

MTA Capital Program 2020-2024

Rebuilding
New York's
Transportation
System



**CAPITAL
PROGRAM**

new.mta.info/2020CapitalProgram

Amendment #3

As approved by the MTA Board June 27, 2023

As approved by the CPRB July 31, 2023



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MTA Capital Program 2020-2024

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Overview

MTA Capital Program 2020-2024



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The proposed MTA 2020-2024 Capital Program amendment (Amendment #3) encompasses \$55.442 billion of investments that renew, enhance, and expand the MTA network. Most of the program focuses on renewing the system to promote safe and reliable service. Enhancements are targeted toward improving system capabilities, network accessibility, and the customer experience. Network Expansion projects extend the reach of the network to address evolving regional mobility needs. The MTA Capital Program Review Board (CPRB) program amendment is subdivided into “core” investments that renew and enhance, and “expansion” investments that extend the MTA network. In the proposed program, approximately 78% of the Capital Program is dedicated to core investments in the existing system.

Changes to the program are summarized in Table 1 below.

Table 1
MTA 2020-2024 Capital Program Amendment All Agency Summary (\$ in millions)

	July 2022 Approved Program	Proposed Program	Change
CPRB Core			
New York City Transit	\$34,610	\$33,964	(\$646)
Long Island Rail Road	3,623	3,446	(177)
Metro-North Railroad	3,457	3,408	(49)
MTA Bus	870	839	(31)
MTA Interagency	142	168	26
Core Subtotal	\$42,703	\$41,825	(\$878)
Network Expansion	9,413	10,291	878
CPRB Total	\$52,116	\$52,116	\$0
Bridges & Tunnels	3,327	3,327	0
Total Program	\$55,442	\$55,442	\$0

Numbers may not total due to rounding.

Program Evolution and Proposed Changes

The original \$54.799 billion MTA 2020-2024 Capital Program, which included \$51.472 billion for CPRB agencies and \$3.327 billion for the self-funded Bridges and Tunnels (B&T) program,

which is not subject to CPRB approval, was approved by the MTA Board on September 25, 2019.

On December 15, 2021, the MTA Board approved a letter amendment (Amendment #1) to the originally approved 2020-2024 Capital Program. The amendment increased the Capital Program by \$535 million from \$54.799 billion to \$55.334 billion. The CPRB portion of the program increased from \$51.472 billion to \$52.007 billion. Changes to the Capital Program addressed the following: (a) budget adjustments in the New York City Transit (NYCT) program for a track and structures project; (b) increases to the sizes of the Long Island Rail Road (LIRR) and Metro-North Railroad (Metro-North) programs; (c) two new MTA Interagency elements to help administer the Capital Program; (d) budget adjustments within and to the MTA Network Expansion program to support the Penn Station Access (PSA) project; and (e) elements with 10% increases which require CPRB approval. The CPRB approved this amendment on December 23, 2021.

On July 27, 2022, the MTA Board approved an amendment (Amendment #2) to the 2020-2024 Capital Program. The amendment increased the Capital Program by \$108 million from \$55.334 billion to \$55.442 billion. The amendment included new projects, additional support for existing projects, reflected changes to project budgets based on refined scope, timing and cost estimates and identified elements in the CPRB portion of the program that had 10% budget issues and required CPRB approval to advance critical work. The amendment was deemed approved by the CPRB on August 30, 2022.

Investment Summary

Proposed Capital Program Amendment (Amendment #3)

The overall 2020-2024 Capital Program budget remains consistent with the \$55.442 billion approved in July 2022 as part of Amendment #2. Within the plan, there is an increase to Network Expansion due to \$678 million of budget transfers from core agencies to the Second Avenue Subway Phase 2 budget and \$200 million in transfers from core agencies to support rolling stock needs in Network Expansion's Penn Station Access project. The MTA Interagency program is also increased by a total of \$26 million due to budget transfers from agencies' budgets to provide additional program support activities.

Highlights of Proposed Program Changes

Adjustments for Inflation, Supply Chain, and Labor Market: As underlying economic conditions have continued to change dramatically in the wake of the COVID-19 pandemic, so too must the Capital Program. When the 2020-2024 Capital Program was created in 2019 it was

based on assumptions about annual inflation rates that were much lower than the reality that is now being experienced. The July 2022 amendment (Amendment #2) addressed some of these changes. As a part of this current amendment (Amendment #3) projects have also been adjusted with more realistic inflation projections. In addition, supply chain issues and the tight labor market have continued to impact contractor and manufacturer capacity.

New Projects. The fundamental goals of the 2020-2024 program remain unchanged. New projects have been added, though, to further address safety, resiliency, and other key needs. Construction for ADA and platform replacement/extension at the Long Island Rail Road's Hollis Station has been added to the program. Metro-North's Replacement of the Park Avenue Viaduct is being expanded to include the span north of Harlem 125th Station from 127th Street to 132nd Street. B&T includes a new project to address main cable dehumidification at the Verrazzano-Narrows Bridge to extend the bridge's useful life. These critical state of good repair projects were previously assumed to be a part of the future 2025-2029 Capital Program.

Supporting Network Expansion Needs. The network expansion program reflects additional needs for the Second Avenue Subway Phase 2 project. \$678 million is transferred from Core CPRB agency budgets in the 2020-2024 Capital Program for a federally required contingency to support Second Avenue Subway Phase 2. The MTA is working to secure a Full Funding Grant Agreement (FFGA) with its federal funding partner to support Second Avenue Subway Phase 2. The amendment also reflects \$200 million of budget transfers from Core CPRB agencies to address Penn Station Access needs for a new service fleet.

Revisions to Reflect Project Cost, Schedule, and Other Project Changes: The amendment identifies project changes and additions derived from schedule updates, phasing opportunities, refined project scopes and estimates including market pricing, emerging needs, as well as administrative split-outs of scope and budget. The project changes and additions include budget increases and decreases, project deferrals, advancement of projects, and the administrative split-out of some work from existing projects into new individual projects. NYCT is reflecting a revised strategy for equipping rolling stock as part of the implementation of signal modernization projects. Finally, \$22 million is transferred from Core CPRB agency budgets to the Interagency program to support administrative and real estate needs.

Agency Element 10% Issues. Pursuant to the Public Authorities Law, increases to agencies' elements greater than 10% require approval of the CPRB. The individual agency sections show those elements that grow by greater than 10% versus the original CPRB-approved plan. B&T is not subject to CPRB oversight and is exempt from this requirement.

Program Funding

Funds currently projected to be available for the proposed 2020-2024 Capital Program amendment total \$55.442 billion (Table 2). The narrative below includes funding adjustments previously recognized in the July 2022 amendment.

Table 2
MTA 2020-2024 Capital Program Amendment Funding Plan (\$ in millions)

Program Funding Plan	July 2022 Approved Program	Proposed Program	Change
Capital from Central Business District Tolling Sources	\$15,000	\$15,000	\$0
Capital from New Revenue Sources	10,000	10,000	0
<i>Federal Formula</i>	9,171	9,984	813
<i>Federal New Starts (2nd Ave Subway Ph 2)</i>	2,905	2,005	(900)
<i>Federal Flexible & Other</i>	354	1,084	730
Federal Subtotal	12,429	13,073	643
MTA Bonds & PAYGO	8,037	7,393	(644)
State of New York	3,100	3,101	1
City of New York	3,007	3,007	0
Other Contributions	542	542	0
Total CPRB Program	\$52,116	\$52,116	\$0
Bridges and Tunnels Bonds & PAYGO/Cash	3,327	3,327	0
Total 2020-2024 Program	\$55,442	\$55,442	\$0

Numbers may not total due to rounding

Capital from Central Business District Tolling Sources

No funding change

The Capital from Central Business District Tolling Sources assumption remains unchanged.

Capital from New Revenue Sources

No funding change

The Capital from New Revenue Sources assumption remains unchanged.

