	0.0	0.0	0.0	2.7
63 Components: 138St-3rd Ave PEL SBMP	SGR	0.0	1.1	0.1	0.0	0.0	0.0	1.2
64 Components: 3 Stations AST DES	SGR	0.0	0.0	0.9	0.3	0.0	0.0	1.3
65 Components: Street Stair 5 Av FLS	SGR	0.0	0.1	0.0	0.0	0.0	0.0	0.1
66 Replace 2 Stairs Longwood Av SB PEL SBMP	SGR	0.0	0.9	0.0	0.0	0.0	0.0	0.9
67 Components: 149 St-Grand Concrs JER	SGR	0.0	0.5	5.7	0.0	0.0	0.0	6.3
68 Components: 149 St-Grand Concrs WPR	SGR	0.0	1.0	10.1	0.0	0.0	0.0	11.2
69 Components: 2 Locations / Flushing DES	SGR	0.0	0.7	0.0	0.0	0.0	0.0	0.7
70 Components: Vernon Blvd-Jackson Av FLS	SGR	0.0	0.3	3.6	0.0	0.0	0.0	3.9
71 Component Painting: 207 St BW7	SGR	0.0	0.5	0.0	0.0	0.0	0.0	0.6
72 Components: Ventilator Rehab 7 Locs CNR 6AV	SGR	0.0	0.0	3.6	0.0	0.0	0.2	3.8
73 Components: Structure Roof Longwood St PEL	SGR	0.0	0.0	2.4	0.0	0.0	0.0	2.4
74 Components: 157th St BW7	SGR	0.0	0.0	0.6	3.7	0.0	0.2	4.5
75 Components: 23rd, 7th Av 6AV DES	SGR	0.0	0.0	0.8	0.0	0.0	0.0	0.8
76 Components: Hoyt, Franklin EPK	SGR	0.0	0.0	0.7	0.0	0.8	0.0	1.5
77 Components: 3 Stations BRT	SGR	0.0	0.0	0.0	6.1	0.0	0.0	6.2
78 Components: (S1/S3) Junction Blvd FLS SBMP	SGR	0.0	0.0	1.0	0.0	0.0	0.0	1.0
79 Components: (S2/S4) Junction Blvd FLS SBMP	SGR	0.0	0.0	0.9	0.0	0.0	0.0	0.9
80 Components: 103 St LEX	SGR	0.0	0.0	1.8	0.0	11.7	0.3	13.9
81 Components: Avenue N, Kings Hwy CUL	SGR	0.0	0.0	0.7	0.3	22.0	1.1	24.1
82 Components: 49 St BWY	SGR	0.0	0.0	1.0	0.0	5.2	0.2	6.4
83 Components: 9 St, 59 St 4AV	SGR	0.0	0.0	0.0	0.9	12.1	0.1	13.1
84 Components: Delancey-Essex NAS	SGR	0.0	0.0	0.0	0.1	0.2	0.0	0.3
85 Components: Ventilator Rehab 4 Locs QBL	SGR	0.0	0.0	2.1	0.0	0.0	0.0	2.1
86 Components: Ventilator Rehab 4 Locs BK/QN DES	SGR	0.0	0.0	0.8	0.0	0.0	0.0	0.9
87 Components: Ventilators Elmhurst (N Bwy) QBL SBMP	SGR	0.0	0.0	0.0	0.0	1.2	0.0	1.2
88 Components: Ventilators Montrose Av CNR SBMP	SGR	0.0	0.0	0.0	1.0	0.0	0.0	1.1
89 Component Painting: 3 Locs BRT	SGR	0.0	0.0	0.2	2.4	0.0	0.0	2.6
90 Components:Stairs, Platforms 5 Stations FUL DES	SGR	0.0	0.0	0.0	1.1	0.0	0.0	1.1
91 Components: Platform, Wall 3 Stations LEX	SGR	0.0	0.0	0.0	1.3	6.5	0.6	8.4
92 Components: Platform, Wall New Lots Av NLT	SGR	0.0	0.0	0.0	0.4	3.1	0.3	3.8
93 Components: Platform, Wall 2 Stations QBL	SGR	0.0	0.0	0.0	1.4	0.0	11.9	13.4
94 Components:Stair,Platform 6 Stations CNR - DES	SGR	0.0	0.0	0.0	2.1	0.0	0.0	2.1
95 Station Ventilators: Ph 6 - 5 Loc / Upper MH/BX	SGR	0.0	0.0	0.0	0.0	10.7	0.1	10.8
96 Components: President St, Newkirk Av NOS	SGR	0.0	0.0	0.0	0.7	0.1	0.0	0.8
97 Components: Broad Channel RKY	SGR	0.0	0.0	0.4	6.4	0.0	0.0	6.8
98 Components: Stairs(S2/S3) Ditmars Blv AST SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.1	1.1
99 Components: Stairs(S1/S4) Ditmars Blv AST SBMP	SGR	0.0	0.0	0.0	0.9	0.0	0.0	1.0
A1 Components: Street Stairs 39 Ave AST SBMP	SGR	0.0	0.0	0.0	1.1	0.0	0.0	1.1

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>12 STATION WORK</b>								
A2 Components: Street Stairs Grand St CNR SBMP	SGR	0.0	0.0	0.0	0.2	0.0	3.2	3.5
A3 Components: Morgan CNR SBMP	SGR	0.0	0.0	0.0	0.2	1.5	0.1	1.8
A4 Components: Eastchester DYR	SGR	0.0	0.0	0.0	2.2	0.0	25.7	27.9
A5 Components: Ventilators QBL XTN NOS BW7 8AV	SGR	0.0	0.0	0.0	10.0	0.0	0.0	10.0
A6 Components: Stairs (S1/S2) 23rd Station 6AV SBMP	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
A7 Components: Stairs (S3/S4) 23rd Station 6AV SBMP	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
A8 Components: Stairs (S5/S8) 7AV Station 6AV SBMP	SGR	0.0	0.0	0.0	1.1	0.1	0.0	1.2
A9 Components: Stairs (S1/S4) 7AV Station 6AV SBMP	SGR	0.0	0.0	0.0	1.0	0.0	0.0	1.0
B1 Components: 3 Locations XTN	SGR	0.0	0.0	0.0	0.8	0.1	0.2	1.1
B2 Components: 21 Street XTN	SGR	0.0	0.0	0.0	0.8	0.0	0.6	1.5
B3 Components: Greenpoint Avenue XTN	SGR	0.0	0.0	0.0	3.2	0.0	0.0	3.2
B4 Component Painting: 21 St Greenpoint Ave XTN	SGR	0.0	0.0	0.0	0.8	0.0	0.4	1.2
B5 Component Painting 2 Locations XTN DES	SGR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B6 Components:3 Locations BWY	SGR	0.0	0.0	0.0	10.6	0.2	0.0	10.8
B7 Components: 2 Locs Lower Manhattan BWY	SGR	0.0	0.0	0.0	6.1	0.2	0.0	6.3
B8 Components: Franklin Av Stairs S1,S3 EPK SBMP	SGR	0.0	0.0	0.0	1.2	0.0	0.0	1.2
B9 Components: Franklin Av Stairs S2,S4 EPK SBMP	SGR	0.0	0.0	0.0	1.1	0.0	0.0	1.1
C1 Ventilators Clinton-Washington E.Waverly XTN SBMP	SGR	0.0	0.0	0.0	1.0	0.0	0.0	1.0
C2 Components: Aqueduct-North Conduit Av RKY	SGR	0.0	0.0	0.0	0.0	0.6	3.8	4.4
C3 Components: 2 Locs / Canarsie	SGR	0.0	0.0	0.0	0.0	0.0	20.9	20.9
C4 Components: 3 Locs / 8th Avenue	SGR	0.0	0.0	0.0	0.0	3.5	25.3	28.8
C5 Components: 2 Stairs Broadway AST SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.4	1.4
C6 Components: 1 Stair Broadway AST SBMP	SGR	0.0	0.0	0.0	0.0	0.8	0.0	0.8
C7 Components: 3 Stairs Rector St NB BWY SBMP	SGR	0.0	0.0	0.0	0.0	0.0	2.8	2.8
C8 Components: 2 Stairs Rector St SB BWY SBMP	SGR	0.0	0.0	0.0	0.0	0.0	2.0	2.0
C9 Components: 1 Stair Jay St-Metro Tech BWY SBMP	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
D1 Station Ventilator Elmhurst Av (S of Bwy) QBL SBMP	SGR	0.0	0.0	0.0	0.0	1.3	0.1	1.3
D2 Station Ventilators Grand St CNR SBMP	SGR	0.0	0.0	0.0	0.0	1.5	0.1	1.6
D3 Station Ventilators Clinton-Wash (W of Wvrlly) SBMP	SGR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
D4 Components: Stairs (P2A,B) 49th St BWY SBMP	SGR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
D5 Components: 2 Stairs 4th-9th St/ 4AV SBMP	SGR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
D6 Comp:3 Stairs (S2/S4/S6) Clin-Wash Av /FUL SBMP	SGR	0.0	0.0	0.0	0.0	1.3	0.0	1.3
D7 Comp:3 Stairs (S1/S3/S5) Clin-Wash Av/ FUL SBMP	SGR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
D8 Comp:3 Stairs (S2/S4/S8) Rockaway Av/ FUL SBMP	SGR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
D9 Comp:3 Stairs (S1/S3/S7) Rockaway Av/FLT SBMP	SGR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
E2 Components: High St 8AV / York St 6AV	SGR	0.0	0.0	0.0	0.0	0.8	0.0	0.8
E3 Station Component: Van Cortlandt-242 St BW7	SGR	0.0	0.0	0.0	0.0	4.6	0.0	4.6
E4 Painting Component:Van Cortlandt-242 St BW7	SGR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
E5 Station Renewal: Astoria-Ditmars Blvd AST DES	SGR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
E6 Station Renewal: 30th Avenue AST DES	SGR	0.0	0.0	0.0	0.0	0.2	0.0	0.2
E7 Station Renewal: Broadway AST DES	SGR	0.0	0.0	0.0	0.0	0.2	0.0	0.2
E8 Station Renewal: 36th Avenue AST DES	SGR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
E9 Station Renewal: 39th Avenue AST DES	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
F2 Components: Ventilators Rehab. 8 Locs Ph 7	SGR	0.0	0.0	0.0	0.0	9.2	0.0	9.2
F4 Hard Rail Track Panel at 9 stations SEA	SGR	0.0	0.0	0.0	0.0	7.4	0.0	7.4
F5 Renewal: 138 St-Grant Concourse JER DES	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
F6 Components: 4 Street. Stairs Ave N CUL SBMP	SGR	0.0	0.0	0.0	0.0	0.0	2.6	2.6
F7 Painting Component: 3 Locs (104, 111, 121 St) JAM	SGR	0.0	0.0	0.0	0.0	0.0	2.8	2.8

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>12 STATION WORK</b>								
F8 Components:50th St (Lower Level) 8AV	SGR	0.0	0.0	0.0	0.0	0.0	3.2	3.2
F9 Components: 4 Street. Stairs Kings Hwy CUL SBMP	SGR	0.0	0.0	0.0	0.0	0.0	3.0	3.0
G1 Components: Stairs S1-S2 / 23 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.1	1.1
G2 Components: Stairs S7-S8 / 23 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	0.9	0.9
G3 Components:Stairs S5-S6 / 23 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.2	1.2
G4 Renewal: Borough Hall LEX Water Remed DES	SGR	0.0	0.0	0.0	0.0	0.0	0.6	0.6
G5 Station Ventilators: Ph 8 - 3 Locs SE Brklyn	SGR	0.0	0.0	0.0	0.0	0.0	5.8	5.8
G6 Station Painting: 50th St / 8AV (LL)	SGR	0.0	0.0	0.0	0.0	0.0	0.8	0.8
G9 Station Ventilators Ph 10 - 4 locs N Bklyn	SGR	0.0	0.0	0.0	0.0	0.0	4.4	4.4
H1 Components: Stairs S3-S4 / 23 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.1	1.1
H2 Components: Stairs S9-S10-S11 / 23 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	0.9	0.9
H3 Components: Stairs S7 / 168 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.0	1.0
H4 Components: Stairs S4 / 168 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.1	1.1
H5 Components: Stairs S5-S6 / 168 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.2	1.2
H7 Station Ventilators Ph 9 - 2 locs - SW Bklyn	SGR	0.0	0.0	0.0	0.0	0.0	2.9	2.9
H8 Reconstruction: Times Sq Ph 3 Shuttle - DES	SI	0.0	0.0	0.0	0.0	0.0	0.1	0.1
H9 Painting Components: 49th Street BWY	SGR	0.0	0.0	0.0	0.0	0.0	0.6	0.6
I1 Platform Components 4 Locs JER DES	SGR	0.0	0.0	0.0	0.0	0.0	0.1	0.1
I3 Water Condition Remedy 2015	SGR	0.0	0.0	0.0	0.0	0.0	0.1	0.1
I9 Station Painting Comp Locs Wilson Av CNR	SGR	0.0	0.0	0.0	0.0	0.0	0.5	0.5
J1 Street Stair: Rector St BWY SBDP	SGR	0.0	0.0	0.0	0.0	0.0	1.1	1.1
<b>Element Total 12</b>		<b>\$90.4</b>	<b>\$36.0</b>	<b>\$81.3</b>	<b>\$318.2</b>	<b>\$528.0</b>	<b>\$402.0</b>	<b>\$1,455.9</b>
<b>13 DISABLED ACCESSIBILITY</b>								
01 ADA Forest Hills-71 Av Station QBL	SI	0.0	18.3	0.5	0.0	0.0	0.0	18.9
02 Improve Platfrm Edges 34 St Station Broadway Line	SI	3.1	0.0	0.0	0.0	0.0	0.0	3.1
03 Improve Platform Edges 34 St Station 6th Av Line	SI	3.1	0.0	0.0	0.0	0.0	0.0	3.1
04 Imprve Platfrm Horizntl/Vertical Clearance-Var Loc	SI	0.0	0.0	0.0	0.0	0.0	11.1	11.1
06 ADA Kingsbridge Rd Station - Concourse Line	SI	0.0	0.0	19.2	0.1	0.1	0.0	19.4
07 ADA 68 St-Hunter College - Lexington Av Line	SI	0.0	0.0	0.0	0.0	0.0	7.1	7.1
08 ADA Utica Avenue Station - Fulton Line	SI	0.0	12.9	0.2	0.0	0.2	0.0	13.2
09 ADA Hunts Point Av Station - Pelham Line	SI	0.0	0.0	14.3	0.2	0.0	0.0	14.5
10 ADA 23 Station - Lexington Av Line	SI	0.0	0.0	0.0	0.0	18.3	0.0	18.4
11 ADA Phase 2 at 57 St Station-Broadway Line	SI	0.0	0.0	0.0	0.0	0.0	35.9	35.9
12 ADA Ozone Pk-Lefferts Blvd Station- Liberty Line	SI	0.0	1.4	2.5	0.1	19.8	0.4	24.2
13 ADA Dyckman St Station-Broadway/7th Line	SI	0.0	1.5	11.2	0.2	0.0	0.0	13.0
14 ADA Astoria Blvd AST DES	SI	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
15 ADA Gun Hill Road DYR DES	SI	0.0	0.0	0.0	0.0	0.0	0.6	0.6
16 ADA Bedford Park Blvd BXC DES	SI	0.0	0.0	0.0	0.0	0.0	0.1	0.1
17 ADA New Utrecht Av SEA & 62St WST	SI	0.0	0.0	0.0	0.0	14.1	2.7	16.8
18 ADA 8th Ave SEA	SI	0.0	0.0	0.0	0.0	11.2	10.3	21.5
19 ADA Bedford Av CNR DES	SI	0.0	0.0	0.0	0.0	0.0	5.2	5.2
20 ADA 1st Ave CNR DES	SI	0.0	0.0	0.0	0.0	0.0	5.7	5.7
21 ADA Times Sq Ph 3 Shuttle DES	SI	0.0	0.0	0.0	0.0	0.0	0.1	0.1
<b>Element Total 13</b>		<b>\$6.1</b>	<b>\$34.2</b>	<b>\$48.0</b>	<b>\$0.6</b>	<b>\$63.6</b>	<b>\$79.2</b>	<b>\$231.7</b>

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ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>14 OTHER STATION IMPROVEMENTS</b>								
01 Station Signage 2011	NR	0.5	2.8	0.0	0.0	0.0	0.0	3.3
02 Station Railings	SGR	2.4	0.0	0.0	0.0	0.0	0.0	2.4
03 Water Condition Remedy	SGR	0.1	3.3	0.0	2.7	0.0	0.0	6.0
04 Scrubber Room Drainage 4 Locations	SGR	0.0	0.0	0.0	2.7	0.0	0.0	2.7
05 Grand Central - Access Improvement	SI	1.6	0.1	0.1	1.1	20.8	2.0	25.7
07 Station Signage 2014	NR	0.0	0.0	1.2	3.0	0.0	0.0	4.2
08 Station Condition Survey Update	NR	0.0	6.1	0.1	0.0	0.0	0.0	6.2
09 Church Street Corridor Improvements	NR	0.0	0.0	0.0	0.0	0.0	40.0	40.0
10 Platform Repl: 45 Rd-Court House Sq Flushing Line	SGR	0.0	14.6	0.0	0.7	0.0	0.0	15.4
11 Grand Central Access Improvement Phase II DES	SI	0.0	0.0	0.0	0.4	0.3	0.0	0.8
12 Reconstruction Cortlandt St BW7	SGR	0.0	0.0	0.0	0.0	0.0	110.0	110.0
<b>Element Total 14</b>		<b>\$4.6</b>	<b>\$26.9</b>	<b>\$1.4</b>	<b>\$10.6</b>	<b>\$21.1</b>	<b>\$152.0</b>	<b>\$216.7</b>
<b>Category Total 604</b>		<b>\$103.3</b>	<b>\$127.0</b>	<b>\$141.0</b>	<b>\$380.1</b>	<b>\$615.7</b>	<b>\$872.7</b>	<b>\$2,239.9</b>

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 MAINLINE TRACK REHABILITATION</b>								
01 2010 Mainline Track Replacement	NR	196.4	0.0	0.0	0.0	0.0	0.0	196.4
02 2010 Track Force Account	NR	35.0	0.0	0.0	0.0	0.0	0.0	35.0
03 2010 Welded Rail	NR	5.2	0.0	0.0	0.0	0.0	0.0	5.2
04 2011 Mainline Track Replacement	NR	1.0	155.2	0.0	0.0	0.0	0.0	156.1
05 2011 Track Force Account	NR	0.0	35.0	0.0	0.0	0.0	0.0	35.0
06 2011 Welded Rail	NR	0.0	13.9	0.0	0.0	0.0	0.0	13.9
07 2012 Mainline Track Repl: Design/Support	NR	0.0	1.0	3.9	0.0	0.0	2.7	7.6
08 2012 Track Force Account	NR	0.0	0.0	35.0	0.0	0.0	0.0	35.0
09 2012 Welded Rail	NR	0.0	0.0	9.4	0.0	0.0	0.0	9.4
10 2013 Mainline Track Repl: Design/Support	NR	0.0	0.0	0.6	2.8	0.0	0.0	3.4
11 2013 Track Force Account	NR	0.0	0.0	0.0	35.0	0.0	0.0	35.0
12 2013 Welded Rail	NR	0.0	0.0	4.0	0.0	0.0	0.0	4.0
13 2014 Mainline Track Repl: Design/Support	NR	0.0	0.0	0.0	4.2	0.0	0.0	4.2
14 2014 Track Force Account	NR	0.0	0.0	0.0	0.0	35.0	0.0	35.0
15 2015 Mainline Track Repl DES	NR	0.0	0.0	0.0	0.0	1.4	0.0	1.4
16 2014 Welded Rail	NR	0.0	0.0	0.0	16.3	0.0	0.0	16.3
17 2011 Mainline Track Repl: Jamaica Line	NR	0.0	7.7	0.0	0.0	0.0	0.0	7.7
18 2011 Mainline Track Repl: Qns Crosstown	NR	0.0	12.9	0.0	0.0	0.0	0.0	12.9
19 2011 Mainline Track Repl: 8AV Line	NR	0.0	13.4	0.0	0.0	0.0	0.0	13.4
20 2011 Mainline Track Repl: 6AV Line	NR	0.0	3.9	0.0	0.0	0.0	0.0	3.9
22 2011 Mainline Trk Rep: Lexington Ave (S/B Express)	NR	0.0	2.1	0.0	0.0	0.0	0.0	2.1
23 2011 Mainline Track Repl: Clark St Tube	NR	0.0	10.3	0.0	0.0	0.0	0.0	10.3
24 2012 Mainline Track Repl: Broadway - BMT	NR	0.0	0.0	2.5	0.0	0.0	0.0	2.5
25 2012 Mainline Track Repl: Brighton	NR	0.0	0.0	7.6	0.0	0.0	0.0	7.6
26 2012 Mainline Track Repl: N/O Dekalb	NR	0.0	0.0	5.1	0.0	0.0	0.0	5.1
27 2012 Mainline Track Repl: Atlantic Avenue	NR	0.0	0.0	5.5	0.0	0.0	0.0	5.5
28 2012 Mainline Track Repl: S/O Court Street	NR	0.0	0.0	6.5	0.0	0.0	0.0	6.5
29 2012 Mainline Track Repl: West End	NR	0.0	0.0	4.3	0.0	0.0	0.0	4.3
30 2012 Mainline Track Repl: Sea Beach	NR	0.0	0.0	1.8	0.0	0.0	0.0	1.8
31 2012 Mainline Track Repl: N/O Pacific	NR	0.0	0.0	4.5	0.0	0.0	0.0	4.5
32 2012 Mainline Track Repl: Jamaica	NR	0.0	0.0	7.8	0.0	0.0	0.0	7.8
33 2012 Mainline Track Repl: Myrtle Avenue	NR	0.0	0.0	11.3	0.0	0.0	0.0	11.3
34 2012 Mainline Track Repl: 168th St / 8 Ave	NR	0.0	0.0	4.4	0.0	0.0	0.0	4.4
35 2012 Mainline Track Repl: Cranberry Tube / 8 Ave	NR	0.0	0.0	9.2	0.0	0.0	0.0	9.2
36 2012 Mainline Track Repl: 6th Avenue	NR	0.0	0.0	17.6	0.0	0.0	0.0	17.6
37 2012 Mainline Track Repl: Concourse	NR	0.0	0.0	10.6	0.0	0.0	0.0	10.6
38 2012 Mainline Track Repl: Queens Blvd	NR	0.0	0.0	8.2	0.0	0.0	0.0	8.2
39 2012 Mainline Track Repl: Canarsie	NR	0.0	0.0	0.7	0.0	0.0	0.0	0.7
40 2012 Mainline Track Repl: Rockaway	NR	0.0	0.0	9.6	0.0	0.0	0.0	9.6
41 2012 Mainline Track Repl: Broadway / 7 Ave	NR	0.0	0.0	5.9	0.0	0.0	0.0	5.9
42 2012 Mainline Track Repl: Flushing	NR	0.0	0.0	20.2	0.0	0.0	0.0	20.2
43 2012 Mainline Track Repl: Eastern Parkway	NR	0.0	0.0	2.4	0.0	0.0	0.0	2.4
44 2012 Mainline Track Repl: Lenox-WPR	NR	0.0	0.0	7.6	0.0	0.0	0.0	7.6
45 2012 Mainline Track Repl: Jerome Ave	NR	0.0	0.0	3.8	0.0	0.0	0.0	3.8
46 2012 Mainline Track Repl: Pelham	NR	0.0	0.0	1.6	0.0	0.0	0.0	1.6
47 2012 Mainline Track Repl: Lexington Ave	NR	0.0	0.0	9.0	0.0	0.0	0.0	9.0
48 2012 Mainline Track Repl: White Plains Road	NR	0.0	0.0	7.7	0.0	0.0	0.0	7.7
49 2012 Mainline Track Repl: S/O 14th St Union Square	NR	0.0	0.0	3.5	0.0	0.0	0.0	3.5

