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Press Release

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[MTA Headquarters](#)

IMMEDIATE

MTA Releases Schedule of \$8.8 Billion in Committed Work to Begin Construction in 2020 From Prior Capital Plans

Subway Station Accessibility Projects and Metro-North to Penn Station Access Lead Dramatic Increase in Pace of MTA Construction Activity Coinciding with Start of Record 2020-2024 Capital Program

MTA Construction & Development Leveraging Construction Bundling to Deliver Major Projects Faster, Better and More Cost Effectively

View the New Schedule for MTA Planned Commitments [Here \(PDF\)](#) and [Here \(Excel\)](#)

The Metropolitan Transportation Authority (MTA) today released a schedule of ongoing construction projects from the 2010-14 and 2015-19 capital plans slated to begin in 2020 and 2021. The announcement underscores the pace at which MTA construction work is ramping up on these programs at the same time that work is commencing under the record \$51.5 billion 2020-24 Capital Program. The schedule, which MTA Chief Development Officer Janno Lieber presented at the MTA Board meeting last week, was submitted to the legislature as MTA executives testified at a joint budget hearing of the New York Senate and Assembly yesterday.

“From day one my staff and I have been laser focused on getting projects scheduled, and delivering those projects better, faster and cheaper,” said **MTA Chief Development Officer Janno Lieber**. “We have a very aggressive schedule for 2020, and anticipate we will have committed more than 90% of funds from past capital programs by the end of this calendar year.”

The MTA anticipates committing \$6.5 billion worth of prior plan capital program work in 2020 and \$2.3 billion in 2021, which will effectively exhaust all resources from the 2010-14 and 2015-19 plans. These efforts will continue major priority efforts for the MTA, including signal modernization, new rolling stock and track repair work, increasing access and capacity at Penn Station, and key investments in ADA accessibility projects across the system

The full quarter-by-quarter schedule can be found [here \(PDF\)](#) and [here \(excel\)](#).

Major commitments scheduled for 2020 include:

2020 First Quarter: \$964.3 million

- Signal modernization on **A C E** Line
- Penn Station-33 St Corridor, Phase 1
- ADA accessibility at Livonia Av **L**
- Metro-North Harlem River Bridge

2020 Second Quarter: \$2,546.2 million

- Penn Station-33rd Street Corridor, Phase 2
- ADA accessibility at four stations in the Bronx
 - 149 St-Grand Concourse **4**
 - 149 St-Grand Concourse **2 5**
 - Tremont Av **B D**
 - Westchester Square-East Tremont Av. **6**
- Elevator and escalator improvements at 11 stations
- Infrastructure repairs on the **2 3 4 5** line in Brooklyn
- New Elmont LIRR station
- New rolling stock
- LIRR train cars and service locomotives
- Work hybrid locomotives for NYCT
- Improvements to overhead rail power wires in western Queens in support of East Side Access and regional rail

2020 Third Quarter: \$1,670.5 million

- ADA accessibility at six stations:

- 6 Av 
- 8 Av  (southbound)
- 14 St  
- 14 St   
- Queensboro Plaza   
- Woodhaven Blvd  
- Structural repairs on the  Line, including renewals at seven stations
- Sandy Repairs: rehabilitation of  Line's East River Tunnel (Rutgers Tube)
- LIRR signal modernization, Babylon to Patchogue
- Four station renewals on the   Line

2020 Fourth Quarter: \$1,323.9 million

- Metro-North Penn Station Access
- ADA accessibility at three stations
 - 68 St-Hunter College 
 - Bay Ridge-95 St 
 - Court Square 
- New substation at Canal St / 8 Av
- Second Avenue Subway Phase II (initial commitment)
- 45 new electric buses and electrification of six bus depots
- Sandy resiliency at West Side Yard and East River Tunnel

2021: \$2,293.3 million

- Second Avenue Subway Phase II: Civil Work for new stations at 106th, 116th and 125th Streets
- Purchase 25 standard buses
- Planning for Metro-North Harlem Line Third Track
- LIRR Jamaica Capacity Improvements design support
- Sandy Mitigation: Long Island City Yard Perimeter Protection