MTA Bonds & PAYGO

-\$644 million

The proposed amendment reduces the MTA Bonds and PAYGO assumption by \$644 million. This reduction/offset is primarily due to the net increase of \$643 million to the Federal assumption, which reduces the amount of MTA debt needed to support the plan. Included in the offset is \$0.6 million in additional State funding for subway stair improvement.

Federal

\$643 million

The proposed amendment increases the total Federal assumption by \$643 million. Included in this change is an increase of \$1,543 million transferred from the 2015-2019 Capital Program (\$1,237 million Federal Formula & \$306 million Federal Flexible). Offsetting this increase is a reduction of \$900 million to the Federal New Start assumption, transferred to the Second Avenue Subway Phase 2 project in the 2015-2019 Capital Program.

Since the 2022 Plan Amendment, the MTA has secured additional \$428 million in Federal discretionary funding. The increase includes \$262 million for ADA improvements (\$254 million in the NYCT subway stations and \$8 million at the LIRR Forest Hills station), \$15 million in US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant for ADA improvement at the NYCT Broadway Junction Complex, and \$5 million in federal earmark for LIRR Hunterspoint Avenue Station rehabilitation project. Also included is \$30 million in Federal Railroad Administration funding for the Penn Station Access project, as well as \$116 million from the Low Emission grant program for NYCT battery electric bus purchase. Offsetting the \$428 million increase is a reduction of \$4.6 million to the federal security funding assumption added in the July 2022 approved amendment.

The Federal Formula assumption is reduced by \$424 million to counterbalance the net increase to Federal Other.

State of New York Capital

\$1 million

The proposed amendment adds \$0.6 million from NY State Senator Brad Hoylman for NYCT subway stair improvement.

City of New York Capital

No funding change

The assumption for City capital funds remains unchanged.

Other

No funding change

The assumption for capital from Other fund sources remains unchanged.

Bridges and Tunnels Program Funding

No funding change

The B&T Program Funding category remains unchanged.

New York City Transit

MTA Capital Program 2020-2024



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Overview – New York City Transit

This proposed amendment adjusts the content of NYCT's 2020-2024 Capital Program. The total value of the revised program is \$33.964 billion, which is a net decrease of \$646 million from Amendment #2 approved by the MTA Board in July 2022. The net decrease is due to budget support for Second Avenue Subway Phase 2 (-\$478 million), Penn Station Access rolling stock (-\$150 million) and MTA Interagency (-\$19 million).

The categories with the largest reductions are Subway Cars (-\$332 million), Passenger Stations (-\$220 million), and Traction Power (-\$282 million). Strategic project reductions in these categories provide budget support for Second Avenue Subway and for other needs throughout the NYCT program. The following are reductions of particular note:

- In the Subway Cars category, there is a decrease in the New/Upgrade Car Investments project. This project was originally intended as a base order of new A-Division cars, but NYCT is now exploring the possibility of using some of the project funds for the retrofit of existing A-Division cars for compatibility with modernized signals, and/or the purchase of additional B-Division cars to meet fleet retirement needs. Specific allocations and timelines for these respective activities are still being determined. Therefore, the project budget is reduced to an amount that will be sufficient to advance one or more of these railcar initiatives as they are finalized.
- In the Passenger Stations category, there is a net decrease in station renewal and component projects due to the reprioritization of investments at selected locations, including rescheduling some lower-priority work to a future capital program and advancement of other work to address prioritized emerging needs. Most notably, this includes rescheduling of renewals at three locations to a future capital program to coordinate with other work at the same stations and therefore minimize impacts on passengers.
- In the Traction Power category, there is a net reduction to the Power Improvements, Various Locations project to align the budget with the latest strategy for priority power improvement work. Sufficient funds remain budgeted for priority state of good repair work to enhance the reliability and capacity of the power system at critical locations.

Aside from these reductions, a principal change presented in this amendment is a revised strategy for equipping rolling stock as part of the implementation of signal modernization projects. As background, NYCT is transitioning to a state-of-the-art modernized signal system, which requires that compatible signal equipment be installed onboard each train. In this amendment, changes in the Signals & Communications category reflect a new strategy to install

additional Communications-Based Train Control (CBTC) equipment on the B-Division railcar fleet and to equip the non-revenue fleet for operation in CBTC territory. This strategy will ensure that all trains operating on CBTC-equipped lines have the necessary onboard signal equipment, thereby eliminating the need to maintain legacy signal infrastructure, and enabling NYCT to realize the full safety, reliability, and capacity benefits of modernized signals. The signals changes in this amendment are dollar-neutral, with no net change to the Signal Modernization element.

This amendment also includes adjustments to reflect refined project scopes and cost estimates, bid experiences, schedule changes, and market conditions since the last update to the Board. When the 2020-2024 Capital Program was created in 2019, it was based on assumptions about annual inflation rates that were much lower than the reality that is now being experienced. Some project costs were updated in the July 2022 amendment, but additional project costs are now updated in this amendment based on the latest available estimates. Line Structures and Depots are two categories with significant cost increases due to increased inflation, life-extension scope changes and other factors.

This amendment also reflects the administrative split-out of some work from existing projects into new individual projects. These split-outs are being implemented at the time of contract award to provide better budget control and transparency.

Table 3 and the discussion that follows summarize the proposed changes to NYCT's 2020-2024 Capital Program by investment category.

Table 3
NYCT 2020-2024 Capital Program Amendment by Category (\$ in millions)

Category	July 2022 Approved Program	Proposed Program	Change
Subway Cars	\$4,659.4	\$4,327.7	(\$331.7)
Buses	1,865.9	1,878.5	12.5
Passenger Stations	9,777.9	9,558.3	(219.6)
Track	2,558.2	2,556.4	(1.7)
Line Equipment	380.6	362.8	(17.8)
Line Structures	3,004.8	3,127.1	122.3
Signals & Communications	6,743.1	6,718.5	(24.7)
Traction Power	1,792.8	1,510.4	(282.4)
Shops & Yards	561.2	508.3	(52.9)
Depots	857.2	956.1	98.9
Service Vehicles	226.4	226.8	0.4
Miscellaneous	1,809.9	1,839.7	29.9
Staten Island Railway	372.7	393.0	20.3
Total New York City Transit Program	\$34,610.2	\$33,963.7	(\$646.5)

Numbers may not total due to rounding

New York City Transit Subway Cars Category T-801

-\$332 million

The decrease in this category primarily reflects a reduction in the New/Upgrade Car Investments project (-\$287 million). This project is intended as base order of new A-Division cars, with options for additional cars to be budgeted in the next Capital Program. NYCT is also now exploring the possibility of using some of the project funds for the retrofit of existing A-Division cars for compatibility with modernized signals, and/or the purchase of additional B-Division cars to meet fleet retirement needs. Specific scope allocations and timelines for these respective activities are still being determined. Therefore, the project budget is reduced to an amount (\$1.050 billion remaining) that will be sufficient to advance these railcar initiatives as they are finalized, while the reduction provides budgetary support to other needs within the NYCT program.

The decrease in this category also reflects a reduction in the Purchase 640 B-Division Cars (R211 Option 1) project (-\$45 million) based on the contract price when the option was exercised and revised estimates for in-house support.

New York City Transit Buses Category T-803

\$13 million

There is a net increase of \$13 million in this category, which reflects the escalating cost of bus purchases due to supply chain issues and other economic factors, offset by reducing the number of non-electric buses to be purchased in this Capital Program.

The 2020-2024 Capital Program continues to prioritize the purchase of 475 electric buses for NYCT (with an additional 25 electric buses purchased for MTA Bus Company), but there are significant cost increases in these projects. The projects to purchase a total of 385 standard battery-electric buses (BEBs) have increased (+\$95 million) due to inflation of component and labor costs. This net increase reflects the administrative split-out of construction funding to the project to Purchase 5 Standard Battery Electric Buses for Testing and Evaluation (\$10 million). Likewise, the project to Purchase 90 Articulated Electric Buses is increased (+\$28 million) based on the latest estimate, which reflects the same inflationary factors.