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 MAINLINE TRACK REHABILITATION</b>									
50	2012 Mainline Track Repl: Ave U Sheepshead Brightn	NR	0.0	0.0	15.6	0.0	0.0	0.0	15.6
51	2012 Mainline Track Repl: S/O Halsey St & Montrose	NR	0.0	0.0	2.5	0.0	0.0	0.0	2.5
52	2012 Mainline Track Repl: Northern BLVD QBL	NR	0.0	0.0	3.5	0.0	0.0	0.0	3.5
53	2012 M/L Track Repl: Gaston - Straiton Ave RKY	NR	0.0	0.0	11.2	0.0	0.0	0.0	11.2
54	2012 CWR: 6AV s/o 59St Columbus Crc; n/o-s/e 7Av	NR	0.0	0.0	1.3	0.0	0.0	0.0	1.3
55	2013 Mainline Track Repl: 6th Avenue IND	NR	0.0	0.0	0.0	19.5	0.0	0.0	19.5
56	2013 Mainline Track Repl: :Broadway IRT	NR	0.0	0.0	0.0	6.6	0.0	0.0	6.6
57	2013 Mainline Track Repl: Lexington IRT	NR	0.0	0.0	0.0	14.8	0.0	0.0	14.8
58	2013 Mainline Track Repl: 59th St 8Av	NR	0.0	0.0	0.0	2.6	0.0	0.0	2.6
59	2013 Mainline Track Repl: Euclid Ave Sta 8Av	NR	0.0	0.0	0.0	10.7	0.0	0.0	10.7
60	2013 Mainline Track Repl: DeKalb Ave / CNR	NR	0.0	0.0	0.0	2.9	0.0	0.0	2.9
61	2013 Mainline Track Repl: Sea Beach	NR	0.0	0.0	0.0	13.5	0.0	0.0	13.5
62	2013 Mainline Track Repl: Jamaica	NR	0.0	0.0	0.0	18.3	0.0	0.0	18.3
63	2013 Mainline Track Repl:8th Avenue	NR	0.0	0.0	0.0	23.0	0.0	0.0	23.0
64	2013 Mainline Track Repl: Queens Blvd	NR	0.0	0.0	0.0	9.6	0.0	0.0	9.6
65	2013 Mainline Track Repl: Crosstown	NR	0.0	0.0	0.0	2.8	0.0	0.0	2.8
66	2013 Mainline Track Repl: Lenox WPR	NR	0.0	0.0	0.0	5.3	0.0	0.0	5.3
67	2013 Mainline Track Repl: Brighton	NR	0.0	0.0	0.0	1.1	0.0	0.0	1.1
68	2013 Mainline Track Repl: 4th Avenue	NR	0.0	0.0	0.0	4.5	0.0	0.0	4.5
69	2013 Mainline Track Repl: Canarsie	NR	0.0	0.0	0.0	18.2	0.0	0.0	18.2
70	2013 Mainline Track Repl: Concourse	NR	0.0	0.0	0.0	8.1	0.0	0.0	8.1
71	2013 Mainline Track Repl: Archer Avenue	NR	0.0	0.0	0.0	4.2	0.0	0.0	4.2
72	2013 Mainline Track Repl: Liberty Avenue	NR	0.0	0.0	0.0	10.0	0.0	0.0	10.0
73	2013 Mainline Track Repl: Jerome	NR	0.0	0.0	0.0	8.0	0.0	0.0	8.0
74	2013 Mainline Track Repl: Pelham	NR	0.0	0.0	0.0	2.4	0.0	0.0	2.4
75	2013 Mainline Track Repl: 7th Avenue	NR	0.0	0.0	0.0	3.2	0.0	0.0	3.2
76	2013 Mainline Track Repl: White Plains Road	NR	0.0	0.0	0.0	7.3	0.0	0.0	7.3
78	2013 Mainline Track Repl: S/O 190th St 8AV	NR	0.0	0.0	0.0	6.6	0.0	0.0	6.6
79	2013 Mainline Track Repl: 8th Avenue	NR	0.0	0.0	0.0	11.8	0.0	0.0	11.8
80	2013 Mainline Track Repl: Flushing Line	NR	0.0	0.0	0.0	17.3	0.0	0.0	17.3
81	2013 Mainline Track Repl: Greenpoint Tube/Xtwn	NR	0.0	0.0	0.0	2.9	0.0	0.0	2.9
83	2014 Mainline Track Repl: 4th Avenue	NR	0.0	0.0	0.0	0.0	6.8	0.0	6.8
84	2014 Mainline Track Repl: 8th Avenue	NR	0.0	0.0	0.0	0.0	13.6	0.0	13.6
85	2014 Mainline Track Repl: Concourse	NR	0.0	0.0	0.0	0.0	2.7	0.0	2.7
86	2014 Mainline Track Repl: QBL	NR	0.0	0.0	0.0	22.7	0.0	0.0	22.7
87	2014 Mainline Track Repl: WPR	NR	0.0	0.0	0.0	0.0	23.0	0.0	23.0
88	2014 Mainline Track Repl: E Parkway	NR	0.0	0.0	0.0	0.0	4.8	0.0	4.8
89	2014 Mainline Track Repl: Jerome Ave	NR	0.0	0.0	0.0	10.9	0.0	0.0	10.9
90	2014 Mainline Track Repl: Lex Ave/42 St Shuttle	NR	0.0	0.0	0.0	17.2	0.0	0.0	17.2
91	2014 Mainline Track Repl: Pelham	NR	0.0	0.0	0.0	22.8	0.0	0.0	22.8
92	2014 Mainline Track Repl: 7th Avenue	NR	0.0	0.0	0.0	6.1	0.0	0.0	6.1
93	2014 Mainline Track Repl: Brighton	NR	0.0	0.0	0.0	24.8	0.0	0.0	24.8
94	2014 Mainline Track Repl: Flushing	NR	0.0	0.0	0.0	5.5	0.1	0.0	5.6
<b>Element Total 02</b>			<b>\$237.6</b>	<b>\$255.5</b>	<b>\$266.1</b>	<b>\$403.4</b>	<b>\$87.5</b>	<b>\$2.7</b>	<b>\$1,252.7</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>03 SWITCH REPLACEMENT</b>								
01 2010 Mainline Switch Replacement	NR	51.8	0.0	0.0	0.0	0.0	0.0	51.8
02 2011 Mainline Switch Replacement	NR	7.7	27.5	0.6	0.0	0.0	0.0	35.8
03 2012 Mainline Switch Replacement: Design/Support	NR	0.0	1.4	5.5	0.0	0.0	0.0	6.9
04 2013 Mainline Switch Replacement: Design/Support	NR	0.0	0.0	0.7	3.8	0.0	0.0	4.5
05 2014 Mainline Switch Replacement: Design/Support	NR	0.0	0.0	0.0	3.2	1.0	0.0	4.2
06 2015 Mainline Switch Replacement DES	NR	0.0	0.0	0.0	0.0	1.6	0.0	1.6
07 2011 Switch Repl. Jamaica Line	NR	0.0	2.7	0.0	0.0	0.0	0.0	2.7
08 2011 Switch Repl. 238 Street	NR	0.0	8.1	0.0	0.0	0.0	0.0	8.1
09 2012 Switch Repl: West End	NR	0.0	0.0	6.5	0.0	0.0	0.0	6.5
10 2012 Switch Repl: Queens Blvd	NR	0.0	0.0	5.7	0.0	0.0	0.0	5.7
11 2012 Switch Repl: Broadway / 7 Ave	NR	0.0	0.0	4.9	0.0	0.0	0.0	4.9
12 2012 Switch Repl: Eastern Parkway	NR	0.0	0.0	3.6	0.0	0.0	0.0	3.6
13 2012 Switch Repl: Lexington Ave	NR	0.0	0.0	6.0	0.0	0.0	0.0	6.0
14 2012 Switch Repl: White Plains Road	NR	0.0	0.0	10.0	0.0	0.0	0.0	10.0
15 2012 Switch Repl: Utica Ave E PKWY	NR	0.0	0.0	10.1	0.0	0.0	0.0	10.1
16 2012 Switch Repl: N/O New Lots E PKWY	NR	0.0	0.0	6.8	0.0	0.0	0.0	6.8
17 2013 Switch Repl: Queens Blvd IND	NR	0.0	0.0	0.0	13.7	0.0	0.0	13.7
18 2013 Switch Repl: Jamaica	NR	0.0	0.0	0.0	8.7	0.0	0.0	8.7
19 2013 Switch Repl: 8th Avenue	NR	0.0	0.0	0.0	2.9	0.0	0.0	2.9
20 2013 Switch Repl: Brighton	NR	0.0	0.0	0.0	7.5	0.0	0.0	7.5
21 2014 Switch Repl: Eastern Parkway	NR	0.0	0.0	0.0	0.0	10.8	0.0	10.8
22 2014 Switch Repl: White Plains Road	NR	0.0	0.0	0.0	0.0	14.5	0.0	14.5
23 2014 Switch Repl: Queens Blvd	NR	0.0	0.0	0.0	4.7	0.0	0.0	4.7
<b>Element Total 03</b>		<b>\$59.5</b>	<b>\$39.6</b>	<b>\$60.4</b>	<b>\$44.6</b>	<b>\$27.8</b>	<b>\$0.0</b>	<b>\$232.1</b>
<b>Category Total 605</b>		<b>\$297.1</b>	<b>\$295.1</b>	<b>\$326.6</b>	<b>\$448.0</b>	<b>\$115.3</b>	<b>\$2.7</b>	<b>\$1,484.8</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 TUNNEL LIGHTING</b>								
01 Tunnel Lighting:11 St Portal-Queens Plaza Line	SGR	8.2	0.0	0.0	0.0	0.0	0.0	8.2
02 Tunnel Lighting:4 Av-Church Av Culver Line	SGR	27.7	0.1	0.1	0.0	0.0	0.0	28.0
03 Tunnel Lighting:Roosevelt Av-36 St QBL	SGR	1.0	0.0	32.3	16.0	0.0	0.3	49.6
<b>Element Total 02</b>		<b>\$36.9</b>	<b>\$0.1</b>	<b>\$32.4</b>	<b>\$16.0</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>\$85.8</b>
<b>03 VENTILATION FACILITIES</b>								
02 New Vent Plant Study:S.of G.Central LEX	SGR	0.0	0.0	0.0	2.5	0.8	0.0	3.4
03 New Vent Plant: Mulry Square 8th Avenue Line	SGR	0.0	0.0	53.4	0.5	0.3	1.7	55.9
04 New Vent Plant: 46 St Queens Boulevard Line	SGR	0.0	0.0	1.4	75.1	1.8	2.0	80.3
05 Replace Ventilation Controls at 22 Locations	SGR	0.0	0.0	0.7	0.6	14.4	0.5	16.2
07 Replace Supervisory Vent Controls - Var Loc 15-19	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$55.6</b>	<b>\$78.7</b>	<b>\$17.3</b>	<b>\$4.2</b>	<b>\$155.8</b>
<b>04 PUMPING FACILITIES</b>								
01 Deep Wells Rehabilitation-Nostrand Av Line	SGR	0.0	0.0	0.0	0.0	0.0	0.4	0.4
02 Deep Wells Rehabilitation - Crosstown Line	SGR	9.1	0.0	0.0	0.0	0.0	0.0	9.2
03 Pumps at 4 Locations Pelham. Jerome	SGR	0.0	0.0	1.5	1.5	15.5	0.1	18.6
04 Pumps at 2 Locations - Manhattan Midtown	SGR	0.0	0.0	0.0	0.0	2.5	7.9	10.4
05 Pumproom Rehabilitation at 2 Locs - Steinway Tube	SGR	0.0	0.0	0.0	0.0	2.5	0.0	2.6
<b>Element Total 04</b>		<b>\$9.1</b>	<b>\$0.0</b>	<b>\$1.5</b>	<b>\$1.5</b>	<b>\$20.6</b>	<b>\$8.4</b>	<b>\$41.1</b>
<b>Category Total 606</b>		<b>\$46.0</b>	<b>\$0.1</b>	<b>\$89.5</b>	<b>\$96.2</b>	<b>\$37.8</b>	<b>\$12.9</b>	<b>\$282.7</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>03 LINE STRUCTURE REHABILITATION</b>								
01 Structural Rehab / Flood Wall: 148 St Yard	NR	0.0	18.8	0.2	0.1	0.0	0.0	19.1
02 Rehab Emergency Exits at 125 Locations	NR	11.0	0.1	18.3	0.2	0.0	0.0	29.6
03 Culver Viaduct Rehabilitation Ph 3: Underside	SGR	0.0	41.9	0.3	0.1	0.1	0.0	42.5
04 Viaduct Rep: Far Rockaway/Rockaway Park Line	NR	35.7	0.6	0.0	0.1	0.0	0.0	36.4
05 Struct.Repair: Cypress Hills-130 St Jamaica Line	NR	19.7	0.4	0.0	0.0	0.0	0.0	20.1
06 Demolish Abandoned Structures	SGR	0.0	0.0	4.3	1.5	0.3	8.9	15.1
07 Overcoat Steel Bridges-Rockaway Line	SGR	2.9	0.0	0.0	0.0	0.0	0.0	2.9
08 Overcoat 15 Bridges-Brighton Line	SGR	4.4	0.0	0.0	0.0	0.0	0.0	4.5
09 Overcoat Portal-E180 St-White Plain Road Line	SGR	0.0	0.0	0.0	26.4	0.0	30.2	56.6
12 Sea Beach Line Retaining Wall Rehabilitation	NR	0.0	0.0	0.0	0.0	24.6	19.3	44.0
13 Structure Repairs-Dyre Avenue Line	SGR	0.0	0.7	0.4	0.0	9.5	0.0	10.7
14 Overcoat Broadway Jct Cypress Hills-Jamaica Ln	SGR	0.0	0.0	15.6	0.1	0.0	0.0	15.8
15 Overcoat Dyckman St - 215 St Broadway-7th Av Line	SGR	0.0	0.5	0.0	10.9	0.0	0.0	11.4
16 Structural Repairs: 39 St - 60 St 4AV Ph1	SGR	0.0	0.0	0.0	0.7	0.0	30.4	31.2
17 Overcoat: Church Av Portal-W 8 - Culver Line DES	SGR	0.0	0.0	0.8	0.0	0.0	0.0	0.8
18 Overcoat: Cypress Hills-130 St on Jamaica Line	SGR	15.8	0.0	0.1	0.0	0.0	0.0	15.9
19 Overcoat:Broadway Jct-New Lots Av Canarsie Ln	SGR	0.0	0.0	1.0	0.1	25.3	2.7	29.1
21 Steinway Tube Rehabilitation	SGR	0.0	4.6	5.5	0.0	0.5	0.2	10.9
22 122 St & 135 St Portal Repair BW7	SGR	0.0	0.9	0.0	20.4	0.0	0.3	21.6
23 Roof Replacement Delancey St NAS DES	SGR	0.0	0.0	0.3	0.0	0.0	0.0	0.3
24 Column Repair 9th Av Station WST	SGR	0.0	0.0	4.8	0.0	20.8	1.9	27.5
25 Roof Rplc Delancey: Norfolk-Suffolk NAS SBMP	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
26 Roof Rplc Delancey: Essex-Norfolk NAS SBMP	SGR	0.0	0.0	0.0	1.1	0.0	0.0	1.1
29 Collapsed Vent Chamber: South.Blvd & 147 St PEL	SGR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
32 Overcoat: Dyre Ave Station DYR	SGR	0.0	0.0	0.0	0.0	0.0	3.2	3.2
34 17 Bridges & Flyover at E 180 St / DYR-DES	SGR	0.0	0.0	0.0	0.0	0.0	0.1	0.1
36 Struct Rehab: Viaduct and Deck MYT - DES	NR	0.0	0.0	0.0	0.0	0.0	2.0	2.0
37 Line Structure Overcoat: Bdwy end of line MYR DES	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
39 Line Structure Repair Uptown Manht BW7 & 8AV DES	SGR	0.0	0.0	0.0	0.0	0.0	0.7	0.7
40 Replace Bridge over Atlantic RR MYT DES	NR	0.0	0.0	0.0	0.0	0.0	0.5	0.5
<b>Element Total 03</b>		<b>\$89.4</b>	<b>\$68.6</b>	<b>\$51.8</b>	<b>\$62.6</b>	<b>\$82.2</b>	<b>\$100.8</b>	<b>\$455.5</b>
<b>Category Total 607</b>		<b>\$89.4</b>	<b>\$68.6</b>	<b>\$51.8</b>	<b>\$62.6</b>	<b>\$82.2</b>	<b>\$100.8</b>	<b>\$455.5</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>03 SIGNAL MODERNIZATION</b>								
01 Signal Control Line Modifications Phase 4	NR	0.0	23.2	0.3	0.1	0.2	0.0	23.7
03 Interlocking Church Av Rehab/Replace.- Culver Line	SGR	180.6	0.5	0.1	0.5	0.1	1.5	183.2
04 Solid State Signal Equipment 13 Locations	NR	0.0	5.7	0.2	7.1	0.0	0.1	13.1
05 CBTC Flushing R142 Conversions	SGR	0.0	224.8	0.0	0.0	0.0	0.0	224.8
06 CBTC Flushing Support/Removals	SGR	120.7	13.1	0.9	46.3	0.4	26.9	208.3
07 Station Time Signal Enhancmts-Lexington Ln Phase 2	SI	0.1	25.7	0.6	0.0	0.2	0.0	26.6
08 Stop Cable Replacement	SGR	0.0	2.2	0.1	0.0	0.0	0.0	2.3
10 QBL Interlockings: 71st and Union	SGR	0.0	0.0	286.3	2.0	0.2	17.1	305.6
11 CBTC Signals Test Track- Culver Line Phase 2	SI	0.0	76.8	5.3	0.2	1.7	0.4	84.4
12 Signal Control Line Modifications Phase 5	NR	0.0	0.0	0.0	8.5	0.0	0.5	9.0
13 Signal Modernization 2 Interlockings-Dyre Ave Line	SGR	0.0	3.6	4.6	218.4	4.7	5.8	237.1
14 Interlocking Modern Roosevelt Av-Queens Blvd Ln	SGR	0.0	0.0	0.0	97.4	0.6	0.5	98.4
15 Interlocking Modernization: 34 St - 6th Av Line	SGR	3.8	0.1	4.0	0.3	148.6	19.4	176.2
16 Interlocking Modernization:W. 4 St - 6th Ave Line	SGR	3.4	0.0	0.1	4.8	174.7	13.8	196.8
18 Signal Key-By Circuit Modification Phase 3	NR	0.0	0.0	0.0	0.0	12.2	0.0	12.2
19 CBTC Queens Blvd Ln West Ph 1	SGR	0.0	0.0	0.0	1.9	0.6	115.4	117.9
22 Steinway Tube Duct Rehab & Negative Cable	SGR	0.0	3.6	50.0	0.0	0.1	0.0	53.9
24 CBTC Supplier Interoperability	SI	0.0	0.0	0.0	0.9	0.2	3.8	4.9
25 New Display Boards at Rail Control Center	NR	0.0	0.0	0.0	0.0	4.3	0.5	4.8
26 New Servers at Rail Control Center	NR	0.0	0.0	0.0	3.4	1.5	0.3	5.2
27 4 Interlockings - 6th Ave Line DES	SGR	0.0	0.0	0.0	0.0	2.6	0.2	2.8
28 Kings HWY Interlocking CUL	SGR	0.0	0.0	0.0	0.0	0.0	0.2	0.2
29 AC to DC Fulton Pilot - 24 Locs	SGR	0.0	0.0	0.0	0.0	5.2	0.0	5.2
<b>Element Total 03</b>		<b>\$308.7</b>	<b>\$379.2</b>	<b>\$352.3</b>	<b>\$391.7</b>	<b>\$358.0</b>	<b>\$206.5</b>	<b>\$1,996.5</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>06 COMMUNICATIONS SYSTEMS</b>								
01 Fiber Optic Cable Replacement Phase 1	SGR	0.0	0.0	0.0	0.0	0.0	12.0	12.0
02 Application Cutover to SONET Phase 1	NR	0.0	0.0	0.0	0.0	0.0	13.0	13.0
03 Police Radio Time Domain Interference/Enhancement	SGR	0.0	0.0	0.0	2.0	0.0	3.2	5.2
04 Public Address/Customer Info Screen at 45 Stations	SGR	2.5	0.1	61.5	0.0	0.3	0.4	64.8
05 Communication Room Upgrade/Expansion Phase 1	SI	0.0	0.0	0.0	1.0	0.1	16.5	17.6
06 Portable Radio Unit Replacement	NR	6.3	0.4	0.0	0.0	0.0	0.0	6.7
07 Copper Cable Upgrade/Replacement Phase 2	SGR	0.0	0.0	10.0	0.0	0.0	0.0	10.0
08 VHF Radio System Upgrade/Replacement	SGR	0.0	0.0	184.8	1.4	0.3	0.6	187.2
09 Communication Room HVAC Upgrade Phase 2	SGR	0.0	0.0	0.8	0.0	0.0	0.0	0.8
10 PBX Upgrade: Phase 1	NR	0.0	0.0	0.0	1.8	0.0	1.6	3.4
13 Antenna Cable Upgrade/Replacement Phase 1	SGR	0.0	0.0	0.0	0.0	0.0	1.5	1.5
15 Copper Cable Upgrade/Replacement Phase 3	SGR	0.0	0.0	0.0	0.0	13.6	0.0	13.6
17 Integrated Service Info & Mgmt - "B" Div	SGR	0.0	3.5	1.1	4.4	0.4	0.1	9.5
18 Copper Cable Replacement	SGR	2.4	0.1	0.0	0.0	0.0	0.8	3.3
19 Communications Rms Waterproofing	SGR	0.0	1.1	0.0	5.7	0.0	0.0	6.9
20 Hydrogen Gas Ventilation at 19 Comm Rooms	SGR	0.0	0.0	1.8	0.0	0.0	7.5	9.3
21 Passenger Station LAN: 30 Stations (3rd party)	SI	0.0	0.0	0.0	0.0	27.2	0.4	27.5
22 Help Point: 93 Stations	SI	0.0	0.0	0.0	30.4	18.5	17.9	66.9
23 Passenger Station LAN: 68 Stn DES & Solarwind	SI	0.0	0.0	0.0	1.5	0.0	5.0	6.5
24 Comm Room Waterproofing 5 Locations SBMP	SGR	0.0	0.0	0.0	0.7	0.0	0.0	0.7
25 Comm Room Waterproofing 2 Locations	SGR	0.0	0.0	0.0	0.0	0.0	0.2	0.2
26 ISIM - B Module 1	SGR	0.0	0.0	0.0	2.8	0.8	55.2	58.9
27 Track Intrusion Detection System Pilot	SI	0.0	0.0	0.0	2.0	1.3	0.2	3.4
31 ISIM - B Module 2	SGR	0.0	0.0	0.0	0.0	4.2	63.5	67.7
32 Help Point 61 Stations	SI	0.0	0.0	0.0	0.0	7.1	16.3	23.4
33 Help Point: 2 Stations Jamaica SBMP	SI	0.0	0.0	0.0	0.0	1.2	0.0	1.2
34 Help Point: 2 Stations Myrtle & Canarsie SBMP	SI	0.0	0.0	0.0	0.0	1.3	0.0	1.3
39 Copper Cable Replacement Phase 4 DES	SI	0.0	0.0	0.0	0.0	0.1	0.0	0.1
40 Passenger Station LAN: 3 Stations Crosstown	SI	0.0	0.0	0.0	0.0	0.3	0.0	0.3
41 ISIM - B Module 3	SGR	0.0	0.0	0.0	0.0	3.6	8.0	11.6
43 Platform Screen Doors Pilot DES	SI	0.0	0.0	0.0	0.0	1.2	0.0	1.2
44 Help Point: Junius St & Kingsbridge Rd SBMP	SI	0.0	0.0	0.0	0.0	0.0	1.2	1.2
45 Help Point: Livonia Ave & New Lots Ave SBMP	SI	0.0	0.0	0.0	0.0	0.0	1.3	1.3
49 Help Point at 64 Stations (TW)	SI	0.0	0.0	0.0	0.0	0.0	0.1	0.1
51 Help Point 3 Locs: 111 103 & 90 Sts. FLS SBMP	SI	0.0	0.0	0.0	0.0	0.0	1.3	1.3
52 Asyn Fiber Optic Network to Sonet Phase 1 DES	NR	0.0	0.0	0.0	0.0	0.0	2.2	2.2
55 Help Point 13 Stations (I-H) (15-19)	SI	0.0	0.0	0.0	0.0	0.0	0.2	0.2
56 Comm Upgrade: Agency - Wide SAN	SI	0.0	0.0	0.0	0.0	0.0	2.1	2.1
58 Police Radio Remedial Repair of UHF Radio System	SGR	0.0	0.0	0.0	0.0	0.0	1.7	1.7
59 B-Division Beacon Train Arrival System	SI	0.0	0.0	0.0	0.0	0.0	20.0	20.0
60 ISIM B: Module 5A Station Network Infrastructure	SGR	0.0	0.0	0.0	0.0	0.0	2.4	2.4
61 ISIM-B Module 3A RCC Build Out	NR	0.0	0.0	0.0	0.0	0.0	25.4	25.4
62 Upgrade Access Nodes - 60 Stations	NR	0.0	0.0	0.0	0.0	0.0	2.9	2.9
<b>Element Total 06</b>		<b>\$11.3</b>	<b>\$5.2</b>	<b>\$259.9</b>	<b>\$53.8</b>	<b>\$81.6</b>	<b>\$284.7</b>	<b>\$696.5</b>
<b>Category Total 608</b>		<b>\$320.0</b>	<b>\$384.4</b>	<b>\$612.3</b>	<b>\$445.5</b>	<b>\$439.7</b>	<b>\$491.1</b>	<b>\$2,693.0</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 SUBSTATIONS</b>								
01 Rehabilitate 5 Substation Enclosures	SGR	15.1	0.6	0.1	0.0	0.0	0.0	15.8
02 Modernize 10 St Substation - Culver Line	SGR	16.3	0.1	0.1	0.0	0.0	0.0	16.5
03 Underground Substation Hatchways Ph 2	SGR	0.0	2.9	4.7	2.7	0.0	0.0	10.3
04 Cabling Central Substation - 6th Avenue Line	SGR	0.0	0.0	1.1	10.2	0.0	0.0	11.3
05 Rehabilitate IRT Substation Roofs/Enclosures DES	SGR	0.0	0.9	1.9	0.0	0.0	0.0	2.9
06 Underground Substation Hatchways Ph 3	SGR	0.0	0.0	0.0	1.1	0.0	8.1	9.2
07 Roof & Encl: Concourse/144 St: JER SMBP	SGR	0.0	0.0	1.2	0.1	0.0	0.2	1.6
08 Roof & Encl: Jerome/Kingsbridge: JER SBFP	SGR	0.0	0.0	0.0	0.0	4.1	0.3	4.4
09 Roof & Encl: 180 St Morris Park: WPR - SBMP	SGR	0.0	0.0	0.0	1.9	0.0	0.0	1.9
10 Underground Substation Hatchways 5 Locs - SBFP	SGR	0.0	0.0	0.0	2.3	0.0	0.0	2.3
11 Rehab IRT Substation Roofs/Enclosures - 2 Locs	SGR	0.0	0.0	0.0	5.1	0.2	0.0	5.4
12 Three New Substations CNR - DES - 15-19	SI	0.0	0.0	0.0	0.0	0.0	1.5	1.5
17 Reconstruct 6 Negative Manholes- Ctrl Subs/ 6 Ave.	SGR	0.0	0.0	0.0	0.0	0.0	2.1	2.1
18 Montague-Furman Sub: Low Tension Switchgear	SGR	0.0	0.0	0.0	0.0	0.0	0.7	0.7
<b>Element Total 02</b>		<b>\$31.4</b>	<b>\$4.5</b>	<b>\$9.1</b>	<b>\$23.6</b>	<b>\$4.4</b>	<b>\$13.0</b>	<b>\$85.9</b>
<b>04 POWER DISTRIBUTION</b>								
01 Duct Bank 141 St-148 St - Lenox Avenue Line	NR	12.4	0.0	0.2	0.1	0.0	0.0	12.7
02 Rehab Circuit Breaker House 292/293 Nostrand Ln	SGR	0.0	5.9	0.0	0.0	0.0	0.0	5.9
04 Rehab Circuit Breaker House #74/74A Jamaica Line	SGR	1.0	0.0	1.3	14.4	0.1	0.0	16.9
05 Rehab Circuit Breaker House #403 Flushing Line	SGR	0.0	0.0	0.9	10.0	0.2	0.0	11.0
06 Rehab Circuit Breaker House #146 Brighton Line	NR	0.5	0.0	0.6	5.1	0.0	0.0	6.2
08 Replace Negative Cables 59 St-36 St - 4th Av Line	NR	0.0	0.0	0.0	1.8	0.1	3.4	5.2
09 Rehab Circuit Breaker House #275 Clark St.Line	SGR	0.0	0.0	0.0	0.6	0.0	7.2	7.8
10 Power Cable Ducts (Joralemon and Central Subst)	SGR	3.8	7.6	1.4	0.0	0.0	0.0	12.8
12 Cables 141 St-148 St - Lenox Avenue Line	SGR	0.0	0.0	0.0	0.0	1.2	0.0	1.2
13 Rehab Ducts: Stanton St Substation (P.E.)	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
14 Rehab CBH #85 DES - CNR -Temporary 15-19	SGR	0.0	0.0	0.0	0.0	0.0	0.1	0.1
16 Rehab CBH #210 DES - 239th St Yd -Temporary 15-19	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
<b>Element Total 04</b>		<b>\$17.8</b>	<b>\$13.6</b>	<b>\$4.4</b>	<b>\$31.9</b>	<b>\$1.5</b>	<b>\$10.7</b>	<b>\$79.8</b>
<b>Category Total 609</b>		<b>\$49.2</b>	<b>\$18.1</b>	<b>\$13.4</b>	<b>\$55.5</b>	<b>\$5.9</b>	<b>\$23.7</b>	<b>\$165.7</b>

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Commitments  
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ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>04 SHOPS AND YARDS</b>								
02 207 St Overhaul Shop Electrical System	SGR	19.9	0.2	0.1	0.0	0.0	0.0	20.2
03 207 St Overhaul Shop Heating Plant	SGR	12.7	0.1	0.0	0.0	0.0	0.5	13.3
04 207 St Maintenance Shop DC Power Upgrade	SGR	0.0	0.5	1.3	14.6	0.1	0.0	16.5
05 East New York Maintenance Shop Ventilation	SGR	0.0	3.9	0.0	0.0	0.0	0.0	3.9
06 Rehabilitate Coney Island Power Centers #2 #3	NR	0.9	6.5	0.4	0.0	0.0	0.0	7.7
07 Car Equipment Shops - Priority Repairs	SGR	0.0	0.0	0.0	1.9	20.9	1.2	24.0
08 Replace Heavy Shop Equipment	NR	0.0	0.0	1.7	0.0	0.0	6.5	8.2
09 Yard Lighting Jerome Pelham	SGR	0.6	0.0	1.3	15.3	0.1	0.3	17.5
10 Yard Closed-Circuit Television Phase 2	SI	0.0	0.0	0.0	1.4	0.0	13.3	14.7
11 2010 Yard Track Replacement	SGR	2.1	0.0	0.0	0.0	0.0	0.0	2.1
12 2011 Yard Track Replacement	SGR	0.1	1.2	0.0	0.0	0.0	0.0	1.2
13 2012 Yard Track Replacement	SGR	0.0	0.1	1.0	0.0	0.0	0.0	1.1
14 2013 Yard Track Replacement	SGR	0.0	0.0	0.1	4.9	0.0	0.0	5.0
15 2014 Yard Track Replacement	SGR	0.0	0.0	0.0	0.1	1.8	0.0	1.8
16 2015 Yard Track Replacement Design only	SGR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
17 2010 Yard Switch Replacement	SGR	4.8	0.0	0.0	0.0	0.0	0.0	4.8
18 2011 Yard Switch Replacement	SGR	0.1	1.7	0.0	0.0	0.0	0.0	1.8
19 2012 Yard Switch Replacement	SGR	0.0	0.3	4.5	0.0	0.0	0.0	4.7
20 2013 Yard Switch Replacement	SGR	0.0	0.0	0.3	5.7	0.0	0.0	6.0
21 2014 Yard Switch Replacement	SGR	0.0	0.0	0.0	0.3	2.1	0.0	2.4
22 2015 Yard Switch Replacement DES	NR	0.0	0.0	0.0	0.0	0.3	0.0	0.3
23 2011 Yard Switch Replacement 38St:WST & Pitkin:8AV	NR	0.0	3.8	0.0	0.0	0.0	0.0	3.8
24 2011 Yard Track Replacement Concourse & 207 St	NR	0.0	3.9	0.0	0.0	0.0	0.0	3.9
25 207th St. OH-Equipment for Car HVAC Repair/Maint	NR	0.0	0.0	0.0	2.2	0.0	0.0	2.2
26 180th Street Maint. Shop-Facility Waterproofing	SGR	0.0	0.0	0.3	0.8	4.5	0.0	5.6
27 Car Equipment Shops-Car Washers 3 Yards	SGR	0.0	0.0	0.0	1.9	0.0	14.1	16.0
28 Car Equipment Shops- Car Washer Repairs CI Yard	SGR	0.0	0.0	0.0	1.3	0.0	8.2	9.5
38 Upgrade Central Elect. Shop- Woodside Fac-DES	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
39 Purchase One 2-Ton Crane: Concourse Maint Fac	NR	0.0	0.0	0.0	0.0	0.0	0.9	0.9
52 Integrated Wheel/Rail Monitoring and Analytics	SI	0.0	0.0	0.0	0.0	0.0	4.6	4.6
53 Purchase One 2-Ton Crane: 207th St. Maint Fac	SI	0.0	0.0	0.0	0.0	0.0	0.9	0.9
54 207th St. OH Shop: Boiler Upgrades & Site Remed	SGR	0.0	0.0	0.0	0.0	0.0	10.8	10.8
<b>Element Total 04</b>		<b>\$41.2</b>	<b>\$22.0</b>	<b>\$10.9</b>	<b>\$50.5</b>	<b>\$29.7</b>	<b>\$61.4</b>	<b>\$215.7</b>
<b>Category Total 610</b>		<b>\$41.2</b>	<b>\$22.0</b>	<b>\$10.9</b>	<b>\$50.5</b>	<b>\$29.7</b>	<b>\$61.4</b>	<b>\$215.7</b>

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Commitments  
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ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>03 DEPOT REHAB AND RECONSTRUCTION</b>								
02 In-house Mini-Rehabilitation at Various Depots	NR	0.0	0.0	0.0	0.0	0.0	8.0	8.0
03 Jamaica: New Depot Phase 1	SGR	0.0	0.0	0.0	7.9	0.0	17.1	25.0
06 Pavement Repairs at Jackie Gleason- SBMP	SGR	0.0	0.0	0.0	1.2	0.0	0.0	1.2
07 New Elevator at Medical Asstmt. Center- QV - SBMP	SGR	0.0	0.0	0.0	0.7	0.0	0.0	0.7
08 Jackie Gleason: Sliding Gate Replacement-SBMP	NR	0.0	0.0	0.0	0.0	1.3	0.0	1.3
09 Chassis Wash Repl. at MJ Quill Depot- SBMP	NR	0.0	0.0	0.0	0.0	0.3	1.2	1.5
10 Fireproofing 1st Fl. & Mezz (100th St)Depot - SBMP	NR	0.0	0.0	0.0	0.0	0.1	0.5	0.7
11 ENY HVAC and Office outfitting	NR	0.0	0.0	0.0	0.0	0.0	4.8	4.8
13 Gun Hill Bus Depot Component Rehab- DES	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
17 Kingsbridge Depot Annex Roof - SBMP	NR	0.0	0.0	0.0	0.0	0.0	3.3	3.3
18 Jackie Gleason Depot CNG Compressor	NR	0.0	0.0	0.0	0.0	0.0	1.7	1.7
19 ENY Locker Room Renovation	SGR	0.0	0.0	0.0	0.0	0.0	2.8	2.8
20 Fireproofing 2nd & 3rd Fl (100th St)Depot - SBMP	NR	0.0	0.0	0.0	0.0	0.0	0.6	0.6
21 ENY Windows Replacement & Facade Repairs	NR	0.0	0.0	0.0	0.0	0.0	1.1	1.1
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$9.8</b>	<b>\$1.8</b>	<b>\$41.3</b>	<b>\$52.9</b>
<b>04 DEPOT IMPROVEMENTS</b>								
02 Bus Rapid Transit - 3 Routes	SI	0.2	4.6	6.9	4.0	5.8	8.9	30.4
03 Replace Bus Radio System	NR	0.0	0.2	7.6	5.5	0.0	187.4	200.7
05 Intelligent Vehicle Network: 5 Depots	SI	0.0	0.0	2.1	0.0	0.5	0.0	2.7
06 Bus Washers Kingsbrg MTV Gun Hill Stengel	NR	0.0	1.0	3.6	0.0	0.0	0.0	4.6
09 Tank Upgrades: Fresh Pond SBMP	NR	0.0	0.9	0.3	1.6	0.0	0.0	2.7
10 Upgrade HVAC Yukon Depot	NR	0.0	0.0	1.9	16.1	0.0	0.0	18.0
16 Bus Washers: 4 Depots DES & Queens Village SBFP	NR	0.0	0.0	0.8	0.1	0.0	3.3	4.2
19 Miscellaneous Property Acquisition	NR	0.0	0.2	0.0	0.0	0.0	0.0	0.2
21 Dept of Buses Facility at St George Terminal	SI	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
22 Manhattanville Comprehensive Facade Repairs	NR	0.0	0.0	0.2	0.8	0.6	21.2	22.8
23 Tank Upgrade at Jamaica SBMP	NR	0.0	0.0	0.5	0.0	0.0	0.0	0.5
24 2 Bus Washers- Gun Hill SBMP	NR	0.0	0.0	1.2	0.0	0.0	0.0	1.2
25 3 Bus Washers- Kingsbridge SBMP	NR	0.0	0.0	1.7	0.0	0.0	0.0	1.7
26 2 Bus Washers- Casey Stengel SBMP	NR	0.0	0.0	1.1	0.0	0.0	0.0	1.1
27 4 Bus Washers-Flatbush and Ulmer Park SBFP	NR	0.0	0.0	0.0	3.9	0.1	0.0	4.0
28 4 Bus Washers-East NY and Yukon- SBFP	NR	0.0	0.0	0.0	4.1	0.2	0.0	4.3
29 Bus Command Center Building	SI	0.0	0.0	0.0	0.7	0.0	57.4	58.1
30 3 Bus Washers- Michael J. Quill	NR	0.0	0.0	0.0	0.1	4.6	0.0	4.8
32 Paint Booth Repl Queens Village Depot SBMP	NR	0.0	0.0	0.0	0.0	0.2	2.0	2.2
33 Removal of In-ground lifts- 5 Depots	NR	0.0	0.0	0.0	0.0	2.3	0.0	2.3
34 Chassis Wash at Queens Village- SBMP	NR	0.0	0.0	0.0	0.0	0.3	1.1	1.4
36 Replacement of Oil/Water Separators at 4 Locs	NR	0.0	0.0	0.0	0.0	1.3	17.7	19.0
37 Storage Tank Component Upgrade- 4 Locs. DES	NR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
38 Kingsbridge Shoreline Upgrade- DES	NR	0.0	0.0	0.0	0.0	0.0	0.3	0.3
40 Platform Lift replacement at ENY- SBMP	NR	0.0	0.0	0.0	0.0	0.0	0.9	0.9
42 Upgrade/Install New Paint Booth Zerega SBMP DES	NR	0.0	0.0	0.0	0.0	0.0	0.3	0.3
44 Repair of East New York Tower	NR	0.0	0.0	0.0	0.0	0.0	2.5	2.5
45 CAD/AVL & Secure Bus Access (SBA)	SI	0.0	0.0	0.0	0.0	0.0	21.3	21.3
<b>Element Total 04</b>		<b>\$0.2</b>	<b>\$6.7</b>	<b>\$27.8</b>	<b>\$37.0</b>	<b>\$16.0</b>	<b>\$324.5</b>	<b>\$412.2</b>
<b>Category Total 612</b>		<b>\$0.2</b>	<b>\$6.7</b>	<b>\$27.8</b>	<b>\$46.8</b>	<b>\$17.8</b>	<b>\$365.8</b>	<b>\$465.2</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 SERVICE VEHICLES</b>								
01 Purchase 84 Non Revenue Vehicles	NR	0.0	10.6	1.5	1.2	0.0	0.0	13.3
02 Purchase 65 Flatcars	NR	0.0	0.0	0.0	0.0	1.5	43.9	45.4
03 Purchase 8 Auger Snow-throwers	NR	0.2	8.6	0.0	0.0	0.0	0.0	8.8
05 Purchase 90 Non Revenue Vehicles	NR	0.0	0.0	0.0	11.5	3.9	0.0	15.4
06 Purchase 65 Non Revenue Vehicles	NR	0.0	0.0	0.0	0.8	10.5	0.0	11.2
07 Purchase 3 Vacuum Trains	NR	0.0	0.0	0.0	0.1	0.1	34.6	34.7
<b>Element Total 02</b>		<b>\$0.2</b>	<b>\$19.2</b>	<b>\$1.5</b>	<b>\$13.6</b>	<b>\$16.0</b>	<b>\$78.4</b>	<b>\$129.0</b>
<b>Category Total 613</b>		<b>\$0.2</b>	<b>\$19.2</b>	<b>\$1.5</b>	<b>\$13.6</b>	<b>\$16.0</b>	<b>\$78.4</b>	<b>\$129.0</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 MISCELLANEOUS</b>								
01 Capital Revolving Fund - 2010		5.0	0.0	0.0	0.0	0.0	0.0	5.0
02 Capital Revolving Fund - 2011		0.0	5.0	0.0	0.0	0.0	0.0	5.0
03 Capital Revolving Fund - 2012		0.0	0.0	5.0	0.0	0.0	0.0	5.0
04 Capital Revolving Fund - 2013		0.0	0.0	0.0	5.0	0.0	0.0	5.0
05 Capital Revolving Fund - 2014		0.0	0.0	0.0	0.0	5.0	0.0	5.0
06 Insurance Deductible		0.0	1.5	0.0	0.0	0.0	3.5	5.0
07 All Agency Protective Liability Insurance Premiums		0.6	1.3	1.6	0.9	1.9	1.3	7.7
08 2010-2014 Emerging Needs		0.0	0.0	0.0	0.0	0.0	71.3	71.3
09 Owner Controlled Insurance Program		0.0	0.0	100.3	0.0	0.0	0.4	100.6
10 Hurricane Sandy Recovery Work		0.0	0.0	0.0	0.0	0.1	1.1	1.2
12 Storm Mitigation Studies		0.0	0.0	0.0	1.3	0.1	1.0	2.4
13 Help Point: 233 St & 238 St WPR SBMP	SI	0.0	0.0	0.0	1.3	0.0	0.0	1.3
14 Help Point: 219 St & 225 St WPR SBMP	SI	0.0	0.0	0.0	1.2	0.0	0.0	1.2
19 Help Point: Allerton Ave & Burke Ave WPR SBMP	SI	0.0	0.0	0.0	1.2	0.1	0.0	1.3
20 Help Point: Ave N & Ave X CUL SBMP	SI	0.0	0.0	0.0	1.3	0.1	0.0	1.4
21 Help Point: Ave I & Bay Parkway CUL SBMP	SI	0.0	0.0	0.0	1.3	0.0	0.0	1.3
22 Help Point: Bronx Pk East WPR & 82nd St FLS SBMP	SI	0.0	0.0	0.0	0.0	1.4	0.0	1.4
23 Help Point: Fisk Ave & Lincoln Ave FLS SBMP	SI	0.0	0.0	0.0	0.0	1.2	0.1	1.3
24 Help Point: Mosholu Pkwy & Bedford Pk JER SBMP	SI	0.0	0.0	0.0	0.0	1.1	0.0	1.1
<b>Element Total 02</b>		<b>\$5.6</b>	<b>\$7.8</b>	<b>\$106.9</b>	<b>\$13.6</b>	<b>\$10.9</b>	<b>\$78.9</b>	<b>\$223.6</b>
<b>04 MANAGEMENT INFORMATION SYSTEMS</b>								
02 NYCT-Wide Storage Area Network/Disaster Recovery	SI	0.0	5.7	0.5	2.8	3.0	10.4	22.4
03 Enterprise Security Network Infrastructure	SI	0.0	7.9	0.0	0.0	0.7	0.0	8.7
04 WAN/LAN Equipment Replacement Phase 1	NR	0.0	0.0	0.0	9.6	0.0	0.0	9.6
05 HVAC Upgrade: 130 Livingston Plz SBMP	SI	0.0	0.0	0.0	0.6	0.0	0.0	0.6
06 Upgrade Penta UVCS Voice Communication System	NR	0.0	0.0	0.0	0.0	0.0	1.4	1.4
<b>Element Total 04</b>		<b>\$0.0</b>	<b>\$13.6</b>	<b>\$0.5</b>	<b>\$13.1</b>	<b>\$3.7</b>	<b>\$11.8</b>	<b>\$42.7</b>

\* Represents values less than \$50,000



Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>05 ENGINEERING SERVICES</b>								
01 Boring Services Bklyn, Qns, SI	NR	0.0	0.5	0.0	0.0	0.0	0.0	0.5
02 Boring Services Manhattan & Bronx	NR	0.0	0.6	0.0	0.0	0.0	0.0	0.6
03 Test Pits Contract	NR	0.0	1.2	0.0	0.0	0.0	0.0	1.2
04 MTA Independent Engineering Consultant	NR	1.2	2.6	2.6	2.7	3.4	6.5	19.0
05 General Order Support Traffic Checkers	NR	9.7	8.8	9.2	13.0	8.2	1.4	50.4
06 Value Engineering Services	NR	2.5	0.0	0.0	0.0	0.0	0.3	2.8
07 Engineering Services	NR	2.3	3.3	3.1	1.1	4.0	4.9	18.6
08 Construction Support Services Reserve		9.8	0.0	0.0	0.0	0.0	0.0	9.8
09 Scope Development		4.7	7.5	6.3	17.8	16.0	13.2	65.5
10 Design Reserve		0.0	0.0	0.0	0.0	0.0	0.8	0.8
11 Concrete Batch Plant	NR	0.0	0.0	0.0	0.0	0.4	0.8	1.3
12 Concrete Cylinder Testing	NR	0.0	0.0	0.0	0.0	0.4	0.4	0.8
13 Boring Services Manhattan & Bronx	NR	0.0	0.0	0.0	0.1	0.8	0.0	0.9
14 Boring Services Bklyn, Qns, SI	NR	0.0	0.0	0.0	0.1	1.8	0.0	1.9
15 Test Pits Contract	NR	0.0	0.0	0.0	0.1	2.7	0.1	2.9
16 Mentoring Program Administration		0.0	0.0	0.0	0.8	0.0	0.8	1.6
<b>Element Total 05</b>		<b>\$30.2</b>	<b>\$24.6</b>	<b>\$21.2</b>	<b>\$35.6</b>	<b>\$37.8</b>	<b>\$29.3</b>	<b>\$178.5</b>
<b>06 ENVIRONMENTAL AND SAFETY</b>								
01 Asbestos Abatement: Priority 7	NR	0.2	3.2	0.0	0.0	0.1	0.0	3.5
02 Asbestos Removal	NR	6.9	0.0	0.0	0.0	0.0	0.0	6.9
03 Asbestos / Lead Air Monitoring	NR	5.7	0.0	0.0	0.0	0.0	0.0	5.7
04 Asbestos Disposal	NR	0.0	0.0	0.0	0.2	0.6	0.2	0.9
05 Sprinkler Alarm Systems 11 Employee Facilities	NR	1.0	2.3	11.9	4.6	6.4	0.0	26.2
06 Fire Alarm 207 St Overhaul Shop	NR	0.0	0.0	0.4	0.1	1.1	9.0	10.6
07 Groundwater, Soil Remediation	NR	0.0	0.0	0.0	4.6	0.0	1.1	5.7
08 Consult Svcs Underground Storage Tank Remediation	NR	0.0	0.0	6.5	0.2	0.1	0.0	6.8
09 Asbestos Removal	NR	0.0	0.0	0.0	0.0	8.2	1.4	9.7
10 Asbestos / Lead Air Monitoring	NR	0.0	0.0	0.0	0.0	8.6	0.6	9.1
11 Replace Fire Alarm Systems at 13 Locations	NR	0.0	0.0	0.0	0.0	0.0	22.4	22.4
14 Fire Alarm System Replacement 3 Locs SBDP	NR	0.0	0.0	0.0	0.0	0.0	4.3	4.3
15 Fire Alarm System Replacement 3 Locs SBDP	NR	0.0	0.0	0.0	0.0	0.0	4.0	4.0
<b>Element Total 06</b>		<b>\$13.8</b>	<b>\$5.4</b>	<b>\$18.8</b>	<b>\$9.8</b>	<b>\$25.1</b>	<b>\$42.9</b>	<b>\$115.8</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>07 EMPLOYEE FACILITIES</b>								
02 Jay Street Systems Relocation	NR	0.0	0.0	10.0	0.0	0.0	0.0	10.0
03 RTO Facilities Hardening Ph 1	NR	0.0	0.9	3.0	0.0	0.0	2.0	5.9
05 Employee Facility Rehab: RTO Chambers St NAS	SGR	0.0	0.0	0.5	0.0	0.0	18.2	18.7
06 Maspeth Warehouse Repairs	NR	0.0	0.8	0.8	8.5	0.0	0.3	10.4
07 Perimeter Hardening Power Contrl Ctr/130 LIV	NR	0.0	0.4	0.3	0.0	5.4	1.9	7.9
08 Livingston Plaza Emergency Generator Upgrade	SGR	0.0	0.0	0.0	0.0	0.0	0.6	0.6
09 Facility Roof Repair/Replacement Ph 3	SGR	0.0	0.0	1.1	10.3	0.4	0.0	11.8
12 Upgrade Power: Rail and Power Control Center DES	NR	0.0	0.0	1.7	0.0	2.8	0.1	4.6
13 In-house:Employee Facility Rehab:207 St- 8th Av Ln	SGR	0.0	0.0	6.7	0.0	0.0	0.0	6.7
16 AFC Office Upgrade 4 Depots DES	SGR	0.0	0.0	0.5	0.5	0.0	0.0	1.0
17 Livingston Plaza Repairs	NR	0.0	0.0	0.7	1.0	21.9	27.9	51.5
19 Facility Roof Repair/Replacement Phase 4	SGR	0.0	0.0	0.0	0.0	1.6	15.4	17.0
20 RTO Facilities Hardening Ph 2	NR	0.0	0.0	0.0	1.5	0.1	10.0	11.6
21 Maspeth Warehs Roof Replc at Office Building	SGR	0.0	0.2	1.7	0.0	0.0	0.0	1.9
22 Maspeth Warehs Roof Structure at Storage Area	SGR	0.0	0.2	0.7	0.0	0.0	0.0	0.9
23 Livingston Plz: Sidewalk Shed SBMP	NR	0.0	0.0	1.1	0.0	0.0	0.0	1.1
25 AFC Upgrades at 2 Depots: FP, QV SBMP	NR	0.0	0.0	0.0	1.5	0.0	0.0	1.6
26 Perimeter Hardening RCC SBFP	NR	0.0	0.0	0.0	0.0	3.6	0.0	3.6
27 RTO Facilities Hardening - South Ferry	NR	0.0	0.0	0.0	0.0	1.2	0.0	1.2
28 Upgrade HVAC Livingston Data Ctr SBMP	NR	0.0	0.0	0.0	0.0	0.0	2.7	2.7
29 Livingston Plaza Elec / Mech Systems DES	NR	0.0	0.0	0.0	0.0	0.0	0.1	0.1
99 Project Completion Tasks	SGR	0.0	0.0	0.0	0.1	2.2	5.1	7.4
<b>Element Total 07</b>		<b>\$0.0</b>	<b>\$2.5</b>	<b>\$28.7</b>	<b>\$23.4</b>	<b>\$39.1</b>	<b>\$84.4</b>	<b>\$178.1</b>
<b>Category Total 616</b>		<b>\$49.5</b>	<b>\$53.9</b>	<b>\$176.0</b>	<b>\$95.4</b>	<b>\$116.5</b>	<b>\$247.3</b>	<b>\$738.7</b>
<b>TOTAL</b>		<b>\$1,036.6</b>	<b>\$1,705.1</b>	<b>\$2,301.8</b>	<b>\$2,051.9</b>	<b>\$1,631.4</b>	<b>\$2,542.2</b>	<b>\$11,268.9</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 SIR: MISCELLANEOUS</b>								
01 Staten Island Railway: Station Structural Repairs	NR	0.0	13.9	0.2	0.0	0.0	0.1	14.2
02 Staten Island Railway: Rehab 8 Bridges, 1 Culvert	NR	0.0	14.7	0.1	2.5	0.2	0.0	17.5
03 St George Track and Signal Replacement Phase I	SGR	0.0	1.4	0.3	0.1	12.3	0.1	14.1
05 New Substation: Prince's Bay	SI	0.0	0.0	0.9	1.6	20.2	0.2	22.9
08 Staten Island Railway: New Station-Arthur Kill	SI	0.0	0.0	0.0	23.6	1.1	0.1	24.9
09 SIR Non-reporting Blocks	SGR	0.0	0.0	0.0	0.0	0.0	2.2	2.2
10 Tottenville Substation DES	SI	0.0	0.0	0.0	0.0	0.0	0.2	0.2
11 New Dorp Substation DES	SI	0.0	0.0	0.0	0.0	0.0	0.3	0.3
12 Clifton Substation DES	SI	0.0	0.0	0.0	0.0	0.0	0.2	0.2
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$30.0</b>	<b>\$1.5</b>	<b>\$27.7</b>	<b>\$33.8</b>	<b>\$3.2</b>	<b>\$96.3</b>
<b>Category Total 607</b>		<b>\$0.0</b>	<b>\$30.0</b>	<b>\$1.5</b>	<b>\$27.7</b>	<b>\$33.8</b>	<b>\$3.2</b>	<b>\$96.3</b>
<b>TOTAL</b>		<b>\$0.0</b>	<b>\$30.0</b>	<b>\$1.5</b>	<b>\$27.7</b>	<b>\$33.8</b>	<b>\$3.2</b>	<b>\$96.3</b>

# NYCT AGENCY SUMMARY

Commitments  
(\$ in millions)