Non-BEB bus purchases are subject to many of the same economic conditions causing costs to increase. There are increases in the projects to Purchase 245 Articulated Buses (+\$16 million) and 92 Express Buses (+\$10 million). The rising costs of these BEB and non-BEB bus purchases are counterbalanced by the rescheduling of the project to Purchase 155 Standard Compressed Natural Gas (CNG) Buses to a future capital program (-\$124 million).

There is a net decrease (-\$6 million) in BEB charging infrastructure projects, due a change in strategy for electric bus charging at Jamaica Depot. This change is related to the construction of a new Jamaica Depot, which is a project now underway in the Depots category. The Charging Infrastructure – Jamaica project, which would have installed charging facilities for near-term use in the existing Jamaica Depot, will not be built and is reduced to design only. However, the net reduction in charging projects reflects the administrative split-out of a project for Jamaica Gantries (\$14 million), to be awarded as part of the contract to construct the new depot. This project will provide gantries and other infrastructure for electric bus charging at the new depot.

There is also a net decrease (-\$8 million) in bus technology projects, based on the latest estimates and reprioritization of proposed technological initiatives. This net reduction reflects the administrative split-out of a project for a second phase of Automated Passenger Counting (\$7 million). The net reduction provides budgetary support for an Automated Fuel Management System Upgrade: 15 Depots project, which is now included in the Depots category.

New York City Transit Passenger Stations Category T-804

-\$220 million

This category has an overall decrease (-\$220 million), including a reduction (-\$309 million) in the Station Work element, partially offset by a net increase in other elements. The overall reduction provides budgetary support to other needs within the NYCT program.

In the Station Work element, the primary change is a net reduction (-\$403 million) in the various station renewal and component projects. This reduction reflects several dynamics:

- A net decrease (-\$224 million) due to the reprioritization of investments at selected locations, including rescheduling some lower-priority work to a future capital program and advancement of other work to address prioritized emerging needs. Most notably, this includes rescheduling of renewals at three locations to a future capital program to coordinate with other work at the same stations.
- An increase (+\$92 million) to Station Renewals at 3 Locations that are proceeding based on the latest estimates.
- Administrative split-out of several projects to provide better budget control and transparency, with no net dollar change to the element. Station renewal and component projects for the Flushing line (\$202 million) and the Jamaica line (\$51 million) were split-out from the Misc. Station Component/Renewal Work project. These split-out projects address additional costs for work that is primarily funded in the 2015-2019 Capital Program. Likewise, component projects for the Queens Boulevard and Broadway-7th Avenue lines (\$120 million) were also split-out from the Misc. Station Component/Renewal Work project. The Borough Hall renewal project was split-out from both the Misc. Station Component/Renewal Work project (\$29 million) and the Station Renewals at ADA Locations project (\$151 million). Lastly, funding was split-out from several projects for additional station component and renewal design.
- A reduction (-\$127 million) in the budgets of split-out projects, based on bids received. Savings were experienced in the station renewal and component projects for the Flushing line (-\$47 million) and Jamaica line (-\$17 million), as well as component projects for the Queens Boulevard and Broadway-7th Avenue lines (-\$8 million) and the Borough Hall renewal (-\$55 million).
- “Right-sizing” of project budgets for component work not yet awarded, to align budgets more closely with the expected cost of work that remains to be awarded. This results in a

budget reduction (-\$141 million), with no reduction in project scope, to the following projects: Platform, Mezzanine, and Interior Stair Components at ADA Locations; Platform Components at Various Locations; and Misc. Station Component/Renewal Work.

- A net decrease (-\$6 million) in all other component and renewal projects based on the latest estimates and bids received. This includes changes to station ventilator and Small Business Mentoring Program projects, station renewals at ADA Locations, and component/renewal designs.

Partially offsetting the changes to the station renewal and component projects are several other notable changes in the Station Work element:

- A reduction (-\$24 million) to Station Painting: Various Locations reflects the reallocation of in-house labor resources to address other emerging priorities in stations.
- A net reduction (-\$3 million) in the Other Station Work project based on bids received and new emerging station needs. This net decrease reflects the administrative split-out of two projects for station circulation enhancements at Grand Central (\$112 million).
- A net increase (+\$50 million) in the Miscellaneous Station Investments project based on the latest scopes and estimates and to address prioritized emerging needs. This net increase reflects the administrative split-out of projects for the Station Condition Survey (\$8 million), Replacement of Signage at Various Stations (\$11 million), and Miscellaneous Stations Work Design (\$2 million).
- A reduction (-\$10 million) to the Livonia Av-Junius St Station Connector project based on the bid received.
- An increase (+\$82 million) to the Platform Screen Doors Pilot based on the latest scope and estimate.

Outside of the Station Work element, there are some changes in other elements within the Passenger Stations category.

There is a decrease (-\$3 million) in the Fare Collection element due to the rescheduling of turnstile refurbishment based on revised agency priorities.

There is a net increase (+\$95 million) in the Station Escalators / Elevators element. The total number of elevators to be replaced remains at 78. However, there is a net increase (+\$63 million) in elevator projects based on the latest estimates and bids received. The total number of

escalators to be replaced decreases from 68 to 66, because the replacement of two escalators were rescheduled to a future capital program to coordinate with other work at the same stations. However, there is a net increase (+\$29 million) in escalator projects despite this scope change, based on the latest estimates and bids received. These net changes also reflect the administrative split-out of funding for several projects to provide better budget control and transparency. The new split-out projects include two projects to replace 33 elevators (\$240 million) and three projects to replace 11 escalators (\$138 million). In addition, funding is split-out for construction of 17 Escalators at 6 Locations (\$208 million). Additional funding was also split-out for elevator designs (\$14 million), and for Passenger Station Local Area Networks (PSLAN) at various elevator and escalator locations (\$5 million, with \$3 million split-out from elevator projects and \$2 million split-out from escalator projects).

There is no net change to the total budget of the Accessibility element; NYCT remains committed to maintaining this historically significant level of investment to make stations accessible under the Americans with Disabilities Act (ADA). This amendment reflects the administrative split-out of several projects at the time of contract award to provide better budget control and transparency. ADA projects at 12 stations (\$765 million) were split-out from the ADA: 55 Stations project. This amendment also reflects the administrative split-out of additional design funding for ADA investments (\$40 million) and additional funding for related investments in elevator communications infrastructure (\$1 million). Finally, funding is split-out for a new project to address additional support costs for 95th Street station on the 4th Avenue line (\$16 million). ADA work at this station was recently awarded and is primarily funded in the 2015-2019 Capital Program, but required additional funding based on the bid received. Notwithstanding this additional project, based on recent bid experience for all ADA projects awarded since the inception of the 2020-2024 Capital Program, it is anticipated that the balance of funding in this element is sufficient to complete the remaining 43 planned stations that are not yet awarded.

New York City Transit Track Category T-805

- \$2 million

There is a net decrease in the Track category (-\$2 million) which offsets a net increase in the Yard Track and Switch program (discussed in the Shops and Yards category), to address higher costs experienced in the 2021 yard track program. The focus of track and switch investments continues to be on addressing state of good repair needs. Overall, the Track and Switch program remains unchanged.

The net change in this category results from an increase (+\$44 million) in the Mainline Track Rehabilitation element, offset by a decrease (-\$46 million) in the Mainline Switch Replacement element, reflecting the latest investment strategy and split-out of new projects to take advantage of track access opportunities.

Several projects for track and switch work in 2020 to 2022 were adjusted based on current estimates to complete the work and the resequencing of some locations. There is a net increase (+\$25 million) in the prior-year track projects and a net decrease (-\$8 million) in the prior-year switch projects. These changes are part of the overall funding shift in this element from switch replacement to track rehabilitation.