AGENCY		2010	2011	2012	2013	2014	Post 2014	Total All Years
TOTAL NYCT	PROGRAM	\$1,036.6	\$1,705.1	\$2,301.8	\$2,051.9	\$1,631.4	\$2,542.2	\$11,268.9
TOTAL SIR	PROGRAM	\$0	\$30.0	\$1.5	\$27.7	\$33.8	\$3.2	\$96.3
<b>TOTAL</b>		<b>\$1,036.6</b>	<b>\$1,735.1</b>	<b>\$2,303.3</b>	<b>\$2,079.6</b>	<b>\$1,665.2</b>	<b>\$2,545.5</b>	<b>\$11,365.3</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 REVENUE EQUIPMENT</b>								
MA M-9 Rolling Stock Procurement - 92 cars	NR	0.0	1.3	3.0	349.7	0.0	10.8	364.8
MF Work Locomotives	NR	0.0	0.0	0.0	0.0	0.0	40.0	40.0
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$1.3</b>	<b>\$3.0</b>	<b>\$349.7</b>	<b>\$0.0</b>	<b>\$50.8</b>	<b>\$404.8</b>
<b>Category Total 601</b>		<b>\$0.0</b>	<b>\$1.3</b>	<b>\$3.0</b>	<b>\$349.7</b>	<b>\$0.0</b>	<b>\$50.8</b>	<b>\$404.8</b>

\* Represents values less than \$50,000

# Long Island Rail Road

# STATIONS

L - 602

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>04 STATION AND BUILDINGS</b>								
UB Massapequa Station Platform Replacement	NR	0.0	1.8	1.1	17.4	0.0	0.0	20.3
UC Wantagh Station Platform Replacement	NR	1.7	0.0	0.0	0.1	3.9	17.7	23.4
UD Escalator Replacement Program	NR	0.0	0.0	0.0	0.0	10.9	0.2	11.1
UE East Side Access / Grand Central Terminal Support	SI	0.0	0.0	0.0	7.1	1.2	1.0	9.4
UF Mets / Willets Point Station Renovation	SI	0.0	0.0	0.0	0.8	0.9	0.0	1.6
UH Elevator Replacement Program	NR	0.0	0.0	0.9	0.0	3.0	0.0	3.9
<b>Element Total 04</b>		<b>\$1.8</b>	<b>\$1.8</b>	<b>\$2.0</b>	<b>\$25.3</b>	<b>\$19.9</b>	<b>\$19.0</b>	<b>\$69.7</b>
<b>05 PARKING</b>								
U1 Wyandanch Parking Facility	SI	0.0	0.0	1.7	20.4	1.0	0.0	23.1
<b>Element Total 05</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.7</b>	<b>\$20.4</b>	<b>\$1.0</b>	<b>\$0.0</b>	<b>\$23.1</b>
<b>06 PENN STATION</b>								
VL Penn Station Heating, Ventilation & Air Conditioning	NR	0.0	0.0	0.0	0.0	1.6	12.4	14.0
<b>Element Total 06</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.6</b>	<b>\$12.4</b>	<b>\$14.0</b>
<b>Category Total</b>	<b>602</b>	<b>\$1.8</b>	<b>\$1.8</b>	<b>\$3.7</b>	<b>\$45.7</b>	<b>\$22.5</b>	<b>\$31.4</b>	<b>\$106.8</b>

\* Represents values less than \$50,000

# Long Island Rail Road

# TRACK L - 603

## Commitments (\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>01 ANNUAL TRACK REHAB PROGRAM</b>								
TA 2010 Annual Track Program	NR	57.4	0.0	0.0	0.0	0.0	0.0	57.4
TB 2011 Annual Track Program	NR	0.0	53.0	0.3	0.0	0.0	0.0	53.3
TC 2012 Annual Track Program	NR	0.0	0.0	52.2	0.2	0.0	0.0	52.4
TD 2013 Annual Track Program	NR	0.0	0.0	0.0	67.3	0.0	0.0	67.3
TE 2014 Annual Track Program	NR	0.0	0.0	0.0	0.0	49.9	0.0	49.9
TF Construction Equipment	NR	0.0	3.3	2.9	0.1	0.3	0.3	6.9
TG Atlantic Branch Half Ties	NR	0.0	0.0	6.8	0.0	20.0	0.8	27.6
TH Merrick / Bellmore Direct Fixation	NR	0.4	0.0	13.7	0.0	0.0	0.0	14.1
TJ Right of Way - Culverts	NR	0.0	2.4	0.0	0.0	0.0	0.0	2.4
TK Right of Way - Drainage Control	NR	0.0	3.5	0.0	0.0	0.0	0.0	3.5
TL Right of Way - Fencing	SI	3.0	1.0	1.3	2.4	0.0	0.2	7.9
TM East River Tunnel Track Replacement	NR	0.0	0.0	34.6	7.4	0.0	1.2	43.2
TN Right of Way - Track Stability / Retaining Walls	NR	0.0	0.8	0.0	0.0	0.2	0.0	1.1
<b>Element Total 01</b>		<b>\$60.8</b>	<b>\$64.1</b>	<b>\$111.9</b>	<b>\$77.3</b>	<b>\$70.5</b>	<b>\$2.4</b>	<b>\$387.0</b>
<b>04 OTHER TRACK IMPROVEMENTS</b>								
TU Jamaica Capacity Improvements - Phase One	SI	0.0	1.0	21.3	1.4	44.5	233.5	301.7
TV Massapequa Pocket Track	SI	0.0	2.8	0.1	12.8	3.5	0.5	19.6
TW Extend Great Neck Pocket Track	SI	0.8	0.0	0.0	6.8	14.5	3.2	25.4
TX Second Track Farmingdale to Ronkonkoma Phase I	SI	0.0	0.0	16.7	46.4	16.4	59.8	139.2
<b>Element Total 04</b>		<b>\$0.8</b>	<b>\$3.7</b>	<b>\$38.1</b>	<b>\$67.3</b>	<b>\$78.8</b>	<b>\$297.0</b>	<b>\$485.9</b>
<b>Category Total 603</b>		<b>\$61.6</b>	<b>\$67.9</b>	<b>\$150.0</b>	<b>\$144.6</b>	<b>\$149.3</b>	<b>\$299.5</b>	<b>\$872.9</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 BRIDGES</b>								
BB Bridge Program	SGR	0.0	0.0	15.6	7.2	0.0	1.8	24.6
BC Colonial Road Highway Bridge Replacement	SGR	0.0	0.0	0.0	3.0	16.1	0.5	19.6
BD Broadway /Port Washington Bridge Rehabilitation	SGR	0.0	0.0	3.6	0.0	0.0	0.0	3.6
BE Construct Three Montauk Branch Bridges	SGR	0.0	16.6	0.6	0.0	0.0	0.0	17.2
BF Atlantic Avenue Viaduct - Phase II b	SGR	23.1	0.3	0.6	0.1	0.0	0.0	24.2
BG Bridge Painting Program	SGR	0.0	2.7	2.3	0.2	0.0	0.2	5.5
BH Woodhaven Boulevard Bridge	SGR	0.0	0.0	9.1	0.0	0.4	0.0	9.5
BK 150th Street / Jamaica Bridge Rehabilitation	SGR	0.0	0.0	0.0	16.6	0.0	0.1	16.6
BL Post Avenue Bridge Replacement DES	SGR	0.0	0.0	0.0	0.0	0.0	0.9	0.9
<b>Element Total 01</b>		<b>\$23.1</b>	<b>\$19.6</b>	<b>\$31.8</b>	<b>\$27.1</b>	<b>\$16.5</b>	<b>\$3.5</b>	<b>\$121.7</b>
<b>02 TUNNELS</b>								
BP East River Tunnel Fire and Life Safety	NR	0.0	0.0	7.9	3.0	0.0	0.6	11.5
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$7.9</b>	<b>\$3.0</b>	<b>\$0.0</b>	<b>\$0.6</b>	<b>\$11.5</b>
<b>Category Total</b>	<b>604</b>	<b>\$23.1</b>	<b>\$19.6</b>	<b>\$39.7</b>	<b>\$30.1</b>	<b>\$16.5</b>	<b>\$4.1</b>	<b>\$133.2</b>

\* Represents values less than \$50,000



# Long Island Rail Road

# COMMUNICATIONS AND SIGNALS

L - 605

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 COMMUNICATIONS IMPROVEMENTS</b>								
L1 Fiber Optic Network	NR	0.0	0.0	7.9	0.0	0.0	0.0	7.9
L2 PrivateBranchExchange-Wayside Phone Rplcmt Ph 1	NR	0.0	9.0	0.0	0.0	0.0	0.2	9.2
L3 Communication Pole / Copper Plant Replacement	NR	0.0	6.6	0.0	0.0	0.0	0.0	6.6
L4 Radio Coverage Improvements	SI	0.0	0.0	4.9	0.0	0.0	0.0	4.9
L6 PennStation Radio Retrofit/EastRiverTunnel Antenna	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
L7 Atlantic Avenue Tunnel Cable Replacement	NR	0.0	0.4	4.7	0.0	0.0	0.0	5.1
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$16.0</b>	<b>\$17.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.2</b>	<b>\$33.8</b>
<b>02 SIGNAL IMPROVEMENTS</b>								
LA Positive Train Control (PTC)	SI	7.8	13.2	12.6	193.8	2.1	6.4	236.0
LB Signal Normal Replacement Program	NR	14.9	0.0	0.0	0.0	0.0	0.0	14.9
LC Speonk to Montauk Signalization	SI	0.0	53.8	0.0	24.5	0.0	0.8	79.1
LF Centralized Train Control - Movement Bureau	SI	0.0	0.0	11.0	3.1	0.0	3.8	17.9
LG Centralized Train Control - Tower Migration	SI	0.0	0.0	0.0	0.0	0.0	2.3	2.3
LR Centralized Train Control - UWB Train Positioning	SI	0.0	0.0	0.0	0.0	0.0	17.0	17.0
<b>Element Total 02</b>		<b>\$22.8</b>	<b>\$67.0</b>	<b>\$23.6</b>	<b>\$221.4</b>	<b>\$2.1</b>	<b>\$30.3</b>	<b>\$367.2</b>
<b>Category Total 605</b>		<b>\$22.8</b>	<b>\$83.0</b>	<b>\$41.1</b>	<b>\$221.4</b>	<b>\$2.1</b>	<b>\$30.5</b>	<b>\$400.9</b>

\* Represents values less than \$50,000

# Long Island Rail Road

# SHOPS AND YARDS

L - 606

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>01 SHOPS AND YARDS</b>								
YA Shop Reconfig&Reliability Centered Maint Infrastr	NR	0.0	7.7	0.2	1.6	0.0	0.0	9.5
YB Hillside Facility Roof Renewal	NR	0.0	0.0	0.0	4.2	0.0	1.7	5.9
YC Hillside Maintenance Facility	NR	0.0	1.2	0.4	1.9	0.0	0.0	3.4
YE Diesel Locomotive Facility Investments	NR	0.0	0.0	0.0	0.0	0.0	1.0	1.0
YL Port Washington Yard Track Extensions	SI	0.0	0.0	0.0	0.0	0.0	12.1	12.1
YN New Mid Suffolk Electric Yard	SI	0.0	0.0	0.0	4.4	0.0	76.1	80.5
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$8.9</b>	<b>\$0.6</b>	<b>\$12.0</b>	<b>\$0.0</b>	<b>\$90.9</b>	<b>\$112.4</b>
<b>04 EMPLOYEE FACILITIES</b>								
YT Employee Facilities Renewal	NR	0.0	1.4	1.4	1.8	1.4	4.8	10.7
<b>Element Total 04</b>		<b>\$0.0</b>	<b>\$1.4</b>	<b>\$1.4</b>	<b>\$1.8</b>	<b>\$1.4</b>	<b>\$4.8</b>	<b>\$10.7</b>
<b>Category Total</b>	<b>606</b>	<b>\$0.0</b>	<b>\$10.3</b>	<b>\$1.9</b>	<b>\$13.8</b>	<b>\$1.4</b>	<b>\$95.6</b>	<b>\$123.1</b>

# Long Island Rail Road

# POWER L - 607

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>01 POWER</b>								
AA Rplcmt of Hillside & Kew Gardens Substations	NR	0.0	1.8	12.3	11.5	0.0	0.0	25.5
AB Substation Battery Replacement	NR	0.6	0.0	0.0	0.0	0.0	0.0	0.6
AC Signal Power Motor Generator Replacement	NR	0.2	1.4	0.0	0.0	0.0	0.2	1.8
AD Substation Pilot Wire & Relay Replacement	NR	2.0	0.0	0.0	0.0	0.0	0.0	2.0
AE 3rd Rail - 2000 Million Cubic Meter Cable	NR	2.4	0.0	0.0	0.0	0.0	0.0	2.4
AF 3rd Rail - Disconnect Switches	NR	0.7	0.0	0.0	0.0	0.0	0.0	0.7
AG 3rd Rail - Protection Board	NR	9.1	0.0	0.0	0.0	0.0	0.0	9.1
AH 3rd Rail - Aluminum Rail	NR	10.9	0.0	0.0	0.0	0.0	0.0	10.9
AJ Atlantic Avenue Tunnel Lighting	NR	0.0	0.0	5.9	0.0	0.0	0.0	5.9
AK Signal Power Line Replacement	NR	3.0	0.0	0.0	0.0	0.0	0.0	3.0
AL Power Pole Line Replacement	NR	2.7	0.0	0.0	0.0	0.0	0.0	2.7
AN 3rd Rail Feeder Cable Upgrade	NR	2.5	0.0	0.0	0.0	0.0	0.0	2.5
AP Negative Reactor Upgrade	NR	3.3	0.0	0.0	0.0	0.0	0.0	3.3
AQ Replacement of Port Washington Substation	NR	0.0	0.0	1.5	1.0	0.8	22.8	26.2
AR Replacement of Richmond Hill Substation	NR	0.0	0.0	0.0	0.0	2.7	13.9	16.6
AS Penn Station Substation Replacement	NR	0.0	0.0	0.0	0.0	0.4	37.8	38.2
<b>Element Total 01</b>		<b>\$37.3</b>	<b>\$3.1</b>	<b>\$19.7</b>	<b>\$12.5</b>	<b>\$3.9</b>	<b>\$74.7</b>	<b>\$151.2</b>
<b>Category Total</b>	<b>607</b>	<b>\$37.3</b>	<b>\$3.1</b>	<b>\$19.7</b>	<b>\$12.5</b>	<b>\$3.9</b>	<b>\$74.7</b>	<b>\$151.2</b>

\* Represents values less than \$50,000

# Long Island Rail Road

# MISCELLANEOUS

L - 609

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years	
<b>04 MISCELLANEOUS</b>									
N3	Chlordane Remediation - 20 Substations	NR	0.0	1.1	0.0	0.0	0.1	5.3	6.5
N4	Yaphank Landfill Remediation	NR	0.0	0.0	0.0	1.9	0.1	7.1	9.1
N6	Smithtown Viaduct Remediation	NR	0.0	0.0	0.0	0.4	0.4	2.4	3.2
N8	Speonk Yard Metal Treatment System	NR	0.0	0.0	0.0	0.0	0.0	2.0	2.0
NA	Program Administration		22.8	21.7	22.5	21.5	19.5	10.8	118.8
NB	Program Development		0.0	0.0	0.0	0.1	0.2	5.7	6.0
NC	Insurance		0.0	0.1	0.2	0.1	0.2	0.1	0.7
ND	Independent Engineer		0.0	1.1	1.5	0.8	2.0	1.5	6.8
NE	Mentoring Program Administration		0.0	0.0	0.0	0.4	0.0	0.0	0.4
NF	OCIP		0.0	0.0	10.9	0.0	0.0	0.0	10.9
NG	2010-2014 Accrued Savings		0.0	0.0	0.0	0.0	0.0	3.1	3.1
NH	Sandy Mitigation Grant Support		0.0	0.0	0.0	0.0	0.2	0.0	0.2
<b>Element Total 04</b>			<b>\$22.8</b>	<b>\$24.0</b>	<b>\$35.1</b>	<b>\$25.1</b>	<b>\$22.5</b>	<b>\$38.0</b>	<b>\$167.6</b>
<b>Category Total 609</b>			<b>\$22.8</b>	<b>\$24.0</b>	<b>\$35.1</b>	<b>\$25.1</b>	<b>\$22.5</b>	<b>\$38.0</b>	<b>\$167.6</b>
<b>TOTAL</b>			<b>\$169.4</b>	<b>\$210.9</b>	<b>\$294.2</b>	<b>\$843.0</b>	<b>\$218.4</b>	<b>\$624.6</b>	<b>\$2,360.5</b>

**Commitments  
(\$ in millions)**

<b>ELEMENT DESCRIPTION/PROJECT</b>	<b>Needs Code</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Post 2014</b>	<b>Total All Years</b>
<b>01 REVENUE EQUIPMENT</b>								
01 EMU Replacement / Repair	NR	0.0	25.0	0.0	0.0	0.0	0.0	25.0
02 M-8 New Haven Line Purchase	NR	0.0	202.5	0.0	0.0	12.0	2.9	217.4
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$227.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.0</b>	<b>\$2.9</b>	<b>\$242.4</b>
<b>Category Total 601</b>		<b>\$0.0</b>	<b>\$227.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.0</b>	<b>\$2.9</b>	<b>\$242.4</b>

\* Represents values less than \$50,000

# Metro-North Railroad

# STATIONS M- 602

## Commitments (\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 GRAND CENTRAL TERMINAL</b>								
01 GCT Trainshed / Park Avenue Tunnel Structure	NR	0.0	5.2	3.9	1.2	12.4	0.2	22.9
02 Park Avenue Tunnel Renewal	NR	0.0	0.0	7.1	0.0	0.0	0.0	7.1
05 GCT Leaks Remediation	SGR	0.0	0.0	0.0	17.3	1.1	0.1	18.6
06 GCT Elevator Renewal - Phase 4	NR	0.0	0.0	1.4	0.0	7.5	1.6	10.4
08 GCT Utilities	NR	0.0	0.0	1.2	2.3	0.0	34.1	37.6
10 GCT Recycling Facility	SI	0.0	0.0	0.0	0.0	1.3	0.0	1.3
11 GCT / H&H Line Purchase		0.0	0.0	0.0	0.0	0.0	6.0	6.0
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$5.2</b>	<b>\$13.5</b>	<b>\$20.9</b>	<b>\$22.3</b>	<b>\$41.9</b>	<b>\$103.8</b>
<b>02 OUTLYING STATIONS</b>								
01 Poughkeepsie Station Building	NR	0.0	0.0	0.5	0.5	0.0	0.0	1.0
02 Fordham Station Improvements	NR	0.0	0.0	0.0	8.1	4.5	1.4	14.0
03 Harlem Line Station Renewal DES	NR	0.0	0.0	0.2	3.9	0.0	0.0	4.1
04 Station Building Renewal / Net Lease	NR	0.0	0.0	0.0	1.5	0.2	6.8	8.6
06 New Haven Line Stations - Phase II	NR	0.0	0.7	32.4	1.5	0.5	0.2	35.3
07 New Fare Payment	SI	0.0	0.0	0.0	0.0	0.0	2.6	2.6
08 Customer Communication / Connectivity Improvements	NR	0.0	0.0	0.0	0.0	13.8	3.0	16.8
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.7</b>	<b>\$33.2</b>	<b>\$15.6</b>	<b>\$19.0</b>	<b>\$14.1</b>	<b>\$82.5</b>
<b>03 PARKING</b>								
02 Strategic Facilities	SI	0.0	0.1	0.0	0.0	0.0	2.5	2.6
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.5</b>	<b>\$2.6</b>
<b>Category Total</b>	<b>602</b>	<b>\$0.0</b>	<b>\$6.0</b>	<b>\$46.6</b>	<b>\$36.4</b>	<b>\$41.2</b>	<b>\$58.5</b>	<b>\$188.9</b>

# Metro-North Railroad

# TRACK AND STRUCTURES

M- 603

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 TRACK</b>								
01 2010 Cyclical Track Program	NR	12.9	0.1	0.0	0.0	0.0	0.0	13.0
02 Turnouts: Mainline / High Speed	NR	8.4	10.0	26.6	2.9	9.3	3.2	60.5
03 GCT Turnout / Switch Renewal	NR	2.6	1.2	3.5	3.5	3.8	0.0	14.6
04 Turnouts: Yards / Sidings	NR	1.0	1.1	0.5	0.0	0.8	0.0	3.4
05 Maintenance of Way Equipment / Rolling Stock	NR	0.0	0.0	0.0	0.0	3.6	1.8	5.5
06 Cyclical Replacement of Insulated Joints	NR	0.0	0.5	0.9	0.0	0.0	0.0	1.4
07 Rock Slope Remediation	SGR	0.2	1.4	5.4	0.0	0.0	0.0	6.9
08 Drainage and Undercutting	NR	0.0	0.0	2.2	1.0	0.0	6.0	9.2
09 Rebuild Retaining Walls	NR	0.1	0.8	8.1	0.0	0.0	0.0	9.0
11 2011 Cyclical Track Program	NR	0.0	12.4	0.0	0.0	0.0	0.0	12.4
12 2012 Cyclical Track Program	NR	0.0	0.0	12.4	0.0	0.0	0.0	12.4
13 2013 Cyclical Track Program	NR	0.0	0.0	0.0	12.2	0.0	0.0	12.2
14 2014 Cyclical Track Program	NR	0.0	0.0	0.0	0.0	1.2	11.6	12.8
16 H&H Line / GCT Purchase		0.0	0.0	0.0	0.0	0.0	15.0	15.0
<b>Element Total 01</b>		<b>\$25.1</b>	<b>\$27.5</b>	<b>\$59.6</b>	<b>\$19.7</b>	<b>\$18.6</b>	<b>\$37.7</b>	<b>\$188.2</b>
<b>02 STRUCTURES</b>								
01 Replace Timbers Undergrade Bridges	NR	0.0	1.7	0.0	1.9	1.3	0.0	5.0
02 Renew / Replace Railtop Culverts	NR	1.1	0.1	0.0	0.3	0.0	0.0	1.5
03 Right-of-Way Fencing	NR	0.1	0.1	0.0	0.0	0.0	0.0	0.3
04 DC Substation / Signal House	NR	0.3	0.3	0.0	0.0	0.6	0.0	1.2
05 Bridge Walkways Installation	NR	0.1	0.4	0.0	0.0	0.4	0.0	0.8
06 Remove Obsolete Facilities	NR	0.4	0.4	0.0	0.6	0.0	0.0	1.5
09 Employee Welfare and Storage Facilities	NR	0.0	2.2	0.3	3.0	0.2	1.9	7.6
10 Replace / Repair Undergrade Bridges	SGR	0.0	2.2	11.0	0.0	0.8	10.6	24.7
11 Harlem River Lift Bridge Cable	NR	0.0	0.8	0.9	8.8	0.0	0.0	10.5
12 Overhead Bridge Program - East of Hudson	SGR	0.9	0.0	0.0	0.0	2.9	15.3	19.2
13 Catenary Painting/Rehabilitate Catenary Structures	NR	0.0	0.0	2.7	0.1	0.0	0.0	2.8
14 Park Avenue Viaduct Direct Fixation	NR	0.0	0.0	0.0	0.1	0.0	1.4	1.5
<b>Element Total 02</b>		<b>\$3.0</b>	<b>\$8.3</b>	<b>\$14.9</b>	<b>\$14.8</b>	<b>\$6.3</b>	<b>\$29.2</b>	<b>\$76.5</b>
<b>03 WEST OF HUDSON INFRASTRUCTURE</b>								
01 West of Hudson Track Program	NR	3.9	1.6	5.7	6.2	0.0	1.7	19.1
02 West of Hudson Improvements	NR	0.7	0.7	0.7	0.0	0.0	0.0	2.1
03 Moodna / Woodbury Viaducts	SGR	0.2	5.2	0.6	2.2	0.0	0.0	8.2
04 Otisville Tunnel Renewal	SGR	0.0	0.0	3.3	0.0	0.0	0.0	3.3
05 West of Hudson Replace / Renew Undergrade Bridges	SGR	0.0	1.9	0.9	0.0	3.3	0.1	6.2
06 West of Hudson Rock Slope Remediation	SGR	0.0	0.0	0.0	0.0	2.6	0.0	2.6
<b>Element Total 03</b>		<b>\$4.8</b>	<b>\$9.4</b>	<b>\$11.3</b>	<b>\$8.4</b>	<b>\$5.9</b>	<b>\$1.8</b>	<b>\$41.6</b>
<b>Category Total 603</b>		<b>\$33.0</b>	<b>\$45.1</b>	<b>\$85.8</b>	<b>\$42.9</b>	<b>\$30.8</b>	<b>\$68.7</b>	<b>\$306.3</b>

\* Represents values less than \$50,000

**Commitments  
(\$ in millions)**

<b>ELEMENT DESCRIPTION/PROJECT</b>	<b>Needs Code</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Post 2014</b>	<b>Total All Years</b>
<b>01 COMMUNICATIONS AND SIGNALS</b>								
01 Positive Train Control	SI	0.7	7.8	5.2	58.8	45.9	68.7	187.1
02 West of Hudson Signal Improvements	SI	0.0	0.0	53.5	0.0	0.0	14.1	67.6
03 Replace Fiber / Communication & Signals Cables	NR	0.1	0.8	0.2	2.8	0.0	0.0	3.9
04 Replace Field Code System - Mott Haven	NR	0.0	0.2	0.6	0.1	0.0	0.5	1.4
05 Crossing Upgrades - Phase 2	NR	0.1	0.0	0.3	0.0	0.0	0.0	0.4
06 Centralized Train Control /SCADA Intrusion Testing	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
07 Refurbish / Replace Electrical Switch Machine	NR	0.1	0.1	0.0	0.0	0.0	0.0	0.2
08 Design / Replace Harlem and Hudson Track Relays	NR	0.0	0.1	0.2	0.0	0.0	0.0	0.3
09 Replace High Cycle Relays	NR	0.1	0.1	0.0	0.2	0.0	0.0	0.5
11 PBX Equipment Upgrade	NR	0.0	0.2	1.5	0.0	0.1	0.0	1.7
13 Rolling Stock Radios and PA Equipment	NR	0.0	0.2	0.0	0.0	0.0	0.0	0.2
14 Radio Base Station Replacement	NR	0.2	0.5	0.0	0.0	0.0	0.0	0.7
16 Radio Frequency Rebanding	NR	0.9	0.2	0.5	0.0	0.0	0.0	1.6
17 NHL Signal Improvements	NR	0.0	0.0	0.0	3.6	0.0	0.0	3.6
18 H&H Wayside Communication & Signal Systems	NR	0.0	0.0	0.0	0.0	7.5	27.0	34.6
<b>Element Total 01</b>		<b>\$2.3</b>	<b>\$10.0</b>	<b>\$62.0</b>	<b>\$65.6</b>	<b>\$53.5</b>	<b>\$110.3</b>	<b>\$303.8</b>
<b>Category Total 604</b>		<b>\$2.3</b>	<b>\$10.0</b>	<b>\$62.0</b>	<b>\$65.6</b>	<b>\$53.5</b>	<b>\$110.3</b>	<b>\$303.8</b>