This amendment also reflects the administrative split-out of location-specific projects for the 2023 track, switch, and continuous welded rail programs (\$514 million) and the 2022 track force account (\$35 million), with funding transferred from the programmatic reserves. These split-outs provide better budget control and transparency.

New York City Transit Line Equipment Category T-806

-\$18 million

In this amendment there is a decrease in the Line Equipment category (-\$18 million).

There is a net increase (+\$4 million) in pump room and deep well projects, based on the latest estimates and bids received. The net increase reflects the administrative split-out of two pump room rehabilitations on the Broadway Line (\$17 million) as well as additional design funds for future pump room rehabilitation work (\$1 million), all of which were split-out from the Pump Rooms: Various Locations project.

There is a net decrease (-\$21 million) in fan plant projects. This reflects a decrease in the Fan Plants: Various Locations project (-\$20 million) based on refined scope and the latest estimates, as well as a reduction (-\$1 million) to the Fan Fiber, 8th Ave project due to contributions to the Owner Controller Insurance Program. The net decrease reflects the administrative split-out of additional design funds for future fan plant projects from the Fan Plant: Various Locations project (\$2 million).

Lastly, there is a decrease (-\$1 million) in the Tunnel Lighting, 8th Ave project based on the bid received.

New York City Transit Line Structures Category T-807

\$122 million

In this amendment there is an increase in the Line Structures category (+\$122 million).

The category reflects continued inflation in structure repair projects, which is significantly higher than what was assumed when the Capital Program was created. These higher costs are partly offset by a savings in the elevated structure painting program due to a revised strategy.

There is a net increase (+\$170 million) in subway structure repair projects based on the latest estimates and bids received. This net increase reflects the administrative split-out of Small Business Mentoring Program work (\$9 million), line structure component repairs on the Brighton Line (\$2 million), the demolition of abandoned structures on the Jamaica Line (\$0.3 million), and additional design funds (\$1 million). An additional change is a reduction in the structure repair project on the 8th Avenue Line to fund the Owner Controlled Insurance Program (-\$3 million).

There is a net increase (+\$80 million) in elevated structure repair projects based on the latest estimates and bids received. This net increase reflects administrative split-outs of repair work on Hammels Wye, the South Channel Bridge, and the over-land viaduct along the Rockaway Line (\$278 million); repair of the Flushing Line near Woodside (\$129 million), replacement of the St. Marks Bridge on the Franklin Shuttle (\$20 million), and additional design funds (\$5 million).

There is a net increase (+26 million) in miscellaneous structure projects based on the latest estimates and bids received. The net increase reflects the administrative split-out of the repair of an abutment wall within Coney Island Yard (\$15 million) and additional design funds (\$9 million).

Partially offsetting these increases is a net decrease (-\$154 million) in elevated line structure paint and repair projects based on a revised strategy. NYCT has adopted a new design standard for line structure paint that will have a longer useful life than the previous standard. The estimate for work in the 2020-2024 Capital Program has been revised to reflect the new standard, and to reflect bids received. However, the pace of work has also been revised to incorporate the longer useful life; painting on less than five miles of structure is rescheduled to a future capital program to reflect actual planned timing, resulting in a net cost decrease in the current program. The net decrease also reflects the administrative split-out of work on the Culver (\$154 million), Jamaica (\$153 million), and Flushing (\$16 million) lines, the lead tracks to East New York Yard (\$58 million), and additional design funds (\$6 million).

New York City Transit Signals & Communication Category T-808

-\$25 million

There are various changes in the Signals element that collectively are dollar neutral, resulting in no net increase. However, there is a decrease (-\$25 million) in the Communications element.

Within the Signals element, there is a major increase in the SigMod Equipment for Cars and Locomotives project (+\$444 million). This reflects a new strategy to install additional CBTC equipment on the B-Division railcar fleet and to equip the non-revenue fleet for operation in CBTC territory. This strategy will ensure that all trains operating on CBTC-equipped lines have the necessary onboard signal equipment, thereby eliminating the need to maintain legacy signal infrastructure, and enabling NYCT to realize the full safety, reliability, and capacity benefits of modernized signals.

Largely offsetting this increase is a net decrease in the projects for design and construction of signal modernization projects (-\$373 million). This net decrease is based on three factors: the bid received for signal modernization on the Crosstown Line and the latest estimates to complete that line; revised cost expectations for signal modernization on the Fulton Line and 6th Avenue/63rd St Lines, which remain to be awarded in this Capital Program; and the provision of funds to begin the design of future signal modernization projects, including projects that will be funded for construction in the next Capital Program. This net decrease also reflects the administrative split-out of the CBTC: Crosstown Line and 3 Interlockings project, which was split-out at the time of award (\$622 million). The net decrease also reflects the administrative split-out of additional funds for design and consultant services (\$37 million) and a small ancillary project related to CBTC implementation (\$0.1 million).

Completing the offset of the SigMod Equipment for Cars and Locomotives increase, there is a reduction in the System-Wide Signal Investments project based on the finalization of project scope (-\$50 million), and there is a reduction in the Bergen St Interlocking Upgrade project based on the bid received (-\$22 million).

The decrease in the Communications element (-\$25 million) is explained as follows:

There is a decrease in the Phone PBX Switch Upgrades: Various Locations project (-\$20 million) based on the latest locations and estimates. Likewise, there is a decrease in the Subway Radio Equipment Replacement project (-\$21 million) based on the latest project scope.

There is also a decrease (-\$20 million) in the Station Information Systems: Various Locations project. This budget decrease is partly due to an administrative transfer of funds (-\$5 million) to the Small Business Mentoring Program - Communications project, with no net change to the

category. The balance of the decrease (-\$15 million) is due to cancellation of some scope that has been addressed by an MTA IT operating initiative, as well as the latest estimates for remaining work. This net decrease reflects the administrative split-out of the Liftnet Transition to Ethernet Phase 2 – Package 2 project (\$8 million).

Partially offsetting these reductions is a net increase (+\$25 million) in security projects, based on the latest locations of work, estimates, and bids received. This net increase reflects the administrative split-out of some work into new individual projects. The Under River Tunnel (URT) Phase 3 project (\$108 million) and several Electronic Security Systems (ESS) projects (\$16 million) were split-out from the Security Technology Upgrades: Various Locations project, and the Passenger ID CCTV Design project (\$1 million) was split-out from the Passenger ID: Various Locations project.

There is also a net increase (+\$5 million) in communications cable and network projects, based on the latest estimates, bids received, and needs identified during construction. This net increase also reflects the administrative split-out of some work into new individual projects. The Antenna Cable Replacement: Manhattan Bridge Phase 2 project (\$7 million) was split-out from the Antenna Cable Replacement: Various Locations project, the Fiber Optic Cable Replacement (2022) project (\$6 million) was split-out from the Fiber Optic Cable Replacement: Various Locations project, and the PSLAN: Expand Partial to Full at 75 St / Jamaica project (\$1 million) was split-out from the Comm Network Upgrades: Various Locations project.

Lastly, there is an increase (+\$5 million) in the Small Business Mentoring Program - Communications project in order to award additional work to small business contractors.

New York City Transit Traction Power Category T-809

-\$282 million

This amendment reflects a net reduction in traction power investments (-\$282 million), including a reduction in the Substations element (-\$200 million) and a reduction in the Power Distribution element (-\$82 million).

In the Substations element, there is a net reduction to the Power Improvements, Various Locations project (-\$159 million) to align the budget with the latest strategy for priority power improvement work. Sufficient funds remain budgeted for priority work to enhance the reliability and capacity of the power system at critical locations, while the reduction provides budgetary support to other needs within the NYCT program. The net reduction also reflects the administrative split-out of a project to construct a new substation at 28th Street on the 8th Avenue Line (\$71 million), which was split-out at the time of award.

There is a net reduction in substation renewal and equipment projects (-\$38 million) based on the latest estimates and revised locations of work. This net reduction also reflects the administrative split-out of a project for transformer and associated equipment replacement at one substation (\$7 million) and the administrative split-out of additional design funding (\$9 million).

Other changes in this element include savings at contract closeout from contact rail and negative side feeder installation on the Archer Avenue Line (-\$3 million).

In the Power Distribution element, there is a net reduction in circuit breaker house (CBH) projects (-\$117 million) based on bids received and a subsequent estimate reduction for the remaining locations due to the favorable bid experience. This net reduction also reflects the administrative split-out of a project for the rehabilitation of 5 CBHs (\$57 million) and the administrative split-out of funds for design (\$1 million).

There is also a net reduction in the Traction Power Cables: Various Locations project (-\$31 million) due to the rescheduling of a portion of the project to a future capital program, because the work requires an extended scope development period. The net reduction also reflects the administrative split-out of a project to install a second negative rail on the Dyre Line (\$33 million) and the administrative split-out of funds for design (\$0.5 million).

Partially offsetting these decreases is a net increase in the Miscellaneous Power Investments project (+\$66 million) based on the latest estimates. The net increase also reflects the administrative split-out of funds for design (\$2 million).

New York City Transit Shops and Yards Category T-810

-\$53 million

This amendment reflects a net reduction to the Shops and Yards asset category (-\$53 million).

There is a net decrease in the Shop Rehab/Reconstruct: Various Locations project (-\$88 million) due to the rescheduling shop improvements to a future capital program. Design for this investment remains funded in the current Capital Program, but more time is required to evaluate alternative designs before construction can proceed. This project's net decrease also reflects the administrative split-out of the Jamaica Yard Expansion Ph 1 - Design project (\$9 million).

Partially offsetting this decrease is a new project added for Westchester Yard Drainage Improvements (+\$20 million) to address a longstanding water issue, in coordination with an upcoming Superstorm Sandy Resiliency project. There is also an increase in the Yard Fencing/Lighting/Misc. Investments project (+\$10 million) for additional work to address emerging needs.

There is also a net increase in the Shop Component Repairs: Various Locations project (+\$3 million) based on a refined scope, latest estimates, and bids received. This net increase reflects the administrative split-out of the 207th St Overhaul Facility project (\$39 million) and additional funds for Shop Components Design (\$16 million).

There also is a net increase (+\$2 million) in yard and switch replacement projects, due to higher costs experienced in the 2021 yard track program. This net increase reflects the administrative split-out of projects for the 2023 yard track and switch programs (\$10 million).

New York City Transit Depots Category T-812

\$99 million

This category has an increase of \$99 million, including \$92 million in the Depot Rehab & Reconstruction element and \$7 million in the Depot Improvements element.

The increase in the Depot Rehab & Reconstruction element is primarily due to an increase (+\$59 million) in the Jamaica Depot Reconstruction project based on the bid received and awarded. The new depot will improve bus circulation, reduce the impact of operations on the surrounding neighborhood, and accommodate charging infrastructure for electric buses. A portion of the increase was offset by savings in funds budgeted for the Jamaica Depot reconstruction in prior capital programs.

This element also includes a related project to build a bus parking lot at York College for use during the Jamaica Depot reconstruction. The parking lot project was administratively split-out (\$18 million) from the Depot Component Repairs: Various Locations project, with an additional increase (+\$9 million) based on the latest estimate.

Other than the split-out of funds for the parking lot, there is a net increase (+\$25 million) in depot component repairs projects, to address prioritized emerging facility needs and based on the latest scope of work, locations, estimates, and bids received. This net increase reflects the administrative split-out of the Roof Topping & Expansion Joints project at Michael J. Quill Depot (\$12 million) and additional funds for component design efforts (\$8 million), both of which were split-out of the Depot Component Repairs: Various Locations project.

Separate from the changes discussed above, there is also a reduction to the Depot Component Repairs: Various Locations project (-\$1 million) due to the transfer of funds to the Chassis Wash: Tuskegee Airmen Depot project in the Depot Improvements element (+\$1 million).

The primary increase in the Depot Improvements element is a new project to upgrade the Automated Fuel Management System (AFMS) at 15 NYCT Depots (+\$7 million). This expands an initiative funded in the 2015-2019 Capital Program. (This amendment also includes a similar extension of the AFMS initiative for MTA Bus Company.) Budgetary support for this project was provided via offsetting reductions in the Buses category.

Partially offsetting this increase, there is a net reduction (-\$1 million) in Automatic Bus Lane Enforcement (ABLE) projects. This net reduction reflects the administrative split-out of a project for a 300-bus Phase 2A of the ABLE initiative, which was split-out from the ABLE Phase 2 project (\$7 million).

New York City Transit Service Vehicles Category T-813

\$0.4 million

There is a small net increase in the Purchase Various Work Train Cars project (+\$0.4 million). This increase reflects the latest estimates for purchasing certain types of work train cars, such as tampers and crane cars; as well as a strategic decision to upgrade existing track geometry cars now, while rescheduling the purchase of a new track geometry car to a future capital program. This net increase reflects the administrative split-out of a project to purchase 45 flat cars (\$42 million).

New York City Transit Miscellaneous Category T-816

\$30 million

The Miscellaneous investment category has an overall net increase (+\$30 million), with the following activity by element.

There is an increase (+\$132 million) in the Miscellaneous element. This includes increases across several insurance projects (+\$96 million), most of which is due to a decision to insure additional projects through the Owner-Controlled Insurance Program (OCIP) rather than embedding that insurance within contractors' project bid costs. OCIP increases are primarily from administrative budget transfers from covered projects throughout the NYCT program and are not a cost increase. Overall, OCIP costs have decreased as compared to previous policies. The Authority-Wide Contingency: 2020-2024 project is also increased to address anticipated program risks (+\$36 million). The Capital Revolving Fund 2023 project (\$5 million) was administratively split-out from the Capital Revolving Fund project, with no net change to the element.

There is no net change in the Management Information Systems element. Design of the Improved Resiliency of Rail Control Center (RCC) Critical Systems project (\$3 million) was administratively split-out from the Upgrade Information Systems / Data Centers project.

The Engineering Services element is receiving a net reduction (-\$82 million). Primarily, the Scope Development and Design Reserve project is reduced (-\$90 million) based on anticipated needs. Partially offsetting this reduction are several increases. The MTA Independent Engineering Consultant is increased (+\$5 million) to fund an extension of services that will bridge into the next Capital Program period. The Small Business Mentoring Program Administration project is increased to reflect the latest estimate of needs (+\$1 million). Lastly, there is a net increase (+\$2 million) in the Engineering Services to Support Capital Program project, based on the latest estimates. The net increase in this project reflects the administrative split-out of several projects for greater budget control and transparency: Bike / Pedestrian Study and Pilot (\$1 million), Construction Support 2022 (\$6 million), General Order (GO) Support - Traffic Checkers 2023 (\$10 million), Concrete Cylinder Testing (\$2 million), and Concrete Batch Plant Inspection (\$2 million).

In the Environmental Safety element, there is a net decrease (-\$17 million). This is primarily due to a reduction (-\$15 million) in the Fire Alarms & Sprinklers: Various Locations project, based on the latest estimate. There is also a net decrease (-\$2 million) in the Environmental Remediation project. This net decrease reflects the administrative split-out of a project for Indefinite Quantity (I/Q) Consulting Services: Underground Storage Tank (UST) Remediation for 2021 (\$5 million).