\* Represents values less than \$50,000



**Commitments  
(\$ in millions)**

<b>ELEMENT DESCRIPTION/PROJECT</b>	<b>Needs Code</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Post 2014</b>	<b>Total All Years</b>
<b>01 POWER</b>								
01 Substation Bridge 23 - Construction	NR	0.0	6.9	34.5	0.0	0.0	0.3	41.7
02 Renewal Harlem & Hudson Substations - Construction	NR	0.2	4.6	3.9	0.0	0.0	0.0	8.7
03 Harlem & Hudson Lines Power Improvements	SGR	0.0	0.0	2.3	16.3	13.7	10.2	42.5
04 Replace Motor Alternators	NR	0.0	0.0	0.0	0.0	0.0	2.0	2.0
05 Replace Substation Batteries	NR	0.0	0.4	0.0	0.0	0.0	0.0	0.4
07 Harlem River Lift Bridge Breaker Houses / Controls	NR	0.0	0.0	3.6	10.9	0.2	1.7	16.4
08 Replace 3rd Rail Sectionalizing Switches	NR	0.0	1.2	0.0	0.0	0.0	0.0	1.2
09 Replace 3rd Rail Brackets - Park Avenue Tunnel	NR	0.0	0.4	0.0	4.2	0.0	0.0	4.6
<b>Element Total 01</b>		<b>\$0.2</b>	<b>\$13.4</b>	<b>\$44.4</b>	<b>\$31.5</b>	<b>\$13.8</b>	<b>\$14.1</b>	<b>\$117.5</b>
<b>Category Total 605</b>		<b>\$0.2</b>	<b>\$13.4</b>	<b>\$44.4</b>	<b>\$31.5</b>	<b>\$13.8</b>	<b>\$14.1</b>	<b>\$117.5</b>

**Commitments  
(\$ in millions)**

<b>ELEMENT DESCRIPTION/PROJECT</b>	<b>Needs Code</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Post 2014</b>	<b>Total All Years</b>
<b>01 SHOPS AND YARDS</b>								
01 Harmon Shop Improvements	SGR	0.0	13.5	6.7	1.8	292.3	1.2	315.5
03 Other Shops / Yards Renewal	NR	0.0	0.0	0.0	0.1	0.0	6.1	6.1
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$13.5</b>	<b>\$6.7</b>	<b>\$1.9</b>	<b>\$292.3</b>	<b>\$7.3</b>	<b>\$321.6</b>
<b>Category Total 606</b>		<b>\$0.0</b>	<b>\$13.5</b>	<b>\$6.7</b>	<b>\$1.9</b>	<b>\$292.3</b>	<b>\$7.3</b>	<b>\$321.6</b>

\* Represents values less than \$50,000

# Metro-North Railroad

# MISCELLANEOUS

M- 608

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 MISCELLANEOUS</b>								
01 Systemwide Lead / Asbestos Abatement	SGR	0.0	0.0	0.0	0.0	0.0	0.3	0.3
02 Environmental Remediation	SGR	0.0	0.2	0.0	0.0	0.0	0.3	0.5
03 Railroad Protective Liability		0.0	0.2	0.1	0.1	0.2	0.1	0.7
04 MTA Independent Engineering Consultant		0.0	1.0	1.0	0.8	1.1	1.6	5.4
05 Mentoring Program Administration		0.0	0.0	0.0	0.4	0.0	0.0	0.4
06 Program Administration		6.2	4.9	4.8	6.2	6.4	10.8	39.4
07 Program Scope Development		2.1	2.0	1.6	1.8	2.2	0.0	9.7
08 OCIP - Insurance		0.0	0.0	22.4	0.0	0.0	0.1	22.5
09 Systemwide Security Initiatives	SI	0.0	0.0	0.0	0.0	0.8	4.3	5.1
<b>Element Total 01</b>		<b>\$8.3</b>	<b>\$8.2</b>	<b>\$29.9</b>	<b>\$9.4</b>	<b>\$10.6</b>	<b>\$17.5</b>	<b>\$83.9</b>
<b>Category Total 608</b>		<b>\$8.3</b>	<b>\$8.2</b>	<b>\$29.9</b>	<b>\$9.4</b>	<b>\$10.6</b>	<b>\$17.5</b>	<b>\$83.9</b>
<b>TOTAL</b>		<b>\$43.7</b>	<b>\$323.9</b>	<b>\$275.4</b>	<b>\$187.7</b>	<b>\$454.3</b>	<b>\$279.3</b>	<b>\$1,564.3</b>

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# CRR AGENCY SUMMARY

Commitments  
(\$ in millions)

AGENCY		2010	2011	2012	2013	2014	Post 2014	Total All Years
TOTAL LIRR	PROGRAM	\$169.4	\$210.9	\$294.2	\$843.0	\$218.4	\$624.6	\$2,360.5
TOTAL MNR	PROGRAM	\$43.7	\$323.9	\$275.4	\$187.7	\$454.3	\$279.3	\$1,564.3
TOTAL		\$213.1	\$534.8	\$569.6	\$1,030.7	\$672.7	\$903.9	\$3,924.8

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 BUS COMPANY PROJECTS</b>								
01 Project Administration & Engineering Support Svcs.		0.0	0.0	0.0	3.9	0.5	13.3	17.6
04 Security Improvement - JFK and Spring Creek Depot	SI	0.0	0.0	0.0	0.0	0.0	8.5	8.5
05 Depot Equipment	SGR	0.0	0.0	0.0	0.0	0.0	0.5	0.5
08 New Apron at JFK Depot- SBFP	SGR	0.0	0.0	0.0	0.0	0.0	3.2	3.2
10 Two New Bus Washers Spring Creek - SBFP	SGR	0.0	0.0	0.0	0.0	0.0	3.4	3.4
11 New HVAC Spring Creek	SGR	0.0	0.0	0.0	0.0	0.0	3.9	3.9
12 Upgrade CNG Equipment at College Point Bus Depot	SGR	0.0	0.0	0.0	0.0	0.0	5.0	5.0
14 Store Room Expansion: Baisley Park Depot - SBFP	SGR	0.0	0.0	0.0	0.0	0.0	2.8	2.8
15 Purchase 79 CNG Standard Buses	NR	0.0	40.3	0.0	0.0	0.0	0.0	40.3
16 Purchase 89 CNG Standard Buses	NR	0.0	0.0	39.1	0.0	0.0	0.0	39.1
17 Purchase 45 Standard Buses	NR	0.0	0.0	0.0	0.0	23.7	0.1	23.8
19 Purchase 75 Articulated Buses	NR	0.0	0.0	0.0	0.0	61.1	0.5	61.6
21 Design Management Services		0.0	0.0	0.0	0.0	0.0	7.9	7.9
22 Construction Management Services		0.0	0.0	0.0	0.0	0.0	8.9	8.9
23 2010-2014 Accrued Savings		0.0	0.0	0.0	0.0	0.0	1.4	1.4
24 Bus Cameras	NR	0.0	0.0	1.9	0.0	0.0	0.0	1.9
25 Construct Bus Command Center - MTA Bus	SI	0.0	0.0	0.0	0.0	0.0	17.4	17.4
26 Bus Radio System	SI	0.0	0.0	0.0	0.0	0.0	27.8	27.8
27 Bus Washers Replacement JFK and Baisley - SBFP	NR	0.0	0.0	0.0	3.0	0.0	0.0	3.0
28 Chassis Washers at BP and LG- SBFP	NR	0.0	0.0	0.0	0.0	3.4	0.0	3.4
29 Three New Bus Washers College Point	SGR	0.0	0.0	0.0	0.0	0.0	4.4	4.4
30 LaGuardia Annex- Roof Repairs- SBFP	NR	0.0	0.0	0.0	0.0	0.0	0.7	0.7
31 Bus Washer Replacement at Far Rockaway- SBFP	NR	0.0	0.0	0.0	0.0	0.0	2.2	2.2
32 HVAC Upgrade at College Point Bus Depot	NR	0.0	0.0	0.0	0.0	0.0	8.5	8.5
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$40.3</b>	<b>\$40.9</b>	<b>\$6.9</b>	<b>\$88.7</b>	<b>\$120.3</b>	<b>\$297.0</b>
<b>Category Total 603</b>		<b>\$0.0</b>	<b>\$40.3</b>	<b>\$40.9</b>	<b>\$6.9</b>	<b>\$88.7</b>	<b>\$120.3</b>	<b>\$297.0</b>
<b>TOTAL</b>		<b>\$0.0</b>	<b>\$40.3</b>	<b>\$40.9</b>	<b>\$6.9</b>	<b>\$88.7</b>	<b>\$120.3</b>	<b>\$297.0</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 MTA PD PROJECTS</b>								
02 Staten Island District Office	NR	0.0	0.0	0.0	0.0	0.0	13.3	13.3
03 Nassau County District Office	NR	0.0	0.0	0.0	0.0	0.0	6.0	6.0
04 Public Safety Radio - Phase 2	SI	0.0	0.0	0.0	0.0	0.0	60.0	60.0
05 Capital Program Reserve		0.0	0.0	0.0	0.0	0.0	4.7	4.7
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$84.0</b>	<b>\$84.0</b>
<b>Category Total 610</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$84.0</b>	<b>\$84.0</b>

# Security / Disaster Recovery

# MTA-WIDE SECURITY

E - 614

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years	
		2010	2011	2012	2013	2014	Post 2014		
<b>01 B&amp;T Cap Security Initiatives</b>									
01	Electronic Sec-HCT Manh & Brooklyn Vent Bldgs	SI	0.0	0.4	0.0	0.0	0.0	0.0	0.4
02	Electronic Sec-TNB Bronx Anchorage	SI	0.0	0.2	0.0	0.0	0.0	0.0	0.2
03	Electronic Sec- Governor's Island Vent Bldg	SI	0.0	0.0	0.2	0.0	0.0	0.0	0.2
04	Emergency Generator Purchase	SI	0.0	0.0	0.0	0.0	0.0	0.2	0.2
05	B&T Security Initiatives	SI	0.0	0.0	0.0	0.0	0.0	0.1	0.1
<b>Element Total 01</b>			<b>\$0.0</b>	<b>\$0.7</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>\$1.2</b>
<b>02 LIRR Cap Security Initiatives</b>									
01	Penn Station Perimeter Protection - Phase II	SI	0.0	0.0	0.0	5.9	0.0	0.0	5.9
02	Penn Station Consequence Management	SI	0.0	0.0	0.0	0.0	0.2	0.0	0.2
03	ERT Tunnel Portal Security (DES)	SI	0.0	0.0	0.0	0.0	0.0	0.7	0.7
04	Penn Station 31st/33rd St. Loading Dock Perimeter	SI	0.0	0.0	0.0	0.0	0.0	8.6	8.6
05	16TSG Electronic Security for Penn/ERT DES	SI	0.0	0.0	0.0	0.0	0.0	1.6	1.6
GJ	Sutphin Blvd. Bridge	SI	0.0	0.0	0.0	6.6	0.0	0.0	6.6
GK	Babylon Yard Fencing	SI	0.0	0.0	0.0	0.3	0.0	0.0	0.3
GL	Hillside Intrusion Control	SI	0.0	0.0	0.0	0.0	0.0	0.3	0.3
GM	Security DVR Equipment	SI	0.0	0.0	0.0	0.0	0.0	1.0	1.0
GN	Security Cameras at LIRR Crossings	SI	0.0	0.0	0.0	0.0	0.0	0.5	0.5
<b>Element Total 02</b>			<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.8</b>	<b>\$0.2</b>	<b>\$12.7</b>	<b>\$25.8</b>
<b>03 MNR Cap Security Initiatives</b>									
01	'11TSG Harlem River Lift Brg Security Study&Design	SI	0.0	0.0	2.9	0.3	0.0	0.0	3.2
02	CCTV at 7 MNR Stations in Bronx/Westchester	SI	0.0	0.0	0.0	0.0	0.0	3.0	3.0
03	'16TSGHarlem River Lift Bridge	SI	0.0	0.0	0.0	0.0	0.0	11.2	11.2
<b>Element Total 03</b>			<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.9</b>	<b>\$0.3</b>	<b>\$0.0</b>	<b>\$14.2</b>	<b>\$17.5</b>
<b>04 NYCT Cap Security Initiatives</b>									
01	'10TSG URT Phase 1 - Electronic Security	SI	0.0	21.2	2.1	0.0	0.9	0.5	24.7
02	'10TSG Boro Hall-Court St - Electronic Security	SI	0.0	0.0	1.8	16.4	0.0	0.0	18.2
03	'10TSG Atlantic / Pacific St - Electronic Security	SI	0.0	0.0	1.7	0.7	19.2	0.3	21.8
04	'11TSG NYCT Wall Street ESS Design	SI	0.0	0.0	0.8	0.0	0.0	0.0	0.8
05	'11TSG URT Phase 2 - Electronic Security	SI	0.0	0.0	2.3	28.3	0.3	0.1	31.1
07	'13TSG NYCT Wall Street ESS	SI	0.0	0.0	0.0	0.0	7.7	0.0	7.7
09	12TSG 580 Help Pts, Chassis & UPS Battery Backbox	SI	0.0	0.0	0.0	0.0	2.3	0.0	2.3
10	Emergency Exit Alarm Repair/182 Subway Tunn Exits	SI	0.0	0.0	0.0	0.0	0.0	1.1	1.1
11	PID CCTV Installation - 2 High Risk Subway Locs	SI	0.0	0.0	0.0	0.0	0.0	1.5	1.5
12	IESS Wrap Up Design	SI	0.0	0.0	0.0	0.0	0.0	2.4	2.4
13	Electronic Security: Columbus Circle DES	SI	0.0	0.0	0.0	0.0	0.0	2.3	2.3
14	OMEGA Security Booths at Lex Ave Station	SI	0.0	0.0	0.0	0.0	0.0	0.2	0.2
15	Wall Street LEX DES	SI	0.0	0.0	0.0	0.0	0.0	1.8	1.8
16	W 4th Wash Sq ESS DES	SI	0.0	0.0	0.0	0.0	0.0	2.3	2.3
17	Broad Street NAS DES	SI	0.0	0.0	0.0	0.0	0.0	0.7	0.7
<b>Element Total 04</b>			<b>\$0.0</b>	<b>\$21.2</b>	<b>\$8.7</b>	<b>\$45.4</b>	<b>\$30.4</b>	<b>\$13.2</b>	<b>\$119.0</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>05 All Agency Cap Sec Initiatives</b>								
03 East River Tunnel Portal Security	SI	0.0	0.0	0.0	0.0	0.0	3.6	3.6
04 East River Tunnel and West Side Yard Security	SI	0.0	0.0	0.0	0.0	0.0	3.2	3.2
<b>Element Total 05</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$6.8</b>	<b>\$6.8</b>
<b>Category Total</b>	<b>614</b>	<b>\$0.0</b>	<b>\$21.9</b>	<b>\$11.9</b>	<b>\$58.5</b>	<b>\$30.7</b>	<b>\$47.3</b>	<b>\$170.3</b>

\* Represents values less than \$50,000



**Security / Disaster Recovery**  
**New York City Transit**

**PASSENGER STATIONS**  
**E - T04**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 STATION REPAIRS: SANDY</b>								
01 So Ferry Rest - Clean Up, Loop Opening, and DES	SGR	0.0	0.0	1.0	21.2	0.0	0.2	22.4
02 Recovery: Beach 116 St Station-RKY	SGR	0.0	0.0	0.0	1.3	0.0	0.0	1.3
04 Station Restoration: Various Locations DES	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
06 Beach 116 St. Station:SBFP RKY	SGR	0.0	0.0	0.0	0.5	0.0	0.0	0.5
08 Beach 116 St: Employee Facilities Track SBFP RKY	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
10 Sandy Repair:Stillwell Terminal Employee Facilty.	SGR	0.0	0.0	0.0	10.7	2.9	0.0	13.6
11 Sandy Repair:DO#34 Stillwell Terminal	SGR	0.0	0.0	0.0	0.8	0.0	0.0	0.8
12 Repair: South Ferry Terminal Early Demolition	SGR	0.0	0.0	0.0	0.0	3.8	0.0	3.8
13 Repair: South Ferry Complex	SGR	0.0	0.0	0.0	0.0	178.0	10.2	188.2
17 Sandy Repairs: Purchase and Install AFC Equip	SGR	0.0	0.0	0.0	0.0	10.3	1.1	11.4
18 Purchase Emergency Alarms: South Ferry BW7	SGR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
19 South Ferry Station Rooms I (SBFP)	SGR	0.0	0.0	0.0	0.0	0.0	3.5	3.5
21 South Ferry Station Rooms II (SBFP)	SGR	0.0	0.0	0.0	0.0	0.0	3.2	3.2
22 Sandy Repairs: Shaft Excavation - 1 Ave / Canarsie	SGR	0.0	0.0	0.0	0.0	0.0	17.8	17.8
23 Repair: Old S Ferry Loop Entrance Closure (SBFP)	SGR	0.0	0.0	0.0	0.0	0.0	3.4	3.4
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.0</b>	<b>\$36.4</b>	<b>\$195.1</b>	<b>\$39.6</b>	<b>\$272.0</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**New York City Transit**

**PASSENGER STATIONS**  
**E - T04**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>03 STATION MITIGATION: SANDY</b>									
01 Seal System Openings from Floodwaters	SI	0.0	0.0	0.0	24.0	0.0	0.0	24.0	
03 South Ferry Short Term Mitigation Work	SI	0.0	0.0	0.0	4.9	0.0	0.0	4.9	
04 Mitigation: Removable Stair Cover Prototype SBFP	SI	0.0	0.0	0.0	1.8	0.0	0.0	1.8	
05 Removable Ventilator Covers SBFP	SI	0.0	0.0	0.0	1.2	0.0	0.0	1.2	
06 Mitigation Studies for 6 Manhattan Locations	SI	0.0	0.0	0.0	0.1	0.0	0.0	0.1	
07 L. Manh. Flood Drs/Hatch @Old S Ferry/Bowling SBFP	SI	0.0	0.0	0.0	0.0	1.9	0.1	2.0	
08 L. Manhattan: Hatch Installation, Rector St SBFP	SI	0.0	0.0	0.0	0.0	1.2	0.0	1.3	
09 Mitigation: Manhole Casting & Duct/Cable SBFP	SI	0.0	0.0	0.0	0.0	1.6	0.0	1.6	
10 Mitigation: Sidewalk Vent Covers 6 Locs L Manh SBFP	SI	0.0	0.0	0.0	0.0	2.2	0.0	2.2	
11 Mitigation: 8 stations (L & U Manhattan) DEO	SI	0.0	0.0	0.0	1.0	1.3	1.2	3.5	
13 Mitigation: Stair Covers Marine doors 'B' LM SBFP	SI	0.0	0.0	0.0	0.0	0.4	4.6	4.9	
14 Mitigation: Stairwell Prot (Flexgates 6 of 8 Stns)	SI	0.0	0.0	0.0	0.0	0.2	18.9	19.1	
15 Mitigation: Hatches (5 of 8 Stations) SBFP	SI	0.0	0.0	0.0	0.0	0.1	4.2	4.3	
16 Mitigation: Stair Covers Marine doors 'A' LM	SI	0.0	0.0	0.0	0.0	0.0	3.4	3.4	
17 Upgrade Emergency Booth Comm System (EBCS)	SI	0.0	0.0	0.0	0.2	0.0	78.1	78.4	
18 Sandy Mitigation: Coastal Storm MCD	SI	0.0	0.0	0.0	0.0	0.0	10.4	10.4	
20 Sandy Mitigation: Critical Room Resiliency	SI	0.0	0.0	0.0	0.0	0.0	22.7	22.7	
22 Sandy Mitigation: Surface/Facility Hardening 8 Stn	SI	0.0	0.0	0.0	0.0	0.0	46.7	46.7	
23 Backup Command Center (BCC) Upgrade	SI	0.0	0.0	0.0	0.0	0.0	10.3	10.3	
24 Mitigation: Internal Stn Hardening (7 of 8 Stns)	SI	0.0	0.0	0.0	0.0	0.0	5.2	5.2	
25 Mitigation: Internal Stn Hardening - Various Locs	SI	0.0	0.0	0.0	0.0	0.0	16.5	16.5	
26 Mitigation: Design Only - 6 Critical Stations	SI	0.0	0.0	0.0	6.2	0.0	0.0	6.2	
27 Sandy Mitigation: 7 Stations (M/Q/Bx)	SI	0.0	0.0	0.0	0.0	1.5	50.6	52.1	
28 Sandy Mitigation: 9 Stations (Bk/Q)	SI	0.0	0.0	0.0	0.0	3.6	53.4	57.0	
29 Mitigation: Internal Station Hardening (7 Stn)	SI	0.0	0.0	0.0	0.0	0.0	2.1	2.1	
30 Sandy Mitigation: Design Support	SI	0.0	0.0	0.0	0.0	0.8	1.2	2.0	
31 Sandy Mitigation: 8 Stations DEO (M/Q/Bx)	SI	0.0	0.0	0.0	2.3	0.1	2.1	4.5	
32 Mit: Lower Mhtrn Flood Drs /Hatches-Rem Work	SI	0.0	0.0	0.0	0.0	0.0	2.0	2.0	
33 Sandy Mit: Lower Manhattan Hatch Install (Wrap-Up)	SI	0.0	0.0	0.0	0.0	0.0	0.4	0.4	
34 Mitigation: Internal Stn Harden - 148th St. Comm	SI	0.0	0.0	0.0	0.0	0.0	2.0	2.0	
35 Sandy Mitigation: Coastal Storm MCD Wrap-Up	SI	0.0	0.0	0.0	0.0	0.0	1.2	1.2	
36 Sandy Mit: St Level Openings 8 Stations Wrap-Up	SI	0.0	0.0	0.0	0.0	0.0	6.8	6.8	
38 Sandy Mitigation: World Trade Center / Cortland St	SI	0.0	0.0	0.0	0.0	0.0	15.0	15.0	
39 Sandy Mitigation: 138 St / JER	SI	0.0	0.0	0.0	0.0	0.0	6.4	6.4	
40 Sandy Mitigation: Outstanding Street Level Opening	SI	0.0	0.0	0.0	0.0	0.0	10.0	10.0*	
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$41.7</b>	<b>\$14.9</b>	<b>\$375.5</b>	<b>\$432.0</b>	
<b>Category Total T04</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.0</b>	<b>\$78.1</b>	<b>\$210.0</b>	<b>\$415.0</b>	<b>\$704.1</b>	

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**New York City Transit**

**TRACK**  
**E - T05**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 TRACK/SWITCH REPAIRS: SANDY</b>								
02 Rockaway Line Restoration (Initial)	SGR	0.0	0.0	0.0	11.7	0.0	0.8	12.5
06 Track: Montague Tube	SGR	0.0	0.0	0.0	14.8	0.0	0.0	14.9
07 Track: Greenpoint Tube	SGR	0.0	0.0	0.0	3.1	2.0	0.0	5.1
08 Switches Montague Tube	SGR	0.0	0.0	0.0	1.9	0.0	0.0	1.9
09 Track: Canarsie Tube	SGR	0.0	0.0	0.0	0.0	0.0	32.8	32.8
10 Track: Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	8.1	8.1
11 Track: Clark St Tube	SGR	0.0	0.0	0.0	0.0	0.0	8.1	8.1
12 Track: 53rd St Tube QBL	SGR	0.0	0.0	0.0	0.0	0.0	11.0	11.0
13 South Ferry Track	SGR	0.0	0.0	0.0	0.0	11.7	2.0	13.7
14 Track: Steinway Tube	SGR	0.0	0.0	0.0	10.5	0.0	0.0	10.5
16 South Ferry Switch Replacement	SGR	0.0	0.0	0.0	0.0	4.0	0.0	4.0
17 Sandy Repairs: ML Track 200-207 St/8AVE	SGR	0.0	0.0	0.0	0.0	0.0	80.1	80.1
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$41.9</b>	<b>\$17.8</b>	<b>\$143.0</b>	<b>\$202.7</b>
<b>Category Total T05</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$41.9</b>	<b>\$17.8</b>	<b>\$143.0</b>	<b>\$202.7</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**New York City Transit**

**LINE EQUIPMENT**  
**E - T06**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 LINE EQUIPMENT REPAIRS: SANDY</b>									
06	Line Equipment Restoration: Various Locations DES	SGR	0.0	0.0	0.0	12.7	0.3	0.1	13.1
07	Tunnel Lighting: Montague Tube	SGR	0.0	0.0	0.0	16.9	0.3	0.0	17.2
08	2 Pump Rooms: Montague Tube	SGR	0.0	0.0	0.0	8.0	0.0	0.0	8.0
09	Fan Plant: Montague Tube	SGR	0.0	0.0	0.0	3.7	0.0	0.0	3.7
10	Tunnel Lighting: Greenpoint Tube	SGR	0.0	0.0	0.0	23.3	3.3	0.1	26.7
11	1 Pump Room: Greenpoint Tube	SGR	0.0	0.0	0.0	3.3	0.0	0.0	3.3
12	1 Fan Plant: Greenpoint Tube	SGR	0.0	0.0	0.0	9.6	0.1	0.0	9.7
13	Tunnel Lighting: Canarsie Tube	SGR	0.0	0.0	0.0	0.0	0.0	47.8	47.8
14	Tunnel Lighting: Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	4.4	4.4
16	Tunnel Lighting: Joralemon Tube	SGR	0.0	0.0	0.0	0.0	0.0	48.6	48.6
17	1 Pump Room: South Ferry	SGR	0.0	0.0	0.0	0.0	3.7	0.0	3.7
18	2 Pump Rooms: Southern Manhattan	SGR	0.0	0.0	0.0	0.0	5.1	0.0	5.1
19	Sandy Repairs: Pump Room #1035 Canarsie Tube	SGR	0.0	0.0	0.0	0.0	0.0	17.5	17.5
20	Pump Room (#2057) 8 Ave	SGR	0.0	0.0	0.0	0.0	6.2	0.1	6.3
21	Pump Room: Steinway Tube - FLS	SGR	0.0	0.0	0.0	19.2	0.3	0.0	19.5
23	1 Fan Plant: South Ferry	SGR	0.0	0.0	0.0	0.0	6.1	0.0	6.1
24	3 Fan Plants: Southern Manhattan	SGR	0.0	0.0	0.0	0.1	18.5	0.0	18.6
25	3 Fan Plants: Cranberry, 14 St, Rutgers Tubes	SGR	0.0	0.0	0.0	0.1	0.0	0.0	0.1
26	1 Fan Plant: Old Slip	SGR	0.0	0.0	0.0	0.0	0.0	6.2	6.2
27	South Ferry Tunnel Lighting	SGR	0.0	0.0	0.0	0.0	9.2	0.0	9.2
28	200th to 207th Street Tunnel Lighting	SGR	0.0	0.0	0.0	0.0	18.5	0.8	19.2
30	2 Pump Rooms: Cranberry Tube	SGR	0.0	0.0	0.0	0.0	8.2	0.2	8.4
31	2 Fan Plants (#6330,#6332): Cranberry Tube	SGR	0.0	0.0	0.0	0.0	12.7	0.1	12.8
32	2 Pump Rooms: Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	6.7	6.7
33	1 Fan Plant (#6375): Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	4.4	4.4
34	Clark St Tube: Pump Room #3166	SGR	0.0	0.0	0.0	0.0	0.0	7.7	7.7
<b>Element Total 02</b>			<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$96.8</b>	<b>\$92.5</b>	<b>\$144.7</b>	<b>\$334.0</b>

**Security / Disaster Recovery**  
**New York City Transit**

**LINE EQUIPMENT**  
**E - T06**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years	
		2010	2011	2012	2013	2014	Post 2014		
<b>03 LINE EQUIP MITIGATION:SANDY</b>									
04	Conversion of two Pump Trains	SI	0.0	0.0	0.0	11.1	2.8	0.0	13.9
05	Mitigation: 17 Fan Plants	SI	0.0	0.0	0.0	3.6	0.3	42.5	46.4
06	14 Fan Plants, NT Above Grade Protection 6 Locs	SI	0.0	0.0	0.0	0.0	0.0	6.9	6.9
07	14 Fan Plants, NT - Deployable Vent Covers SBFP	SI	0.0	0.0	0.0	0.0	3.5	0.1	3.6
08	14 Fan Plants, NT -Hatch Repl/MCD Prttype "A" SBFP	SI	0.0	0.0	0.0	0.0	0.3	4.8	5.2
09	14 Fan Plants, NT - Hatch Replace "B" SBFP	SI	0.0	0.0	0.0	0.0	0.4	4.3	4.7
10	14 Fan Plants, NT Conduit/Duct Pen - Fac&Man SBFP	SI	0.0	0.0	0.0	0.0	0.0	2.9	2.9
11	Pumping System Improvement : 7 Under River Tubes	SI	0.0	0.0	0.0	0.0	1.1	4.1	5.2
12	Flood Mitigation: Purchase of Backup Generators	SI	0.0	0.0	0.0	0.0	0.0	3.7	3.7
13	Joralemon Tube 2 Pump Rooms 3190 3191	SI	0.0	0.0	0.0	0.0	0.0	7.1	7.1
16	Pumping Capacity Improvements: Annex Pumps	SI	0.0	0.0	0.0	0.0	0.0	1.4	1.4
17	Sandy Resiliency: Conversion of 2 Pump Trains	SI	0.0	0.0	0.0	0.0	0.0	26.7	26.7
18	Sandy Pumping Sys Improv ROW 7 URT LwrMhntn&Bklyn	SI	0.0	0.0	0.0	0.0	1.4	3.2	4.6
19	Sandy Mitigation: DOB Mobile Pumps	SI	0.0	0.0	0.0	0.0	0.0	1.5	1.5
20	14 Fan Plants, LT - 11 Locations	SI	0.0	0.0	0.0	0.0	0.0	29.0	29.0
21	14 Fan Plants, LT - 4 Locations	SI	0.0	0.0	0.0	0.0	0.0	34.6	34.6
22	Sandy Mitigation: ROW Equipment Hardening	SI	0.0	0.0	0.0	0.0	0.0	1.3	1.3
23	Sandy Resiliency: 2 Pump Rooms (Cranberry Tube)	SI	0.0	0.0	0.0	0.0	0.0	1.4	1.4
24	Sandy Resiliency: 3 Pump Rooms (Clark Tube)	SI	0.0	0.0	0.0	0.0	0.0	6.1	6.1
25	14 Fan Plants, LT - 1 Location (South Ferry)	SI	0.0	0.0	0.0	0.0	0.0	5.9	5.9
26	Sandy Mitigation: 14 Fan Plants, LT - 1 Loc SBFP	SI	0.0	0.0	0.0	0.0	0.0	0.3	0.3
27	Existing Pump Room Enhancements	SI	0.0	0.0	0.0	0.0	0.0	40.0	40.0
28	Sandy Mitigation: DOS Mobile Pumps and Generators	SI	0.0	0.0	0.0	0.0	0.0	0.6	0.6
29	14 Fan Plants DEO	SI	0.0	0.0	0.0	10.6	0.5	0.3	11.4
30	14 Fan Plants, LT - 1 Location (Steinway Tube)	SI	0.0	0.0	0.0	0.0	0.0	13.7	13.7
31	Sandy Mitigation: Steinway Portal Signal Tower	SI	0.0	0.0	0.0	0.0	0.0	5.7	5.7
32	Sandy Resiliency: 3 Pump Rooms (53rd St Tube)	SI	0.0	0.0	0.0	0.0	0.0	20.0	20.0
33	Pump Control Room (Steinway Tube)	SI	0.0	0.0	0.0	0.0	0.0	0.6	0.6
35	Sandy Resiliency: 2 Pump rooms (Rutgers Tube)	SI	0.0	0.0	0.0	0.0	0.0	6.3	6.3
36	Sandy Resiliency: 4 Pump rooms (Jerome/Pelham Tube)	SI	0.0	0.0	0.0	0.0	0.0	11.6	11.6*
37	Sandy Mitigation: DOB Generators	SI	0.0	0.0	0.0	0.0	0.0	1.0	1.0
38	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	SI	0.0	0.0	0.0	0.0	0.0	15.0	15.0
<b>Element Total 03</b>			<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$25.3</b>	<b>\$10.3</b>	<b>\$302.8</b>	<b>\$338.4</b>
<b>Category Total T06</b>			<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$122.1</b>	<b>\$102.8</b>	<b>\$447.5</b>	<b>\$672.4</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**New York City Transit**

**LINE STRUCTURES**  
**E - T07**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 LINE STRUCTURE REPAIRS: SANDY</b>								
02 Rockaway Line Restoration (Initial)	SGR	0.0	0.0	0.0	18.2	0.0	6.4	24.5
06 Line Structure Repairs: Various Locations DES	SGR	0.0	0.0	0.0	0.2	0.0	0.0	0.2
09 Sandy Repairs: Rockaway Line Wrap Up	SGR	0.0	0.0	0.0	0.0	0.0	47.2	47.2
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$18.4</b>	<b>\$0.0</b>	<b>\$53.6</b>	<b>\$71.9</b>
<b>03 LINE STRUCTRE MITIGATION:SANDY</b>								
02 Rockaway Line Protection	SI	0.0	0.0	0.0	3.1	1.5	90.9	95.5
06 Internal Tunnel Sealing: N/O Spring St/8AV	SI	0.0	0.0	0.0	0.0	0.0	5.3	5.3
07 Sandy Mitigation: Internal Tunnel Sealing	SI	0.0	0.0	0.0	0.0	0.0	1.3	1.3
08 Sandy Mitigation: Steinway Portal	SI	0.0	0.0	0.0	0.0	0.0	20.0	20.0
09 Long-Term Flood Protection: Hammels Wye	SI	0.0	0.0	0.0	0.0	0.0	27.3	27.3
10 Rockaway ROW Debris Shielding	SI	0.0	0.0	0.0	0.0	0.0	24.0	24.0
11 Sandy Mit: New Crossover at Beach 105th St. / RKY	SI	0.0	0.0	0.0	0.0	0.0	59.0	59.0
12 Rockaway Line Long Term Protection	SI	0.0	0.0	0.0	0.0	0.0	0.9	0.9
13 Rockaway Park Yard Compressor Room (ROW)	SI	0.0	0.0	0.0	0.0	0.0	7.7	7.7
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.1</b>	<b>\$1.5</b>	<b>\$236.4</b>	<b>\$241.0</b>
<b>Category Total T07</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$21.5</b>	<b>\$1.5</b>	<b>\$289.9</b>	<b>\$312.9</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**New York City Transit**

**SIGNALS & COMMUNICATIONS**  
**E - T08**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 SIGNAL/COMM REPAIRS: SANDY</b>								
01 South Ferry Restoration	SGR	0.0	0.0	0.0	0.4	48.3	9.8	58.6
02 Rockaway Line Restoration (Initial)	SGR	0.0	0.0	0.3	18.9	0.0	5.8	25.0
06 Signal/Comm Restoration: Various Locations DES	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
07 Signals: 200 St - 207 St / 8th Ave	SGR	0.0	0.0	0.0	3.0	0.0	42.7	45.7
08 Security Equipment Replacement URT1	SGR	0.0	0.0	0.0	4.0	3.1	0.4	7.5
09 Signals: Greenpoint Tube	SGR	0.0	0.0	0.0	6.5	0.1	0.0	6.6
10 Whitehall Interlocking Modernization	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
11 Signals: Canarsie Tube	SGR	0.0	0.0	0.0	0.0	0.0	36.4	36.4
12 Signals: Clark St Tube	SGR	0.0	0.0	0.0	0.0	0.0	8.2	8.2
13 Signals: Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	10.0	10.0
14 Signals: Cranberry Tube	SGR	0.0	0.0	0.0	0.0	17.2	0.0	17.2
15 Signals: 53rd St Tube QBL	SGR	0.0	0.0	0.0	0.0	0.0	8.2	8.2
16 Signals: Montague Tube	SGR	0.0	0.0	0.0	30.1	1.7	0.7	32.5
17 Terminal Station Signal Mods: Montague Tube	SGR	0.0	0.0	0.0	1.1	0.0	0.0	1.1
18 PLC Signal Equip Rockaway	SGR	0.0	0.0	0.0	5.4	0.1	0.0	5.5
19 Revenue Facility Microwave Communications System	SGR	0.0	0.0	0.0	0.5	0.0	0.0	0.5
20 Rockaway Signal Modernization and Interlocking	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
21 Rutgers Tube: CCTV Support	SGR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
22 Cranberry Tube: CCTV Support	SGR	0.0	0.0	0.0	0.0	2.1	0.0	2.1
28 South Ferry Risk Reserve	SGR	0.0	0.0	0.0	0.0	0.0	22.9	22.9
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>\$70.9</b>	<b>\$74.7</b>	<b>\$145.0</b>	<b>\$290.9</b>
<b>Category Total</b>	<b>T08</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>\$70.9</b>	<b>\$74.7</b>	<b>\$145.0</b>	<b>\$290.9</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**New York City Transit**

**TRACTION POWER**  
**E - T09**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 TRACTION POWER REPAIRS: SANDY</b>								
02 Rockaway Line Restoration (Initial)	SGR	0.0	0.0	0.0	9.0	0.0	4.4	13.4
06 Traction Power Restoration: Various Locations DES	SGR	0.0	0.0	0.0	21.2	0.0	0.0	21.2
07 3 Circuit Breaker Houses: Montague Tube	SGR	0.0	0.0	0.0	6.1	0.0	0.0	6.2
08 Cable/Ducts/Rust Coating: Montague Tube	SGR	0.0	0.0	0.0	84.4	0.8	9.2	94.4
09 2 Substations: Montague Tube	SGR	0.0	0.0	0.0	1.2	0.0	0.0	1.2
10 Power/Cable/Ducts: Greenpoint Tube	SGR	0.0	0.0	0.0	19.3	2.0	0.0	21.3
11 2 Circuit Breaker Houses: Canarsie Tube	SGR	0.0	0.0	0.0	0.9	0.8	33.3	35.0
12 Power/Cable/Ducts: Canarsie Tube	SGR	0.0	0.0	0.0	9.8	2.9	301.3	314.0
18 Substation Equip: Joralemon Tube	SGR	0.0	0.0	0.0	0.0	0.0	5.2	5.2
19 Comm/Power Cable Repl: Rutgers Tube	SGR	0.0	0.0	0.0	3.9	0.1	51.7	55.7
20 Comm/Power Cable Repl: Cranberry Tube	SGR	0.0	0.0	0.0	4.1	49.0	1.3	54.4
21 Comm/Power Cable & Ducts: Joralemon Tube	SGR	0.0	0.0	0.0	3.6	0.0	63.4	67.1
24 Comm/Power Cable Repl: Clark S Tube	SGR	0.0	0.0	0.0	6.8	0.2	77.7	84.8
25 Comm/Power Cable Repl: 53rd St Tube QBL	SGR	0.0	0.0	0.0	2.9	0.0	51.1	54.0
26 Circuit Breaker Houses (#565 & 603) 53rd St Tube Q	SGR	0.0	0.0	0.0	0.9	0.0	6.8	7.7
27 Circuit Breaker Houses: Various Locations DES	SGR	0.0	0.0	0.0	2.8	1.6	0.1	4.4
31 Independent Integrity Monitor	SGR	0.0	0.0	0.0	0.0	3.0	0.0	3.0
32 Circuit Breaker House (#502) Cranberry Tube	SGR	0.0	0.0	0.0	0.0	3.8	0.2	4.0
33 Substation Equipment (#90) Cranberry Tube	SGR	0.0	0.0	0.0	0.0	2.8	0.0	2.8
34 Circuit Breaker House (#596) Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	1.5	1.5
35 South Ferry CBH 367, 368	SGR	0.0	0.0	0.0	0.0	17.4	0.0	17.4
36 2 CBHs 207/8 and 209	SGR	0.0	0.0	0.0	0.0	5.3	0.2	5.5
37 2 CBHs 206 and 212	SGR	0.0	0.0	0.0	0.0	5.4	0.1	5.5
38 Substation Equipment (#216): 53rd St. Tube	SGR	0.0	0.0	0.0	0.0	0.0	17.7	17.7
40 Purchase Emergency Alarms: 6 Tubes	SGR	0.0	0.0	0.0	0.0	3.6	0.0	3.6
44 Traction Power Repairs: Various Locations	SGR	0.0	0.0	0.0	0.0	0.0	137.3	137.3
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$176.7</b>	<b>\$98.8</b>	<b>\$762.5</b>	<b>\$1,038.1</b>
<b>03 TRACTIONPOWER MITIGATION:SANDY</b>								
02 Sandy Mitigation Cable/Duct - Montague Tube	SI	0.0	0.0	0.0	54.6	0.0	0.0	54.6
04 Mitigation: Montague Substations - Various Locs	SI	0.0	0.0	0.0	0.0	0.0	10.2	10.2
05 Hardening of Substations in Flood Prone Areas	SI	0.0	0.0	0.0	0.0	0.0	0.4	0.4
06 Hardening of Substations at 11 Locs	SI	0.0	0.0	0.0	0.0	0.0	38.0	38.0
07 Hardening of Substations at 12 Locs	SI	0.0	0.0	0.0	0.0	0.0	35.6	35.6
08 Sandy Mitigation: Deployable Substations	SI	0.0	0.0	0.0	0.0	0.0	48.1	48.1
09 Sandy Mitigation: Power / Cables/ Ducts: Canarsie	SI	0.0	0.0	0.0	0.0	0.0	100.6	100.6
10 Sandy Mitigation: Back-up Power Control Center	SI	0.0	0.0	0.0	0.0	0.0	16.9	16.9
11 Sandy Mit: Hardening of Substations at 6 Locs	SI	0.0	0.0	0.0	0.0	0.0	29.7	29.7
12 Resiliency: Site Improvements at 2 Locs [SBFP]	SI	0.0	0.0	0.0	0.0	0.0	2.8	2.8
13 Hardening Substations: W. Broadway & Murray St.	SI	0.0	0.0	0.0	0.0	0.0	1.0	1.0
14 Hardening Substations: Tudor City	SI	0.0	0.0	0.0	0.0	0.0	1.0	1.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$54.6</b>	<b>\$0.0</b>	<b>\$284.4</b>	<b>\$339.0</b>
<b>Category Total T09</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$231.3</b>	<b>\$98.8</b>	<b>\$1,047.0</b>	<b>\$1,377.1</b>

\* Represents values less than \$50,000



**Security / Disaster Recovery**  
**New York City Transit**

**SHOPS & YARDS**  
**E - T10**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 SHOPS &amp; YARDS REPAIRS: SANDY</b>								
08 Facilities Restoration DES	SGR	0.0	0.0	0.0	1.5	0.0	0.0	1.5
09 Power Cable Replacement- 148th Street Yard	SGR	0.0	0.0	0.0	0.9	0.0	13.6	14.6
10 Power Cable Replacement- 207th Street Yard	SGR	0.0	0.0	0.0	1.5	0.2	32.5	34.2
11 Power Cable/Comm. Equipt. Repl- Coney Island Yard	SGR	0.0	0.0	0.0	7.7	0.1	157.6	165.4
12 Power Cable Replacement- Rockaway Park Yard	SGR	0.0	0.0	0.0	0.6	11.1	0.5	12.3
13 Yard Assessment- Rockaway Park Yard	SGR	0.0	0.0	0.0	0.4	0.1	0.0	0.4
14 Yard Assessment- Coney Island	SGR	0.0	0.0	0.0	0.5	1.8	0.0	2.3
15 Yard Assessment- 148th Street Yard	SGR	0.0	0.0	0.0	0.3	0.3	0.0	0.6
16 Yard Assessment- 207th Street Yard	SGR	0.0	0.0	0.0	0.8	0.4	0.0	1.2
18 Sandy Repairs: 207th St Yard Signals	SGR	0.0	0.0	0.0	0.0	4.9	295.8	300.7
19 Sandy Repairs: 207 St Yard Track	SGR	0.0	0.0	0.0	0.0	0.0	61.7	61.7
20 Sandy Repairs: 207 St Yard Switches	SGR	0.0	0.0	0.0	0.0	0.0	50.8	50.8
22 Culver Yard (Signals/Track/Switches)	SGR	0.0	0.0	0.0	0.0	0.0	278.5	278.5
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$14.2</b>	<b>\$18.9</b>	<b>\$891.0</b>	<b>\$924.1</b>
<b>03 SHOPS&amp;YARDS MITIGATION: SANDY</b>								
04 Rockaway Yard Mitigation	SI	0.0	0.0	0.0	0.9	0.2	0.0	1.1
06 Coney Island Yd: Near Term Perimeter Protection	SI	0.0	0.0	0.0	0.0	12.0	1.2	13.2
07 Coney Island Yd: Long Term Perimeter Protection	SI	0.0	0.0	0.0	1.3	7.0	341.5	349.8
08 Near-Term Flood Protection: 207th St Yard	SI	0.0	0.0	0.0	0.0	0.0	0.6	0.6
09 Long Term Perimeter Protection: 148th St Yard	SI	0.0	0.0	0.0	0.0	0.0	78.0	78.0
10 Long Term Perimeter Protection: 207th St Yard	SI	0.0	0.0	0.0	0.0	0.0	168.7	168.7
11 Sandy Mitigation: 148th Street Yard Portal	SI	0.0	0.0	0.0	0.0	0.0	5.1	5.1
12 Sandy Mitigation: 207th Street Yard Portal	SI	0.0	0.0	0.0	0.0	0.0	27.1	27.1
13 Sandy Mitigation: 148th St Yard 207th St Yard	SI	0.0	0.0	0.0	4.9	2.6	0.3	7.8
14 Sandy Mitigation: 207th Street Sewers	SI	0.0	0.0	0.0	0.0	0.0	129.5	129.5
15 Sandy Mitigation: Protection of Additional Yards	SI	0.0	0.0	0.0	0.0	0.0	95.0	95.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$7.1</b>	<b>\$21.8</b>	<b>\$847.0</b>	<b>\$875.9</b>
<b>Category Total T10</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$21.4</b>	<b>\$40.7</b>	<b>\$1,738.0</b>	<b>\$1,800.0</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**New York City Transit**

**DEPOTS**  
**E - T12**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>03 DEPOTS MITIGATION: SANDY</b>								
07 Flood Mitigation at 4 NYCT Depots	SI	0.0	0.0	0.0	0.9	0.0	25.5	26.4
08 Flood Mit: MJ Quill Depot - Roof Protection (SBFP)	SI	0.0	0.0	0.0	0.0	0.0	3.3	3.3
09 Flood Mitigation: Yukon Depot (SBFP)	SI	0.0	0.0	0.0	0.0	0.0	2.3	2.3
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>\$31.1</b>	<b>\$32.0</b>
<b>Category Total</b>	<b>T12</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>\$31.1</b>	<b>\$32.0</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**New York City Transit**

**MISCELLANEOUS/EMERGENCY**  
**E - T16**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 MISCELLANEOUS REPAIRS: SANDY</b>								
08 Facilities Restoration (initial)	SGR	0.0	0.0	0.0	3.8	0.0	0.0	3.8
09 Procure 2 Keene Machines & Audit System	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
11 Repairs: Employee Facilities at Whitehall Sta BWY	SGR	0.0	0.0	0.0	0.0	2.8	0.0	2.8
12 South Ferry - Leak Remediation Reserve	SGR	0.0	0.0	0.0	0.0	8.4	2.9	11.3
13 Sandy Restoration Reserve	SGR	0.0	0.0	0.0	0.0	0.0	50.7	50.7
14 Canarsie Tube Miscellaneous Support	SGR	0.0	0.0	0.0	0.0	0.0	0.6	0.6
15 Canarsie Tube Project Management	SGR	0.0	0.0	0.0	0.0	0.0	1.3	1.3
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.8</b>	<b>\$12.3</b>	<b>\$55.5</b>	<b>\$71.6</b>
<b>03 MISCELLANEOUS MITIGATION:SANDY</b>								
07 Analysis of Best World Wide Approaches	SI	0.0	0.0	0.0	0.6	0.0	0.0	0.6
08 Near-Term Flood Protection: Hammels Wye	SI	0.0	0.0	0.0	0.0	0.0	0.8	0.8
09 Near-Term Flood Protec: Stillwell Av Term Fac SBFP	SI	0.0	0.0	0.0	0.0	0.0	2.7	2.7
10 Sandy Mitigation: Consolidated Revenue Facility	SI	0.0	0.0	0.0	0.0	0.0	15.0	15.0
11 Sandy Mitigation: Zerega Maintenance Facility	SI	0.0	0.0	0.0	0.0	0.0	7.7	7.7
12 Sandy Mitigation: Tiffany Central Warehouse	SI	0.0	0.0	0.0	0.0	0.0	25.0	25.0
16 Sandy Mitigation Reserve	SI	0.0	0.0	0.0	0.0	0.0	31.3	31.3
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.6</b>	<b>\$0.0</b>	<b>\$82.5</b>	<b>\$83.0</b>
<b>Category Total</b>	<b>T16</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$4.4</b>	<b>\$12.3</b>	<b>\$137.9</b>	<b>\$154.6</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**New York City Transit**

**STATEN ISLAND RAILWAY**  
**E - S07**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 SIR: SANDY</b>								
09 Staten Island Railway Restoration: DES	SGR	0.0	0.0	0.0	7.3	0.0	0.0	7.3
10 Flood Repairs- Clifton Shop (Short-Term)	SGR	0.0	0.0	0.0	2.1	0.0	0.0	2.1
11 Flood Repairs- Clifton Shop (Long-Term)	SGR	0.0	0.0	0.0	0.0	0.0	34.9	34.9
12 Flood Repairs- St George Term Tower B (Short-Term)	SGR	0.0	0.0	0.0	0.5	0.0	0.0	0.5
13 Flood Repairs- St George Term Tower B (Long-Term)	SGR	0.0	0.0	0.0	0.0	7.7	0.5	8.2
14 SIR Restoration - St George Interlocking	SGR	0.0	0.0	0.0	0.0	96.8	2.6	99.4
15 Repairs- Tower B Employee Fac- Long Term	SGR	0.0	0.0	0.0	0.0	0.0	2.0	2.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$10.0</b>	<b>\$104.5</b>	<b>\$40.0</b>	<b>\$154.5</b>
<b>03 SIR MITIGATION: SANDY</b>								
02 SIR Mitigation: Clifton Shop / Yard	SI	0.0	0.0	0.0	0.5	0.4	161.9	162.8
03 SIR Mitigation: St. George	SI	0.0	0.0	0.0	0.8	0.0	50.6	51.4
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.2</b>	<b>\$0.4</b>	<b>\$212.5</b>	<b>\$214.2</b>
<b>Category Total S07</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$11.2</b>	<b>\$104.9</b>	<b>\$252.5</b>	<b>\$368.6</b>

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.3</b>	<b>\$469.1</b>	<b>\$614.6</b>	<b>\$2,274.8</b>	<b>\$3,359.8</b>
<b>Mitigation:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$134.5</b>	<b>\$48.9</b>	<b>\$2,372.1</b>	<b>\$2,555.4</b>
<b>TOTAL New York City Transit</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.3</b>	<b>\$603.6</b>	<b>\$663.5</b>	<b>\$4,646.9</b>	<b>\$5,915.2</b>

**Security / Disaster Recovery**  
**Long Island Rail Road**

**TRACK**  
**E - L03**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>03 TRACK MITIGATION: SANDY</b>								
ZH Emergency Management Equipment Mitigation	SI	0.0	0.0	0.0	0.0	1.9	28.1	30.0
ZR Gateway 11th Ave Extension	SI	0.0	0.0	0.0	0.0	0.0	5.5	5.5
ZT Long Beach Branch Elevation Improvements	SI	0.0	0.0	0.0	0.0	0.0	10.0	10.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.9</b>	<b>\$43.6</b>	<b>\$45.5</b>
<b>Category Total</b>	<b>L03</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.9</b>	<b>\$43.6</b>	<b>\$45.5</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Long Island Rail Road**