The Employee Facilities element has a net decrease (-\$4 million). Increases to EMD Facility: Hoyt-Schermerhorn FUL (+\$1 million) and EFR Consolidation: 2 Ave / 6AV (+3 million) are based on the latest cost estimates. Net changes to Subways Employee Facility Repairs: Various Locations (-\$36 million) and Misc./Administrative Facility Investments (+\$28 million) reflect revised agency investment priorities. These net changes also reflect the administrative split-out of additional funds for Employee Facilities Design from those two projects (\$2 million). Funds were also split-out for Employee Facilities Design from the Facility Elevator Replacement: Various Locations project (\$4 million).

Staten Island Railway SIR Category S-807

\$20 million

The increase in this category (+\$20 million) is primarily the result of new estimates. The increase in the Track and Switch Replacement project is due to a new estimate for the last portion of work to be awarded this program (+\$9 million). The increase in the Bridge Structures: Various Locations project is to ensure bridges are painted to the latest standards for painting of bridges (+\$9 million). There is also a net increase in projects to purchase work train cars (+\$3 million) based on the latest estimates and bids received. This net increase reflects the administrative split-out of a project to purchase 7 flat cars (\$6 million) from the Purchase Various Work Train Cars project. Lastly, design funds were administratively split-out from the ADA: 2 Station Reserve (Clifton and Huguenot) project into a new SIR ADA Design project (\$0.6 million).

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 Capital Program Review Board to be progressed. Table 4 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 4
NYCT Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	July 2022 Approved Program	Proposed Program	Change
Depot Rehab & Reconstruction	\$732.8	\$824.5	\$91.7
Miscellaneous	624.8	757.1	132.2

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Long Island Rail Road

MTA Capital Program 2020-2024



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Overview – Long Island Rail Road

The proposed amendment decreases the LIRR’s 2020-2024 Capital Program from \$3.623 billion to \$3.446 billion. The net decrease (-\$177 million) is due to budget support for Second Avenue Subway Phase 2 (-\$148 million), Penn Station Access rolling stock (\$25 million) and MTA Interagency (-\$3 million).

The plan amendment includes funding transfers within asset categories as well as between asset categories, in support of ongoing project initiatives. The net decrease in the LIRR’s envelope allows for a transfer of budgets to support Network Expansion needs for Second Avenue Subway Phase 2.

Table 5 summarizes the proposed changes by category and the following narrative highlights the major changes in each of LIRR’s program categories.

Table 5
LIRR 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2022 Approved Program	Proposed Program	Change
Rolling Stock	\$155.2	\$148.2	(\$7.0)
Stations	868.6	802.6	(66.0)
Track	1,077.3	1,052.3	(25.0)
Line Structures	329.5	271.0	(58.5)
Communications and Signals	451.5	452.1	0.6
Shops and Yards	200.2	230.2	30.0
Power	313.0	263.0	(50.0)
Miscellaneous	227.6	227.0	(0.6)
Total LIRR Program	\$3,622.9	\$3,446.4	(\$176.5)

Numbers may not total due to rounding

Long Island Rail Road Rolling Stock Category L-801

-\$7 million

The LIRR's Rolling Stock category is reduced by \$7 million.

The overall decrease is mostly due a \$25 million reduction to the Purchase Coaches project, reducing its budget from \$60 million to \$35 million to support Penn Station Access rolling stock.

The amendment also includes an additional \$20 million of for the work locomotive replacement project, allowing for additional work locomotives to be replaced as part of this Capital Program. Previously, work locomotive budgets were divided between multiple capital programs; this proposed plan amendment consolidates all work locomotive funding in the 2020–2024 Capital Program.

Long Island Rail Road Stations Category L-802

-\$66 million

The Stations category is reduced by \$66 million in this amendment.

Within the Stations category, \$60 million of funding has been shifted from the Station Renewals: Various Locations projects to the ADA projects, providing additional funding for ongoing accessibility upgrades at LIRR stations. Part of the decrease (-\$8 million) in the Station Renewals: Various Locations projects reflects a portion of LIRR's contribution to the Second Avenue Subway Phase 2 project. The Community Development Fund Contribution (\$5 million) is being deferred, also as part of the contribution to the Second Avenue Subway Phase 2 project. Project budgets for the various ADA efforts have been adjusted, reflecting a funding shift within the Stations category. This reflects the increased costs associated with replacing the Valley Stream Escalator / Elevator and the replacement of the Auburndale Elevator. A funding shift from the Stations Platform Components and the Station Building Components projects to the Stations ADA Reserve and Small Business Mentoring Program – Stations projects is also included. These administrative adjustments support the advancement of ADA improvements at Hollis station and renewal work at Mastic-Shirley station. At the Hollis station, the LIRR will add one new ADA elevator and replace/extend two station platforms from four car lengths to eight car lengths. The construction of the Hunterspoint Avenue ADA project has been deferred to a future capital program, with funding for planning and design work remaining in this capital program. This is due to the need to coordinate and sequence construction with other upcoming projects in Western Queens, including the reconstruction of the East River Tunnels, as well as nearby New York City Department of Transportation and NYCT projects. The proposed plan amendment also reflects the increased costs for the Babylon Platform Replacement project, which will advance a major state of good repair initiative at this hub station in Suffolk County.

The ADA Accessibility and Components 24 Stations Design Project budget has been increased (+\$5 million), to allow for additional preliminary design work for ADA improvements and station component replacement to progress.

The project totals within the Parking Element and the Penn Station Element both remain the same. Within the Grand Central Element, funding (\$12 million) has been shifted to the Track category, reflecting a contribution from the GCT Facility Needs projects towards the purchase of a track geometry car.

Long Island Rail Road Track Category L-803

-\$25 million

The Track category is reduced by \$25 million in this amendment.

As part of this plan amendment, the Construction Equipment & Geometry Cars project budget has increased by \$12 million to reflect a funding transfer from the GCT Facility Needs project within the Stations category. This consolidates within one project the funding to purchase a new track geometry car, which will support track needs in Grand Central Madison territory and across the LIRR network.

Funding increases for the 2022, 2023 and 2024 Annual Track Programs (+\$8 million) reflect inflation and the increased costs of material to perform cyclical track replacement. A newly created project for Track Rehabilitation – Patchogue Siding (+\$5 million) supplements funding in a prior program to undertake track improvements to a siding on the Montauk Branch which is used to store and cycle diesel train equipment.

The JCI – Hall Interlocking Expansion project budget has been increased (+\$19 million) to reflect increased construction costs associated with making this track upgrade within Hall Interlocking, located immediately east of Jamaica station.

Budgets have been reduced for two reserve projects within the Track asset category – Jamaica Capacity Improvements – Reserves (\$58 million) and Other Track Improvements - Reserve (\$11 million), with most of these funds being redirected towards the Second Avenue Subway Phase 2 contribution, and selected funding addressing needs elsewhere in the LIRR's program.

Long Island Rail Road Line Structures Category L-804

-\$59 million

The Line Structures category is reduced by \$59 million in this amendment.

The Bridges element is reduced by \$29 million. This is primarily due to an overall reduction at the Replacement & Rehabilitation of Bridges project (-\$37 million) that reflects support (split-outs) for other bridge projects in this element as support for the Second Avenue Subway Phase 2 project. A newly established project for Van Wyck Bridge Span Rehabilitation (+\$4 million) funds structural rehabilitation of the railroad bridges which span the Van Wyck Expressway in Queens.

Within the Tunnels element, funding adjustments between the Atlantic Avenue Tunnel Structural Work and the Small Business Mentoring Program – Tunnels projects reflect administrative adjustments to the project costs associated with replacing and upgrading the emergency exit hatchways in the Atlantic Avenue Tunnels, while also transferring funds (-\$30 million) to the Shops and Yards asset category to support priority investments at West Side Yard on Manhattan.

Long Island Rail Road Communications and Signals Category L-805

\$1 million

The overall Communications and Signals asset category increases by less than \$1 million in this amendment.