**LINE STRUCTURES**  
**E - L04**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 LINE STRUCTURE REPAIRS: SANDY</b>								
ZA East River Tunnel Signal Sys & Infra Restoration	SGR	0.0	0.0	0.0	0.0	0.0	179.5	179.5
ZB Wreck Lead Bridge Systems Restoration	SGR	0.0	0.0	0.0	3.7	0.6	10.1	14.5
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.7</b>	<b>\$0.6</b>	<b>\$189.6</b>	<b>\$193.9</b>
<b>03 LINE STRUCTRE MITIGATION:SANDY</b>								
ZJ Atlantic Avenue Tunnels Mitigation	SI	0.0	0.0	0.0	0.0	5.2	3.3	8.5
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$5.2</b>	<b>\$3.3</b>	<b>\$8.5</b>
<b>Category Total</b>	<b>L04</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.7</b>	<b>\$5.7</b>	<b>\$192.9</b>	<b>\$202.4</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Long Island Rail Road**

**COMMUNICATIONS & SIGNALS**  
**E - L05**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 COMM/SIGNAL REPAIRS: SANDY</b>								
ZC Long Beach Branch - Systems Restoration	SGR	0.0	0.0	0.0	37.7	3.6	29.6	70.9
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$37.7</b>	<b>\$3.6</b>	<b>\$29.6</b>	<b>\$70.9</b>
<b>Category Total</b>	<b>L05</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$37.7</b>	<b>\$3.6</b>	<b>\$29.6</b>	<b>\$70.9</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Long Island Rail Road**

**SHOPS AND YARDS**  
**E - L06**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 SHOP &amp; YARD REPAIRS: SANDY</b>								
ZD West Side Storage Yard Restoration	SGR	0.0	0.0	0.0	27.6	0.1	16.2	43.9
ZL Long Island City Yard Restoration	SGR	0.0	0.0	0.0	5.6	2.6	17.8	25.9
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$33.2</b>	<b>\$2.7</b>	<b>\$34.0</b>	<b>\$69.8</b>
<b>03 SHOP &amp; YARD MITIGATION: SANDY</b>								
ZK Long Island City Yard Resiliency - LPR	SI	0.0	0.0	0.0	1.3	0.0	0.0	1.3
ZP West Side Yard & East River Tunnel Mitigation	SI	0.0	0.0	0.0	0.0	0.0	101.4	101.4
ZS Long Island City Yard Resiliency - CR	SI	0.0	0.0	0.0	0.0	0.0	26.3	26.3
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.3</b>	<b>\$0.0</b>	<b>\$127.6</b>	<b>\$128.9</b>
<b>Category Total</b>	<b>L06</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$34.4</b>	<b>\$2.7</b>	<b>\$161.6</b>	<b>\$198.7</b>

\* Represents values less than \$50,000



**Security / Disaster Recovery**  
**Long Island Rail Road**

**POWER**  
**E - L07**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 POWER REPAIRS: SANDY</b>								
ZE Systemwide Substation Restoration	SGR	0.0	0.0	0.0	24.7	4.2	16.9	45.8
ZM 1st Avenue Substation Restoration	SGR	0.0	0.0	0.0	1.2	6.8	0.1	8.1
ZN LIC G00 Substation (Component Replacement)	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$26.7</b>	<b>\$11.0</b>	<b>\$17.0</b>	<b>\$54.7</b>
<b>Category Total</b>	<b>L07</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$26.7</b>	<b>\$11.0</b>	<b>\$17.0</b>	<b>\$54.7</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Long Island Rail Road**

**MISCELLANEOUS**  
**E - L09**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 MISC REPAIRS: SANDY</b>								
ZF Infrastructure/System Upgrades (Various Locs)	SGR	0.0	0.0	0.0	0.6	4.2	1.7	6.5
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.6</b>	<b>\$4.2</b>	<b>\$1.7</b>	<b>\$6.5</b>
<b>Category Total L09</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.6</b>	<b>\$4.2</b>	<b>\$1.7</b>	<b>\$6.5</b>

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$101.9</b>	<b>\$22.1</b>	<b>\$271.8</b>	<b>\$395.9</b>
<b>Mitigation:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.3</b>	<b>\$7.1</b>	<b>\$174.5</b>	<b>\$182.9</b>
<b>TOTAL Long Island Rail Road</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$103.2</b>	<b>\$29.2</b>	<b>\$446.3</b>	<b>\$578.8</b>

**Security / Disaster Recovery**  
**Metro-North Railroad**

**ROLLING STOCK**  
**E - M01**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 ROLLING STOCK: SANDY</b>								
01 Rolling Stock Restoration	SGR	0.0	0.0	0.0	1.1	0.0	0.0	1.1
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.1</b>
<b>Category Total</b>	<b>M01</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.1</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Metro-North Railroad**

**TRACK AND STRUCTURES**  
**E - M03**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 TRACK/STRUCTURE REPAIRS: SANDY</b>								
02 Right of Way Restoration: Various Locations	SGR	0.0	0.0	0.0	7.0	0.7	0.3	8.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$7.0</b>	<b>\$0.7</b>	<b>\$0.3</b>	<b>\$8.0</b>
<b>03 TRACK/ STRUCT MITIGATION:SANDY</b>								
01 Rail Vacuum Mitigation	SI	0.0	0.0	0.0	0.0	0.0	6.0	6.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$6.0</b>	<b>\$6.0</b>
<b>Category Total</b>	<b>M03</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$7.0</b>	<b>\$0.7</b>	<b>\$6.3</b>	<b>\$14.0</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Metro-North Railroad**

**COMMUNICATIONS AND SIGNALS**  
**E - M04**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 COMM/SIGNAL REPAIRS: SANDY</b>								
05 Comm & Signal Infrastructure Restoration-Ph. 1 & 2	SGR	0.0	0.0	0.0	1.9	0.0	96.1	98.0
07 Comm & Signal Infrastr Restoration-Eqpmt Replcmt	SGR	0.0	0.0	0.0	4.8	0.0	0.4	5.2
08 MNR Comm & Signal Infrastr Restoration	SGR	0.0	0.0	0.0	0.0	0.0	5.5	5.5
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$6.7</b>	<b>\$0.0</b>	<b>\$102.0</b>	<b>\$108.7</b>
<b>03 COMM/SIGNAL MITIGATION: SANDY</b>								
01 Power and Signals Mitigation	SI	0.0	0.0	0.0	0.0	0.0	50.0	50.0
02 Hudson Line Power and Signal Resiliency	SI	0.0	0.0	0.0	0.0	0.0	35.2	35.2
03 MNR Comm & Signal Infrastr Resiliency	SI	0.0	0.0	0.0	0.0	0.0	4.6	4.6
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$89.8</b>	<b>\$89.8</b>
<b>Category Total M04</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$6.7</b>	<b>\$0.0</b>	<b>\$191.8</b>	<b>\$198.5</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Metro-North Railroad**

**POWER**  
**E - M05**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 POWER REPAIRS: SANDY</b>								
06 Power Infrastructure Restoration-Ph. 1 & 2	SGR	0.0	0.0	0.0	14.9	0.0	162.8	177.7
08 Power Infrastructure Restoration-Substations	SGR	0.0	0.0	0.0	2.7	40.5	2.4	45.7
09 Power Infrastructure Restoration-HRLB	SGR	0.0	0.0	0.0	0.8	4.1	3.4	8.3
10 Power Infrastr Restoration-Remote Terminal Houses	SGR	0.0	0.0	0.0	0.0	0.0	1.3	1.3
11 MNR Power Restoration		0.0	0.0	0.0	0.0	0.0	17.0	17.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$18.4</b>	<b>\$44.6</b>	<b>\$186.9</b>	<b>\$249.9</b>
<b>Category Total M05</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$18.4</b>	<b>\$44.6</b>	<b>\$186.9</b>	<b>\$249.9</b>

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$33.2</b>	<b>\$45.3</b>	<b>\$289.2</b>	<b>\$367.7</b>
<b>Mitigation:Sandy</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$95.8</b>	<b>\$95.8</b>
<b>TOTAL Metro-North Railroad</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$33.2</b>	<b>\$45.3</b>	<b>\$385.0</b>	<b>\$463.5</b>

**Security / Disaster Recovery**  
**MTA Bus Company**

**BUS COMPANY PROJECTS**  
**E - U03**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 BUS COMPANY REPAIRS: SANDY</b>								
01 Far Rockaway Depot Rehabilitation	SGR	0.0	0.0	0.0	0.0	0.0	11.0	11.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$11.0</b>	<b>\$11.0</b>
<b>Category Total U03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$11.0</b>	<b>\$11.0</b>

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$11.0</b>	<b>\$11.0</b>
<b>TOTAL MTA Bus Company</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$11.0</b>	<b>\$11.0</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Capital Construction Company**

**MISCELLANEOUS**  
**E - G16**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 MISCELLANEOUS REPAIRS: SANDY</b>								
09 East Side Access Impacts		0.0	0.0	0.0	0.0	0.0	0.0	0.0*
10 Second Subway Impacts		0.0	0.0	0.0	0.0	0.1	0.0	0.1
12 Fulton Center Impacts		0.0	0.0	0.0	0.0	0.0	0.0	0.0*
14 IESS East River Tunnel Impacts		0.0	0.0	0.0	1.4	3.9	17.8	23.1
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.4</b>	<b>\$4.0</b>	<b>\$17.8</b>	<b>\$23.2</b>
<b>Category Total G16</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.4</b>	<b>\$4.0</b>	<b>\$17.8</b>	<b>\$23.2</b>

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.4</b>	<b>\$4.0</b>	<b>\$17.8</b>	<b>\$23.2</b>
<b>TOTAL Capital Construction Company</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.4</b>	<b>\$4.0</b>	<b>\$17.8</b>	<b>\$23.2</b>

\* Represents values less than \$50,000



Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 MTA MENTORING PROGRAM ADMIN</b>								
01 MTA Mentoring Program Administration	SI	0.0	26.8	0.2	0.5	0.0	1.0	28.6
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$26.8</b>	<b>\$0.2</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$1.0</b>	<b>\$28.6</b>
<b>Category Total</b>	<b>600</b>	<b>\$0.0</b>	<b>\$26.8</b>	<b>\$0.2</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$1.0</b>	<b>\$28.6</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 MTA BSC / FACILITIES REHAB</b>								
01 MTA Business Service Center	SI	75.0	0.0	0.0	0.0	0.0	0.0	75.0
02 Jay Street Building Rehabilitation	NR	0.0	0.0	0.0	32.2	3.8	24.0	60.0
03 Biltmore Room Connection	NE	0.0	0.0	0.8	0.0	0.7	20.3	21.8
<b>Element Total 01</b>		<b>\$75.0</b>	<b>\$0.0</b>	<b>\$0.8</b>	<b>\$32.2</b>	<b>\$4.5</b>	<b>\$44.3</b>	<b>\$156.8</b>
<b>Category Total 611</b>		<b>\$75.0</b>	<b>\$0.0</b>	<b>\$0.8</b>	<b>\$32.2</b>	<b>\$4.5</b>	<b>\$44.3</b>	<b>\$156.8</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 MTA PLANNING INITIATIVES</b>								
01 Core Planning Support	SI	0.0	0.0	5.0	0.3	7.3	15.1	27.7
02 Corridor Planning Support	SI	0.0	0.0	0.0	0.4	0.0	6.3	6.7
03 Tappan Zee Bridge Rail Study	SI	0.0	0.7	0.1	0.0	0.1	0.0	0.9
04 Penn Station Access Study (cont'd)	SI	0.0	0.0	2.0	0.0	0.0	0.0	2.0
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$0.7</b>	<b>\$7.1</b>	<b>\$0.7</b>	<b>\$7.4</b>	<b>\$21.3</b>	<b>\$37.3</b>
<b>Category Total 612</b>		<b>\$0.0</b>	<b>\$0.7</b>	<b>\$7.1</b>	<b>\$0.7</b>	<b>\$7.4</b>	<b>\$21.3</b>	<b>\$37.3</b>
<b>TOTAL</b>		<b>\$75.0</b>	<b>\$27.5</b>	<b>\$8.1</b>	<b>\$33.5</b>	<b>\$11.9</b>	<b>\$66.7</b>	<b>\$222.7</b>

# MTA INTERAGENCY SUMMARY

		Commitments (\$ in millions)						
	AGENCY	2010	2011	2012	2013	2014	Post 2014	Total All Years
TOTAL	MTA MENTORING PROGRAM ADMIN	\$0.0	\$26.8	\$0.2	\$0.5	\$0.0	\$1.0	\$28.6
TOTAL	MTA BSC / FACILITIES REHAB	\$75.0	\$0.0	\$0.8	\$32.2	\$4.5	\$44.3	\$156.8
TOTAL	MTA PLANNING INITIATIVES	\$0.0	\$0.7	\$7.1	\$0.7	\$7.4	\$21.3	\$37.3
TOTAL	MTA Interagency	\$75.0	\$27.5	\$8.1	\$33.5	\$11.9	\$66.7	\$222.7

# Capital Construction Company

# EAST SIDE ACCESS

G- 609

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 EAST SIDE ACCESS</b>								
01 Program Management	NE	0.0	21.6	8.3	12.8	25.8	0.0	68.6
02 Engineering	NE	0.0	48.2	0.0	27.2	10.0	0.0	85.4
03 MTA Management	NE	0.0	0.0	0.0	26.4	0.1	2.2	28.6
05 Manh Structures 1-MNR ForcAcct	NE	0.0	16.7	0.0	0.0	0.0	0.0	16.7
11 OCIP	NE	0.0	4.2	0.0	62.3	28.9	0.0	95.4
12 55th St. Ventilation Facility	NE	0.0	0.0	56.3	0.0	0.0	0.0	56.3
13 Construction Management	NE	0.0	52.5	54.2	54.3	59.1	0.0	220.1
14 GCT Concrse&Facilities (14A)	NE	0.0	54.0	0.0	7.4	0.0	0.0	61.3
15 Vertical Circulation Elements	NE	0.0	0.0	0.0	0.0	0.0	3.7	3.7
16 General Conditions	NE	0.0	29.5	0.0	0.0	19.9	0.0	49.5
18 Harold Interlocking ForceAcct	NE	0.0	76.6	1.4	0.0	27.4	15.3	120.7
20 Plaza Substation & Structures (CQ032)	NE	0.0	107.1	152.1	0.0	0.0	0.2	259.5
21 Mid-Day Storage Yard Facility	NE	0.0	0.0	0.0	0.0	0.0	22.3	22.3
22 Harold Structures (Part 1)	NE	0.0	0.0	74.8	0.0	0.0	0.0	74.8
23 Harold Structures - Part 3A	NE	0.0	0.0	0.0	7.1	0.0	66.5	73.6
25 Amtrak Access & Protection	NE	0.0	4.5	0.0	12.8	0.0	0.0	17.4
26 LIRR Access & Protection	NE	0.0	3.5	0.0	2.7	0.0	0.0	6.2
27 System Testing & Commissioning	NE	0.0	0.0	0.0	0.0	4.8	0.0	4.8
29 Real Estate	NE	0.0	0.0	3.6	0.0	0.0	1.1	4.7
30 GCT Concourse Civil&Structural	NE	0.0	261.7	0.0	0.0	0.0	0.0	261.7
31 250 Hz Track Circuit	NE	0.0	0.0	0.0	0.0	0.0	17.8	17.8
32 Management Reserve	NE	0.0	0.0	0.0	0.0	0.0	75.0	75.0
33 Program Contingency	NE	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
35 Facility Systems	NE	0.0	0.0	0.0	368.5	0.4	0.0	368.8
37 Signal Equipment	NE	0.0	0.0	0.0	21.8	0.0	0.0	21.8
38 Force Account Warehouse	NE	0.0	0.0	0.0	3.4	0.0	0.0	3.4
39 Manhattan Utilities Relocations	NE	0.0	0.0	3.8	2.0	11.8	0.2	17.7
40 Queens Bored Tunnel & Structures	NE	0.0	0.0	0.0	22.4	0.0	0.0	22.4
41 Manhattan South Structures	NE	0.0	0.0	0.0	241.4	0.0	0.0	241.4
42 Manhattan North Structures	NE	0.0	0.0	0.0	0.0	361.6	0.0	361.6
43 Traction Power Systems (CS084)	NE	0.0	0.0	0.0	0.0	79.7	0.0	79.7
44 Harold Trackwork (Part 3B-CH057B)	NE	0.0	0.0	0.0	0.0	1.7	0.0	1.7
46 GCT Concourse&Facilities (CM014B)	NE	0.0	0.0	0.0	0.0	0.0	434.2	434.2
47 Harold Trackwork (CH057C)	NE	0.0	0.0	0.0	0.0	3.9	0.0	3.9
48 Arts for Transit	NE	0.0	0.0	0.0	0.0	0.2	0.0	0.2
49 48th Street Entrance (CM015A)	NE	0.0	0.0	0.0	0.0	0.0	11.4	11.4
54 Park & Madison Building Owner Work	NE	0.0	0.0	0.0	0.0	0.0	0.6	0.6
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$680.3</b>	<b>\$354.5</b>	<b>\$872.4</b>	<b>\$635.2</b>	<b>\$650.5</b>	<b>\$3,192.9</b>
<b>Category Total 609</b>		<b>\$0.0</b>	<b>\$680.3</b>	<b>\$354.5</b>	<b>\$872.4</b>	<b>\$635.2</b>	<b>\$650.5</b>	<b>\$3,192.9</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 FULL LENGTH SECOND AVE SUBWAY</b>								
01 2B/C: Shell/Finishes/MEP 96 St	NE	0.0	0.0	381.8	6.4	0.1	42.8	431.0
02 4C: Station Finishes/MEP 72 St	NE	0.0	0.0	0.0	305.9	0.1	34.3	340.3
03 5B: Mining/Lining 86 St	NE	0.0	254.8	0.0	0.2	0.0	0.0	255.1
04 5C: Station Finishes/MEP 86 St	NE	0.0	0.0	0.0	235.5	0.0	39.8	275.4
06 SAS Construction Management	NE	0.0	0.0	0.0	20.3	0.0	76.2	96.5
07 2A: 96St Station Structures	NE	0.0	0.0	12.5	0.0	0.0	0.0	12.5
08 Contract 3: 63rd St Stn Rehab	NE	0.0	0.0	0.0	0.0	29.8	9.4	39.2
09 2010 2014 Final Design	NE	0.0	0.0	0.0	0.0	5.0	22.0	27.0
10 AFC Equipment	NE	0.0	0.0	0.0	0.0	0.8	0.0	0.8
11 Eng Services: Concrete Cylinder Testing	NE	0.0	0.0	0.0	0.0	0.0	0.6	0.6
12 Eng Services: Concrete Batch Testing	NE	0.0	0.0	0.0	0.0	0.0	0.5	0.5
13 Contract 6: SAS Systems	NE	0.0	0.0	0.0	0.0	0.0	56.9	56.9
14 SAS Station Signage	NE	0.0	0.0	0.0	0.0	0.0	2.7	2.7
15 SAS Misc Furnishings - SBFP	NE	0.0	0.0	0.0	0.0	0.0	1.8	1.8
95 2010-2014 SAS Project Support	NE	0.0	0.0	0.1	0.6	1.7	14.8	17.3
96 2010-2014 Unallocated AFI Reserve	NE	0.0	0.0	0.0	0.0	0.0	6.8	6.8
97 OCIP Owner Controlled Insurance Program	NE	0.0	0.0	0.0	0.0	0.0	40.8	40.8
AW Artwork	NE	0.0	0.0	0.1	2.6	0.1	0.1	2.9
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$254.8</b>	<b>\$394.5</b>	<b>\$571.6</b>	<b>\$37.6</b>	<b>\$349.4</b>	<b>\$1,607.9</b>
<b>Category Total 610</b>		<b>\$0.0</b>	<b>\$254.8</b>	<b>\$394.5</b>	<b>\$571.6</b>	<b>\$37.6</b>	<b>\$349.4</b>	<b>\$1,607.9</b>

\* Represents values less than \$50,000

# Capital Construction Company

# REGIONAL INVESTMENTS

G- 614

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 REGIONAL INVESTMENTS</b>								
01 WBBP & EBRR F/A Connections	NE	0.0	0.0	0.0	8.6	37.2	35.2	81.0
03 Harold Structures Part 3A: W-Bnd By-Pass	NE	0.0	0.0	0.0	128.9	0.0	0.0	128.9
04 Loop and T Interlocking	NE	0.0	2.6	6.2	0.0	8.0	2.3	19.2
05 Amtrak Buildings	NE	0.0	12.1	0.0	0.0	0.0	8.0	20.1
07 Elevators and Escalators	NE	0.0	0.5	0.0	0.0	0.0	1.7	2.2
08 Program Contingency	NE	0.0	0.0	0.0	0.0	0.0	4.7	4.7
09 Design	NE	0.0	0.0	0.0	17.4	8.6	0.0	26.0
10 OCIP	NE	0.0	0.0	0.0	17.0	0.0	0.0	17.0
11 Construction Management	NE	0.0	0.0	0.0	3.0	28.5	26.2	57.6
12 Harold Structures- Part 3	NE	0.0	0.0	0.0	0.0	0.0	7.0	7.0
15 Harold Track Work Part 3	NE	0.0	0.0	0.0	0.0	0.0	16.3	16.3
17 B/C Approach	NE	0.0	0.0	0.0	0.0	0.0	17.8	17.8
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$15.3</b>	<b>\$6.2</b>	<b>\$174.9</b>	<b>\$82.3</b>	<b>\$119.1</b>	<b>\$397.8</b>
<b>Category Total 614</b>		<b>\$0.0</b>	<b>\$15.3</b>	<b>\$6.2</b>	<b>\$174.9</b>	<b>\$82.3</b>	<b>\$119.1</b>	<b>\$397.8</b>

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 ESA RS / LIABILITY RESERVE</b>								
01 Rolling Stock Reserve	NE	0.0	0.0	0.0	0.0	0.0	463.0	463.0
02 Liability Reserve	NE	0.0	39.9	3.5	0.0	0.0	60.5	103.8
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$39.9</b>	<b>\$3.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$523.5</b>	<b>\$566.8</b>
<b>Category Total 615</b>		<b>\$0.0</b>	<b>\$39.9</b>	<b>\$3.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$523.5</b>	<b>\$566.8</b>

\* Represents values less than \$50,000



**Commitments  
(\$ in millions)**

<b>ELEMENT DESCRIPTION/PROJECT</b>	<b>Needs Code</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Post 2014</b>	<b>Total All Years</b>
<b>01 MISCELLANEOUS</b>								
01 Misc Engineering/Prog Support		0.0	53.3	6.3	14.2	0.1	10.2	84.1
02 MTA Independent Engineering Consultant		0.0	0.0	0.0	3.2	5.1	3.4	11.7
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$53.3</b>	<b>\$6.3</b>	<b>\$17.4</b>	<b>\$5.2</b>	<b>\$13.7</b>	<b>\$95.9</b>
<b>Category Total 616</b>		<b>\$0.0</b>	<b>\$53.3</b>	<b>\$6.3</b>	<b>\$17.4</b>	<b>\$5.2</b>	<b>\$13.7</b>	<b>\$95.9</b>
<b>TOTAL</b>		<b>\$0.0</b>	<b>\$1,043.5</b>	<b>\$765.0</b>	<b>\$1,636.3</b>	<b>\$760.3</b>	<b>\$1,656.2</b>	<b>\$5,861.3</b>

# ALL CPRB AGENCY SUMMARY

AGENCY	Commitments (\$ in millions)						Total All Years
	2010	2011	2012	2013	2014	Post 2014	
<b>Total New York City Transit</b>	\$1,036.6	\$1,735.1	\$2,303.3	\$2,079.6	\$1,665.2	\$2,545.5	\$11,365.3
<b>Total Long Island Rail Road</b>	\$169.4	\$210.9	\$294.2	\$843.0	\$218.4	\$624.6	\$2,360.5
<b>Total Metro-North Railroad</b>	\$43.7	\$323.9	\$275.4	\$187.7	\$454.3	\$279.3	\$1,564.3
<b>Total MTA Bus Company</b>	\$0.0	\$40.3	\$40.9	\$6.9	\$88.7	\$120.3	\$297.0
<b>Total Security/Disaster Recovery: (Core+Superstorm Sandy)</b>	\$0.0	\$21.9	\$13.1	\$799.9	\$772.6	\$5,638.4	\$7,246.0
Security(Core)	\$0.0	\$21.9	\$11.9	\$58.5	\$30.7	\$131.3	\$254.3
Disaster Recovery:REPAIRS	\$0.0	\$0.0	\$1.3	\$605.7	\$686.0	\$2,864.6	\$4,157.6
Disaster Recovery:MITIGATION	\$0.0	\$0.0	\$0.0	\$135.7	\$56.0	\$2,642.4	\$2,834.1
<b>Total MTA Interagency</b>	\$75.0	\$27.5	\$8.1	\$33.5	\$11.9	\$66.7	\$222.7
<b>Core Subtotal</b>	\$1,324.7	\$2,359.5	\$2,935.0	\$3,950.6	\$3,211.1	\$9,274.7	\$23,055.7
<b>Total Capital Construction Company</b>	\$0.0	\$1,043.5	\$765.0	\$1,636.3	\$760.3	\$1,656.2	\$5,861.3
<b>Total 2010-2014 CPRB Program</b>	\$1,324.7	\$3,403.1	\$3,700.1	\$5,586.9	\$3,971.4	\$10,930.9	\$28,917.0

# Bridges and Tunnels

# Structures D - 601

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>AW AGENCY-WIDE</b>								
04	Accrued Savings	0.0	0.0	0.0	0.0	0.0	5.2	5.2
98	Feasibility Study:HCT/QMT Improve/Modernize	NR	0.6	1.8	0.0	0.0	0.0	2.4
<b>Element Total AW</b>		<b>\$0.6</b>	<b>\$1.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$5.2</b>	<b>\$7.6</b>
<b>BB BROOKLYN-BATTERY TUNNEL</b>								
28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	NR	0.0	0.0	3.9	0.0	58.7	64.0
<b>Element Total BB</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.9</b>	<b>\$0.0</b>	<b>\$58.7</b>	<b>\$1.4</b>	<b>\$64.0</b>
<b>BW BRONX-WHITESTONE BRIDGE</b>								
07	Tower and Pier Fender Protection	NR	0.0	0.0	0.0	3.3	0.0	3.4
14	Miscellaneous Structural Rehabilitation	NR	0.0	0.0	0.0	2.8	0.1	2.9
84	Cable Investigation / Monitoring	NR	0.0	0.0	0.0	2.6	0.0	2.7
97	Concrete Anchorage Repairs	NR	0.0	0.0	7.2	0.0	0.4	7.6
<b>Element Total BW</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$7.2</b>	<b>\$8.8</b>	<b>\$0.1</b>	<b>\$0.4</b>	<b>\$16.5</b>
<b>CB CROSS BAY BRIDGE</b>								
09	Substructure & Underwater Work	NR	17.0	0.0	0.0	0.0	0.0	17.0
<b>Element Total CB</b>		<b>\$17.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$17.0</b>
<b>HH HENRY HUDSON BRIDGE</b>								
07	Structural Rehabilitation - Phase I	NR	0.0	0.3	7.9	0.0	0.0	8.2
81	Replace Lower Level South Approach	NR	0.0	0.0	0.0	0.0	0.0	0.0*
89	Skewbacks Retrofit	NR	0.0	0.0	0.0	5.3	0.0	5.3
<b>Element Total HH</b>		<b>\$0.0</b>	<b>\$0.3</b>	<b>\$7.9</b>	<b>\$5.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$13.5</b>
<b>MP MARINE PARKWAY BRIDGE</b>								
06	Substructure & Underwater Scour Protection	NR	3.5	0.0	0.0	17.7	1.6	22.7
16	Miscellaneous Steel Repairs	NR	0.0	0.0	0.8	1.7	0.0	2.5
XB	Miscellaneous Structural Rehab	NR	0.0	0.0	0.0	0.0	32.0	32.0
<b>Element Total MP</b>		<b>\$3.5</b>	<b>\$0.0</b>	<b>\$0.8</b>	<b>\$19.4</b>	<b>\$1.6</b>	<b>\$32.0</b>	<b>\$57.2</b>
<b>QM QUEENS MIDTOWN TUNNEL</b>								
18	Entrance and Exit Plazas Structural Rehabilitation	NR	0.0	3.3	0.0	0.7	2.5	15.0
40	Tunnel Wall and Ceiling Repairs and Leak Control	NR	0.0	0.0	0.9	5.4	6.9	59.1
<b>Element Total QM</b>		<b>\$0.0</b>	<b>\$3.3</b>	<b>\$0.9</b>	<b>\$6.1</b>	<b>\$9.4</b>	<b>\$54.5</b>	<b>\$74.1</b>
<b>RK ROBERT F. KENNEDY BRIDGE</b>								
19	Seismic and Wind Study	NR	0.0	0.0	5.2	0.0	0.0	5.2
23	Miscellaneous Rehab - Manhattan Approach Ramps	NR	0.0	2.5	9.5	7.9	80.8	101.7
76	Miscellaneous Structural Repair	NR	0.0	0.0	0.0	0.0	4.1	4.4
<b>Element Total RK</b>		<b>\$0.0</b>	<b>\$2.5</b>	<b>\$14.7</b>	<b>\$7.9</b>	<b>\$84.9</b>	<b>\$1.2</b>	<b>\$111.3</b>

\* Represents values less than \$50,000

# Bridges and Tunnels

# Structures D - 601

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years	
		2010	2011	2012	2013	2014	Post 2014		
<b>TN THROGS NECK BRIDGE</b>									
52	Miscellaneous Structural Rehabilitation	NR	0.0	4.9	0.2	3.6	9.2	9.3	27.3
60	Anchorage Dehumidification	NR	0.0	0.0	0.0	2.2	0.0	0.0	2.2
<b>Element Total TN</b>			<b>\$0.0</b>	<b>\$4.9</b>	<b>\$0.2</b>	<b>\$5.8</b>	<b>\$9.2</b>	<b>\$9.3</b>	<b>\$29.5</b>
<b>VN VERRAZZANO-NARROWS BRIDGE</b>									
34	Verrazano-Narrows Bridge Main Cable Testing	NR	0.0	0.0	0.0	0.0	3.9	0.0	4.0
35	Steel Repair & Concrete Rehab. & Drainage Syst.	NR	0.0	0.0	0.5	6.3	0.0	0.0	6.8
<b>Element Total VN</b>			<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>\$6.3</b>	<b>\$3.9</b>	<b>\$0.0</b>	<b>\$10.8</b>
<b>Category Total 601</b>			<b>\$21.1</b>	<b>\$12.9</b>	<b>\$36.1</b>	<b>\$59.6</b>	<b>\$167.8</b>	<b>\$103.9</b>	<b>\$401.4</b>

# Bridges and Tunnels

# Roadways and Decks

D - 602

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>BB BROOKLYN-BATTERY TUNNEL</b>								
54 Replacement Brooklyn Plaza Structural Slab	NR	0.0	0.0	2.3	0.0	14.8	0.3	17.4
<b>Element Total BB</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.3</b>	<b>\$0.0</b>	<b>\$14.8</b>	<b>\$0.3</b>	<b>\$17.4</b>
<b>BW BRONX-WHITESTONE BRIDGE</b>								
63 Queens Approach Roadway Improvements	SI	0.0	0.0	0.0	0.0	0.0	6.0	6.0
89 Deck Replacement - Elevated and On Grade Approach	NR	0.0	127.0	0.0	1.5	0.0	0.0	128.5
<b>Element Total BW</b>		<b>\$0.0</b>	<b>\$127.0</b>	<b>\$0.0</b>	<b>\$1.5</b>	<b>\$0.0</b>	<b>\$6.0</b>	<b>\$134.5</b>
<b>HH HENRY HUDSON BRIDGE</b>								
10 Upper Level Sidewalk / Curb Stringers	NR	39.2	0.0	0.0	0.0	0.0	0.0	39.2
88 Replace Upper & Lower Level Plza & Southbnd. Appr.	NR	0.0	0.0	9.9	0.0	28.3	10.1	48.3
<b>Element Total HH</b>		<b>\$39.2</b>	<b>\$0.0</b>	<b>\$9.9</b>	<b>\$0.0</b>	<b>\$28.3</b>	<b>\$10.1</b>	<b>\$87.5</b>
<b>MP MARINE PARKWAY BRIDGE</b>								
21 Rehabilitate Rockaway Point Blvd Overpass	NR	0.0	0.4	0.2	0.0	9.3	0.2	10.1
<b>Element Total MP</b>		<b>\$0.0</b>	<b>\$0.4</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>\$9.3</b>	<b>\$0.2</b>	<b>\$10.1</b>
<b>RK ROBERT F. KENNEDY BRIDGE</b>								
65 Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	NR	4.6	27.3	19.7	16.4	247.4	2.7	318.2
73 Deck Replacement- RFK MQ Ramp	NR	0.0	0.7	53.1	0.0	0.0	0.0	53.8
74 Replace T-48 Wearing Surface	NR	0.6	9.8	0.0	0.0	0.0	0.0	10.3
75 Interim Repairs - Toll Plaza Deck	NR	0.0	2.7	0.0	11.5	19.9	19.0	53.2
XD Bruckner Ramp Reconstruction	SI	0.0	0.0	0.0	0.0	0.0	30.9	30.9
<b>Element Total RK</b>		<b>\$5.2</b>	<b>\$40.5</b>	<b>\$72.9</b>	<b>\$27.9</b>	<b>\$267.3</b>	<b>\$52.6</b>	<b>\$466.4</b>
<b>TN THROGS NECK BRIDGE</b>								
49 Suspended Span Replacement - Phase A	NR	0.0	1.7	10.8	2.0	0.5	7.2	22.2
82 Rehabilitate Orthotropic Deck - Phase B	NR	0.0	16.5	0.0	0.0	0.0	0.0	16.5
<b>Element Total TN</b>		<b>\$0.0</b>	<b>\$18.2</b>	<b>\$10.8</b>	<b>\$2.0</b>	<b>\$0.5</b>	<b>\$7.2</b>	<b>\$38.7</b>
<b>VN VERRAZZANO-NARROWS BRIDGE</b>								
03 Toll Plaza - East & West Bound Ramps Improvements	NR	0.0	60.4	0.0	0.0	0.0	1.3	61.7
80 Replace Upper Level Suspended Span	NR	0.0	0.0	261.2	83.6	0.0	0.6	345.5
84 Widening of Belt Parkway Ramps	NR	0.0	0.0	0.0	6.7	0.0	0.0	6.7
<b>Element Total VN</b>		<b>\$0.0</b>	<b>\$60.4</b>	<b>\$261.2</b>	<b>\$90.2</b>	<b>\$0.0</b>	<b>\$2.0</b>	<b>\$413.9</b>
<b>Category Total 602</b>		<b>\$44.4</b>	<b>\$246.6</b>	<b>\$357.3</b>	<b>\$121.7</b>	<b>\$320.2</b>	<b>\$78.2</b>	<b>\$1,168.3</b>

\* Represents values less than \$50,000

# Bridges and Tunnels

# Toll Plazas & Traffic Mgmt D - 603

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years	
		2010	2011	2012	2013	2014	Post 2014		
<b>AW AGENCY-WIDE</b>									
35	Weather Information Systems	SI	0.0	0.0	0.0	0.0	0.0	3.8	3.8
36	Installation of CCTV / Fiber Optic Cable	NR	0.0	0.0	0.0	9.5	0.0	0.0	9.5
48	2nd Generation E-Zpass In-Lane	NR	7.8	0.8	0.0	4.2	0.7	0.7	14.1
52	Advanced Traffic Detection / Management System	SI	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
57	Advanced Traffic Management Systems	SI	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
<b>Element Total AW</b>			<b>\$7.8</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>\$13.6</b>	<b>\$0.7</b>	<b>\$4.4</b>	<b>\$27.4</b>
<b>Category Total 603</b>			<b>\$7.8</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>\$13.6</b>	<b>\$0.7</b>	<b>\$4.4</b>	<b>\$27.4</b>

\* Represents values less than \$50,000

# Bridges and Tunnels

# Utilities D - 604

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>AW AGENCY-WIDE</b>								
80 Advanced Traveler Information Systems	SI	0.0	0.0	0.0	2.9	0.0	7.3	10.3
<b>Element Total AW</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.9</b>	<b>\$0.0</b>	<b>\$7.3</b>	<b>\$10.3</b>
<b>BB BROOKLYN-BATTERY TUNNEL</b>								
28 Fire Standpipe - Brooklyn (BB28 Wrap-Up)	NR	0.0	0.0	0.0	0.0	0.0	3.0	3.0
45 Replace Electrical Switchgear & Equipment	NR	49.9	0.1	0.0	0.0	0.0	0.0	50.0
<b>Element Total BB</b>		<b>\$49.9</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.0</b>	<b>\$53.0</b>
<b>BW BRONX-WHITESTONE BRIDGE</b>								
15 Necklace Lighting	NR	0.0	0.7	0.0	10.7	0.0	0.0	11.4
<b>Element Total BW</b>		<b>\$0.0</b>	<b>\$0.7</b>	<b>\$0.0</b>	<b>\$10.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$11.4</b>
<b>MP MARINE PARKWAY BRIDGE</b>								
03 Programmable Logic Controller & Mechanical Rehab.	NR	0.0	3.8	0.0	0.1	0.1	5.7	9.7
XA Mechanical Systems Rehabilitation	NR	0.0	0.0	0.0	0.0	0.0	46.5	46.5
<b>Element Total MP</b>		<b>\$0.0</b>	<b>\$3.8</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.1</b>	<b>\$52.2</b>	<b>\$56.2</b>
<b>QM QUEENS MIDTOWN TUNNEL</b>								
30 Tunnel Ventilation Building Electrical Upgrade	NR	0.0	0.0	53.8	0.5	0.0	2.2	56.5
81 Controls / Communication System	NR	0.0	0.0	0.0	0.5	1.5	0.0	2.0
<b>Element Total QM</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$53.8</b>	<b>\$1.0</b>	<b>\$1.5</b>	<b>\$2.2</b>	<b>\$58.5</b>
<b>VN VERRAZZANO-NARROWS BRIDGE</b>								
87 Substation #1 Rehabilitation	NR	0.0	0.0	0.8	14.7	0.0	0.0	15.5
<b>Element Total VN</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.8</b>	<b>\$14.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$15.5</b>
<b>Category Total 604</b>		<b>\$49.9</b>	<b>\$4.7</b>	<b>\$54.6</b>	<b>\$29.4</b>	<b>\$1.7</b>	<b>\$64.7</b>	<b>\$204.9</b>

## Bridges and Tunnels

## Building and Sites D - 605

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>AW AGENCY-WIDE</b>								
12 Hazardous Materials Abatement	NR	1.6	0.0	0.1	0.3	0.3	0.1	2.3
<b>Element Total AW</b>		<b>\$1.6</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.1</b>	<b>\$2.3</b>
<b>BB BROOKLYN-BATTERY TUNNEL</b>								
21 Service Building Rehabilitation	NR	0.0	0.0	0.9	0.0	9.3	0.0	10.2
43 Misc. Repairs at BP Garage	NR	0.0	0.0	0.5	0.0	0.1	0.0	0.6
<b>Element Total BB</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.4</b>	<b>\$0.0</b>	<b>\$9.3</b>	<b>\$0.0</b>	<b>\$10.7</b>
<b>Category Total 605</b>		<b>\$1.6</b>	<b>\$0.0</b>	<b>\$1.4</b>	<b>\$0.3</b>	<b>\$9.7</b>	<b>\$0.1</b>	<b>\$13.1</b>



# Bridges and Tunnels

# Miscellaneous D - 606

## Commitments (\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>AW AGENCY-WIDE</b>								
15	MTA Independent Engineer	0.0	0.2	0.2	0.4	0.6	1.3	2.5
18	Protective Liability Insurance	0.4	1.7	1.2	0.7	1.2	1.4	6.6
21	Program Administration	3.1	2.5	2.8	2.5	2.3	0.0	13.2
22	Miscellaneous	0.1	0.5	0.1	0.5	1.8	1.3	4.3
28	Scope Development	2.6	1.2	0.6	0.4	1.3	3.6	9.8
85	Traffic Enforcement Support	0.0	0.0	0.3	0.0	0.0	0.0	0.3
<b>Element Total AW</b>		<b>\$6.2</b>	<b>\$6.1</b>	<b>\$5.2</b>	<b>\$4.5</b>	<b>\$7.2</b>	<b>\$7.6</b>	<b>\$36.7</b>
<b>Category Total 606</b>		<b>\$6.2</b>	<b>\$6.1</b>	<b>\$5.2</b>	<b>\$4.5</b>	<b>\$7.2</b>	<b>\$7.6</b>	<b>\$36.7</b>

# Bridges and Tunnels

# Structural Painting D - 607

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>HH HENRY HUDSON BRIDGE</b>								
10 Paint - Curb Stringers	NR	0.8	0.0	0.0	0.0	0.0	0.0	0.8
<b>Element Total HH</b>		<b>\$0.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.8</b>
<b>MP MARINE PARKWAY BRIDGE</b>								
XC Zone and Spot Painting of Roadway Structures	NR	0.0	0.0	0.0	0.0	0.0	29.6	29.6
<b>Element Total MP</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$29.6</b>	<b>\$29.6</b>
<b>RK ROBERT F. KENNEDY BRIDGE</b>								
65 Paint - Plaza and Approach Ramps	NR	0.0	0.0	0.0	1.2	18.8	0.0	19.9
<b>Element Total RK</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.2</b>	<b>\$18.8</b>	<b>\$0.0</b>	<b>\$19.9</b>
<b>TN THROGS NECK BRIDGE</b>								
82 Paint - Bronx and Queens Approach Spans	NR	0.0	37.2	0.0	0.0	0.0	0.0	37.2
85 Steel Repairs - Suspended Span	NR	0.8	5.0	0.0	0.0	0.0	0.0	5.9
87 Paint - Bronx and Queens Tower Fender Systems	NR	6.7	0.0	0.0	0.0	0.0	0.0	6.7
<b>Element Total TN</b>		<b>\$7.5</b>	<b>\$42.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$49.7</b>
<b>VN VERRAZZANO-NARROWS BRIDGE</b>								
35 Paint - Brooklyn&Staten Island Lower Level Ramps	NR	0.0	0.0	0.0	15.3	0.0	0.0	15.3
80 Paint - Upper Level Superstructure	NR	0.0	0.0	31.3	0.0	0.0	0.0	31.3
88 Tower Painting - Below Roadway Level	NR	23.5	0.0	0.0	0.0	0.0	0.0	23.5
<b>Element Total VN</b>		<b>\$23.5</b>	<b>\$0.0</b>	<b>\$31.3</b>	<b>\$15.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$70.1</b>
<b>Category Total 607</b>		<b>\$31.7</b>	<b>\$42.2</b>	<b>\$31.3</b>	<b>\$16.5</b>	<b>\$18.8</b>	<b>\$29.6</b>	<b>\$170.1</b>
<b>TOTAL</b>		<b>\$162.7</b>	<b>\$313.3</b>	<b>\$485.9</b>	<b>\$245.6</b>	<b>\$525.9</b>	<b>\$288.5</b>	<b>\$2,022.0</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Bridges and Tunnels**

**STRUCTURES**  
**E - D01**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 STRUCTURE REPAIRS: SANDY</b>								
01 Sandy Program Contingency: Restoration	SGR	0.0	0.0	0.0	0.0	0.0	5.4	5.4
09 Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
28 Restore Hugh L. Carey Tunnel - Structural	SGR	0.0	0.0	0.0	3.4	100.9	33.3	137.6
40 Restore Queens Midtown Tunnel - Structural	SGR	0.0	0.0	0.0	1.7	9.4	131.2	142.3
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$5.1</b>	<b>\$111.5</b>	<b>\$169.9</b>	<b>\$286.5</b>
<b>03 STRUCTURE MITIGATION: SANDY</b>								
01 Hugh Carey Tunnel Mitigation -Perimeter Work	SI	0.0	0.0	0.0	0.0	0.0	36.7	36.7
04 QMT Mitigation- Perimeter Work & Floodgates	SI	0.0	0.0	0.0	0.0	0.0	28.4	28.4
07 BWB Mitigation - Flood Wall & Other	SI	0.0	0.0	0.0	0.0	0.0	8.3	8.3
08 TNB Mitigation - Flood Wall & Other	SI	0.0	0.0	0.0	0.0	0.0	1.5	1.5
09 Flood Mitigation at RFK - Infiltration Protection	SI	0.0	0.0	0.0	0.0	0.0	1.5	1.5
10 Flood Mitigation at RMB - Floodwall & Other	SI	0.0	0.0	0.0	0.0	0.0	1.9	1.9
24 MPB / CBB Master Plan & Resiliency Needs	SI	0.0	0.0	0.0	0.0	9.5	0.2	9.7
25 Sandy Program Contingency: Mitigation	SI	0.0	0.0	0.0	0.0	0.0	5.2	5.2
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$9.5</b>	<b>\$83.8</b>	<b>\$93.3</b>
<b>Category Total</b>	<b>D01</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$5.1</b>	<b>\$121.0</b>	<b>\$253.7</b>	<b>\$379.8</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Bridges and Tunnels**

**ROADWAYS & DECKS**  
**E - D02**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 ROADWAY/DECK REPAIRS: SANDY</b>								
02 Restore Hugh L. Carey Tunnel Roadway	SGR	0.0	0.0	0.0	0.6	6.6	0.4	7.5
03 Restore Queens Midtown Tunnel Roadway	SGR	0.0	0.0	0.0	0.1	0.5	0.9	1.5
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.6</b>	<b>\$7.1</b>	<b>\$1.2</b>	<b>\$9.0</b>
<b>Category Total</b>	<b>D02</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.6</b>	<b>\$7.1</b>	<b>\$1.2</b>	<b>\$9.0</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Bridges and Tunnels**

**UTILITIES**  
**E - D04**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 UTILITIES: SANDY</b>								
07 Replace MPB Electrical Equipmt at North Abutment	SGR	0.0	0.0	0.0	0.2	0.3	8.0	8.4
08 Replace MPB Lighting Systems	SGR	0.0	0.0	0.0	0.1	0.7	0.0	0.8
10 Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	SGR	0.0	0.0	0.0	0.0	0.0	13.5	13.5
43 Restore Hugh L. Carey Tunnel Utilities	SGR	0.0	0.0	0.0	3.0	127.9	1.0	131.9
81 Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	SGR	0.0	0.0	0.0	2.2	7.9	93.7	103.8
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$5.5</b>	<b>\$136.8</b>	<b>\$116.1</b>	<b>\$258.4</b>
<b>03 UTILITIES MITIGATION: SANDY</b>								
01 Flood Mitigation-Equip.Relocations-HCT	SI	0.0	0.0	0.0	0.0	2.7	0.0	2.8
02 Flood Mitigation-Equip.Relocations-QMT	NR	0.0	0.0	0.0	0.0	1.2	5.8	7.0
03 Flood Mitigation-Generator at GIVB	SI	0.0	0.0	0.0	0.0	0.0	5.2	5.2
05 Pwr Resilcy at Rockaway Facilitis-Monitoring Rehab.	SI	0.0	0.0	0.0	0.0	0.0	2.6	2.6
07 Power Redundancy Study for Throgs Neck Bridge	NR	0.0	0.0	0.0	0.0	0.0	2.8	2.8
08 Power Resiliency at RFK Bridge: Substation Upgrade	SI	0.0	0.0	0.0	0.0	0.0	27.3	27.3
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.9</b>	<b>\$43.6</b>	<b>\$47.5</b>
<b>Category Total D04</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$5.5</b>	<b>\$140.7</b>	<b>\$159.7</b>	<b>\$305.9</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery**  
**Bridges and Tunnels**

**BUILDINGS & UTILITIES**  
**E - D05**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 BUILDING SITE REPAIRS: SANDY</b>								
01 Restore CBB Service Bldg	SGR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
02 Hugh L. Carey Tunnel Environmental Cleanup	SGR	0.0	0.0	0.0	0.8	14.8	0.2	15.9
03 Queens Midtown Tunnel Environmental Cleanup	SGR	0.0	0.0	0.0	2.1	0.8	7.6	10.5
21 Restore Hugh L. Carey Tunnel Vent Bldgs	SGR	0.0	0.0	0.0	0.2	0.0	0.0	0.2
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.1</b>	<b>\$15.8</b>	<b>\$7.8</b>	<b>\$26.6</b>
<b>03 BUILDING SITE MITIGATION:SANDY</b>								
01 Flood Mitigation-VN Backup Data Center	SI	0.0	0.0	0.0	0.0	0.0	7.6	7.6
02 Flood Mitigation at Agency Facilities	SI	0.0	0.0	0.0	1.7	0.7	1.6	4.0
03 Hugh Carey Tunnel-GIVB Mitigation -Raise Seawalls	SI	0.0	0.0	0.0	0.0	0.3	16.3	16.6
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.7</b>	<b>\$1.0</b>	<b>\$25.5</b>	<b>\$28.2</b>
<b>Category Total D05</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$4.8</b>	<b>\$16.8</b>	<b>\$33.3</b>	<b>\$54.8</b>

\* Represents values less than \$50,000

**Security / Disaster Recovery  
Bridges and Tunnels**

**MISCELLANEOUS  
E - D06**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 Miscellaneous Repairs: Sandy</b>								
01 Sandy Program Administration	SGR	0.0	0.0	0.0	0.0	2.3	13.2	15.5
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.3</b>	<b>\$13.2</b>	<b>\$15.5</b>
<b>Category Total</b>	<b>D06</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.3</b>	<b>\$13.2</b>	<b>\$15.5</b>

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$14.2</b>	<b>\$273.5</b>	<b>\$308.3</b>	<b>\$596.0</b>
<b>Mitigation:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.7</b>	<b>\$14.4</b>	<b>\$152.9</b>	<b>\$169.0</b>
<b>TOTAL Bridges and Tunnels</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$16.0</b>	<b>\$287.9</b>	<b>\$461.1</b>	<b>\$765.0</b>

# ALL AGENCY SUMMARY

AGENCY	Commitments (\$ in millions)						Total All Years
	2010	2011	2012	2013	2014	Post 2014	
<b>Total New York City Transit</b>	\$1,036.6	\$1,735.1	\$2,303.3	\$2,079.6	\$1,665.2	\$2,545.5	\$11,365.3
<b>Total Long Island Rail Road</b>	\$169.4	\$210.9	\$294.2	\$843.0	\$218.4	\$624.6	\$2,360.5
<b>Total Metro-North Railroad</b>	\$43.7	\$323.9	\$275.4	\$187.7	\$454.3	\$279.3	\$1,564.3
<b>Total MTA Bus Company</b>	\$0.0	\$40.3	\$40.9	\$6.9	\$88.7	\$120.3	\$297.0
<b>Total Security/Disaster Recovery: (Core+Superstorm Sandy)</b>	\$0.0	\$21.9	\$13.1	\$799.9	\$772.6	\$5,638.4	\$7,246.0
Security(Core)	\$0.0	\$21.9	\$11.9	\$58.5	\$30.7	\$131.3	\$254.3
Disaster Recovery:REPAIRS	\$0.0	\$0.0	\$1.3	\$605.7	\$686.0	\$2,864.6	\$4,157.6
Disaster Recovery:MITIGATION	\$0.0	\$0.0	\$0.0	\$135.7	\$56.0	\$2,642.4	\$2,834.1
<b>Total MTA Interagency</b>	\$75.0	\$27.5	\$8.1	\$33.5	\$11.9	\$66.7	\$222.7
<b>Core Subtotal</b>	\$1,324.7	\$2,359.5	\$2,935.0	\$3,950.6	\$3,211.1	\$9,274.7	\$23,055.7
<b>Total Capital Construction Company</b>	\$0.0	\$1,043.5	\$765.0	\$1,636.3	\$760.3	\$1,656.2	\$5,861.3
<b>Total 2010-2014 CPRB Program</b>	\$1,324.7	\$3,403.1	\$3,700.1	\$5,586.9	\$3,971.4	\$10,930.9	\$28,917.0
<b>Total Bridges and Tunnels</b>	\$162.7	\$313.3	\$485.9	\$245.6	\$525.9	\$288.5	\$2,022.0
<b>Total Security/Disaster Recovery: Bridges and Tunnels (Superstorm Sandy)</b>	\$0.0	\$0.0	\$0.0	\$16.0	\$287.9	\$461.1	\$765.0
Disaster Recovery:REPAIRS	\$0.0	\$0.0	\$0.0	\$14.2	\$273.5	\$308.3	\$596.0
Disaster Recovery:MITIGATION	\$0.0	\$0.0	\$0.0	\$1.7	\$14.4	\$152.9	\$169.0
<b>Total 2010-2014 CAPITAL PROGRAM</b>	\$1,487.4	\$3,716.4	\$4,186.0	\$5,848.4	\$4,785.3	\$11,680.5	\$31,704.0







**CAPITAL  
PROGRAM**

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