In the Communications element, the budget for Fiber Optic Network has been increased by \$10 million, to allow the LIRR to complete the replacement and upgrading of fiber optic hardware nodes. Funding is being reallocated from the Radio Head-End Replacement (-\$4 million), while two other Communications projects are being deferred - the Portable Mobile Radio Replacement (-\$1 million) and the Implement New Communications Systems Technology (-\$5 million). The Station Technology Upgrades project is being renamed Jamaica Station Technology Upgrades, reflecting an initiative to enhance the digital customer information signage in Jamaica, focusing on the station's platforms and the western and eastern pedestrian overpasses. This initiative will enhance the customer experience by installing additional electronic screens with real-time train and track assignment information, aiding customers changing trains in Jamaica.

In the Signals element, funding for the Centralized Train Control project is being reduced (-\$32 million) with much of the funding redirected to address Positive Train Control (PTC) requirements, and with a small amount being directed to address Signal Normal Replacement needs. This new strategy will ensure that PTC requirements are met, with the anticipation that the Centralized Train Control initiative will continue to advance under the future 2025-2029 Capital Program.

Long Island Rail Road Shops and Yards Category L-806

\$30 million

The Shops and Yards category is increased by \$30 million in this amendment.

\$30 million is transferred from the Line Structures asset category to the Shop Improvements at Various Locations project will support resiliency upgrades at West Side Yard / West Side Shop in Manhattan. In addition, \$16 million of budget from the Rehabilitation of Employee Facilities – Various Locations project is transferred to the Rehabilitation of Employee Facilities – Bethpage to consolidate budget for the Bethpage facility into a single project.

The project budget for the Yard Improvements at Various Locations has been reduced (-\$24 million), reflecting an administrative transfer to the Mid Suffolk Yard Phase 2 project.

Long Island Rail Road Power Category L-807

-\$50 million

The Power category is reduced by \$50 million in this amendment.

The Substation Replacements project budget has been decreased (-\$76 million), partly to address a funding need for the Jamaica Substation replacement project and partly to address funding needs elsewhere in the program. The Power Component Repairs and Replacement project budget has also been decreased (-\$12 million), with the funding transferred to the Substation Component Renewal project, to allow for replacement of a Substation Supervisory Control and Data Acquisition (SCADA) system in Jamaica. The Jamaica Substation project has increased (+\$26 million), reflecting increased construction costs.

Long Island Rail Road Miscellaneous Category L-809

-\$1 million

The Miscellaneous asset category is reduced by \$1 million in this amendment.

Administrative funding adjustments have been made to selected projects within the Miscellaneous category, to better align with current capital program support function needs.

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 Capital Program Review Board to be progressed. Table 6 shows those elements of the program that have grown by at least 10% versus the last CPRB-approved program amendment.

Table 6
Long Island Rail Road Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	July 2022 Approved Program	Proposed Program	Change
Shops & Yards	\$98.2	\$128.2	\$30.0

Numbers may not total due to rounding

Metro-North Railroad

MTA Capital Program 2020-2024



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Overview – Metro-North Railroad

The proposed amendment decreases Metro-North's 2020-2024 Capital Program from \$3.457 billion to \$3.408 billion. The net decrease (-\$49 million) is due to budget support for Second Avenue Subway Phase 2 (-\$21 million), Penn Station Access rolling stock (-\$25 million) and MTA Interagency (-\$3 million).

This full program amendment modifies the originally approved plan to focus scopes on critical needs in line with customer benefits, to reflect recent bids, and to align resources for updated funding, project schedules, track access, and updated procurement processes. Replacement of the Park Avenue Viaduct is being expanded to include the span north of Harlem 125th Station from 127th Street to 132nd Street. Metro-North is also adding \$45 million to the project that will address infrastructure improvements at the Harlem Line's Brewster Yard.

Some planned work is rescheduled for a future capital program. This includes construction of the next phase of the Harmon to Poughkeepsie Signal System project on the Hudson Line, the construction phase of the undergrade bridge replacement on the Harlem Line, and the construction phase of Mt. Vernon West and Wakefield Stations on the Harlem Line. Work which is already underway in this program, such as the phased replacement of the Grand Central Terminal train shed and the replacement of AC switchgear in aged and deteriorated substations at select locations throughout the system, will also continue in the next capital program.

Table 7 and the discussion that follows summarize the proposed changes to Metro-North's 2020-2024 Capital Program by investment category.

Table 7
Metro-North Proposed 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2022 Approved Program	Proposed Program	Change
Rolling Stock	\$725.7	\$725.7	\$0.0
Stations	899.1	889.5	(9.6)
Track and Structures	1,226.6	1,392.4	165.9
Communications and Signals	315.6	106.7	(208.8)
Power	154.5	157.0	2.5
Shops and Yards	12.8	15.6	2.8
Miscellaneous	123.3	121.0	(2.4)
Total Metro-North Program	\$3,457.5	\$3,407.9	(\$49.6)

Numbers may not total due to rounding

Metro-North Railroad Rolling Stock Category M-801

\$0 million

The Metro-North investments in this category continue unchanged. The replacement and modernization of the fleet that supports East of Hudson service on the Hudson and Harlem Lines, including the ongoing purchase to replace the 27-unit dual-mode locomotive fleet, as well as the base order of electric cars to begin replacing the current M-3 fleet, which has exceeded its useful life, are ongoing.

Metro-North Railroad Stations Category M-802

-\$10 million

This category is decreased by \$9.6 million in this amendment.

In the Grand Central Terminal (GCT) element, work continues as budgets have shifted between projects scopes. The GCT Building Component Repairs/Replacements project's budget was moved into GCT Fire Standpipe Phase II (+\$65 million), to replace standpipes throughout the upper level of the terminal. The \$8.4 million budgeted for the GCT – Small Business Mentoring Program was split to fund the small business project Park Avenue Tunnel emergency exits at 72nd Street and W. 59th Street. Construction of the GCT Train Shed Replacement including scope coordinated with JP Morgan Chase at 270 Park Avenue continues as planned.

The Outlying Stations element was reduced by \$63 million to address other Metro-North needs. Upper Harlem and Hudson Stations Priority Repair was increased by \$10 million. Harlem Line Stations renewals and ADA investments have been restructured into the Three Bronx Stations project (+\$150 million) to focus on Williams Bridge, Woodlawn, and Botanical Gardens. Preliminary design of the next block of Harlem stations is proceeding, while construction will be deferred until the next program. Ludlow Station accessibility was modified (-\$8 million), preserving budget for assessment and design costs of the station in this program.

In the Parking element, the project budget for the first phase of the multi-phased Brewster Yard Improvements project to relocate and construct a new parking facility at Southeast station, which includes two bridges and replacement of elevators, was increased to reflect updated cost estimates (+\$46.9 million).

Metro-North Railroad Track and Structures Category M-803

\$166 million

This category is increased by \$165.9 million in this amendment.

Work continues to progress within the Track element. 2024 Mainline Turnouts (+\$16.1 million) is increased to cover additional scheduled work. Maintenance of Way equipment purchases (+\$9.5 million) is increased to meet inflation and supply chain issues. Rock Slope Remediation (-\$7.6 million), Rebuild Marble Hill Retaining Wall Phase 1 (-\$12.0 million) and Right of Way Drainage Improvements (-\$5.0 million) have all been reduced, reflecting the assumed timing of investments and updated estimates of near-term needs.

In the Structures element, the project to replace the Park Avenue Viaduct was expanded (+\$250.0 million) in anticipation of awarding the north span project segment from 127th Street to 132nd Street. The north span had previously been planned to be part of the future 2025-2029 Capital Program. The Replace Undergrade Bridge Timbers project was increased (+\$2.0 million) to account for the updated needs of the 2024 scope of the project. The increases are partially offset by several projects updated to reflect a change in timing of implementation, including the Undergrade Bridge Program (-\$71.9 million), Overhead Bridge Program (-\$5.7 million), Rail Top Culverts (-\$1.8 million), Hudson Line Tunnels (-\$5.7 million), and the allowance for Small Business Mentoring projects (-\$4.0 million). Commitments to Small Business Mentoring projects will be met under other project categories. The amendment also reflects the split-out of the awarded Replace South Street and Fulton Avenue Bridges (\$48.6 million) from the Overhead Bridge Program.

There are no budget changes to the investments in West of Hudson Infrastructure.

Metro-North Railroad Communications and Signals Category M-804

-\$209 million

This category is reduced by \$209 million in this amendment.

The Harmon to Poughkeepsie Signal System project (-\$202.9 million) on the Hudson Line was decreased due to refinement in the scope and timing of work. This will be reprogrammed for the future 2025-2029 Capital Program. Scopes of communications infrastructure projects PBX Replacement (-\$3.9 million) and Voice Recorder (-\$1.0 million) have been reprogrammed. Other work including Station PA System, Radio System, CCTV, Grade Crossing Improvements and Positive Train Control are proceeding to satisfy the infrastructure improvement needs of the Communications and Signal category.

Metro-North Railroad Power Category M-805

\$3 million

This category is increased by \$2.5 million in this amendment.

In the Power category, the project to rebuild two AC traction powered substations at Harrison and Mamaroneck (-\$3 million) was decreased. The Pelham Substation replacement project was increased (+\$2 million) due to updated third party cost estimates. In new project to address design and property acquisition at the Claremont Substation (\$3.5 million) is being added to Metro-North's program in this amendment. All other project budgets in this category remain the same.

Metro-North Railroad Shops and Yards Category M-806

\$3 million

This category is increased by \$2.8 million in this amendment.

The Upgrade Automotive Fuel System project was increased to reflect the revised cost to complete, driven by real estate and legal costs associated with a key property acquisition in White Plains (+\$3.6 million).

Metro-North Railroad Miscellaneous Category M-808

-\$2.4 million

This category is reduced by \$2.4 million in this amendment.

In this category, revised estimates for the administration of the capital program increased the forecasted need by \$2.9 million. The new base contract for the new Independent Engineer for the program required an increase of \$2.4 million. Savings of \$1 million were found within the lead and asbestos abatement and environmental remediation budgets. Program Scope Development was reduced (-\$4.3 million). All other project budgets in this category remain the same.

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 Capital Program Review Board to be progressed. Table 8 shows those elements of the program that have grown by at least 10% versus the last CPRB-approved program amendment.

Table 8
Metro-North Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	July 2022 Approved Program	Proposed Program	Change
Parking	\$184.0	\$228.9	\$44.9
Structures	752.8	917.7	164.8
Shops & Yards	12.8	15.6	2.8

Numbers may not total due to rounding

MTA Bus Company

MTA Capital Program 2020-2024



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Overview – MTA Bus Company

This proposed amendment adjusts the content of the MTA Bus Company’s 2020-2024 Capital Program. The total value of the revised program is \$839 million, which is a net decrease of \$31 million from Amendment #2 approved by the MTA Board in July 2022. The decrease is due to budget support for Second Avenue Subway Phase 2.

The source for the net decrease is enabled primarily by the Miscellaneous Depot Investments project. This amendment also repackages several bus purchase projects, including electric bus purchases for the Zero Emission Fleet Transformation (ZEFT), based on the latest estimates and priorities.

This amendment also reflects the administrative split-out of some work from existing projects into new individual projects. These split-outs are being implemented at the time of contract award to provide better budget control and transparency.

Table 9 and the discussion that follows summarize the proposed changes to the MTA Bus Company’s 2020-2024 Capital Program.

Table 9
MTA Bus Company 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2022 Approved Program	Proposed Program	Change
MTA Bus Company Projects	\$870.4	\$839.3	(\$31.1)

Numbers may not total due to rounding

MTA Bus Company Bus Company Projects Category U-803

-\$31 million

This category has a small net increase (+\$1 million) in various bus purchase projects, which is more than offset by a net decrease (-\$32 million) in depot and technology projects. The changes for bus purchases account for rising costs while still permitting the retirement of the oldest buses in the MTA Bus Company fleet and maintaining the pace of the ZEFT initiative.

The original approved 2020-2024 Capital Program for the MTA Bus Company included the purchase of 545 standard buses, 79 articulated buses, and 250 express buses, with 25 of the standard buses featuring battery-electric propulsion. In this amendment, the number of electric buses is maintained at 25, but standard buses to be purchased is reduced to 534 (with 25 still featuring battery-electric propulsion) and the number of articulated buses to be purchased is reduced to zero.

These changes are intended to address the escalating cost of bus purchases due to supply chain issues and other economic factors, which have resulted in inflation of component and labor costs. There is an increase (+\$20 million) in the project to Purchase 250 Express Buses, based on the latest estimate. Likewise, there is also an increase (+\$19 million) in the project to Purchase 25 Standard Electric Buses, in part reflecting that the project also includes the charging infrastructure required to operate the buses. Finally, there is a net increase (+\$44 million) in projects to purchase non-electric standard buses, despite the reduced quantity of buses, based on the latest estimates and bids received. The rising costs of these bus purchases are counterbalanced by the rescheduling of the projects to purchase 42 and 37 articulated buses to a future capital program (-\$82 million).

These net changes also reflect the administrative split-out of projects to purchase 173 Standard Diesel Buses (\$149 million) and 116 Standard Diesel Buses (\$101 million). This amendment also corrects the quantities named in other standard bus purchase projects.

The changes in depot and technology projects include the addition of a new project for an Automated Fuel Management System Upgrade at 8 Depots (+\$3 million). This project is an extension of an initiative first funded in NYCT's 2015-2019 Capital Program. However, there are also several reductions in facility and technology projects, including Miscellaneous Depot Investments (-\$30 million), Bus Systems (-\$3 million), and Traffic Signal Priority (-\$2 million). These reductions reflect a reprioritization of planned technology and facility investments.

The amendment also reflects the administrative split-out of a project for Façade Repair and Restoration at 3 Bus Depots (\$6 million) from the Depot Component Repairs: Various Locations project.

Interagency

MTA Capital Program 2020-2024



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Overview – MTA Interagency

The proposed amendment increases the overall value of the Interagency portion of the 2020-2024 Capital Program from \$141.9 million to \$167.8 million reflecting budget transfers from other agencies. These changes are highlighted at the element level in the table below (Table 10).

Table 10
MTA Interagency 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2022 Approved Program	Proposed Program	Change
MTA Mentoring Program Administration	\$4.2	\$8.3	\$4.1
MTA Police Department	38.9	38.9	0.0
MTA Planning Initiatives	80.0	95.0	15.0
MTA Construction and Development	18.8	25.5	6.8
Total MTA Interagency Program	\$141.9	\$167.8	\$25.9

Numbers may not total due to rounding

MTA Interagency MTA Mentoring Program Administration Category N-800

\$4 million

In this proposed amendment the MTA's Mentoring Program administration project is increasing (\$4.1 million) due to transfers from individual agency budgets.

This category was previously established with transfers totaling \$4.2 million from MTA agencies' budgets to support the administration of the MTA's Mentoring Program. This administrative project also exists in the ongoing 2015-2019 Capital Program and was similarly established and maintained with transfers from MTA agencies' budgets.

**MTA Interagency
MTA Police Department
Category N-810**

\$0 million

This category's overall budget is not changing as a part of this capital program amendment.

MTA Interagency MTA Planning Initiatives and Program Support Category N-811

\$15 million

This category is increasing (+\$15 million) due to the establishment of a new project to address the ongoing demolition of the MTA's former headquarters campus at 347 Madison Avenue. There are no other changes to this category. Budget transfers come from core agency programs.

MTA Interagency MTA Construction and Development Category N-813

\$7 million

This category is increasing by (+\$6.8 million) due to a replenishment of reserves for MTA Construction and Development's administrative project. Budget transfers come from core agency programs.

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 Capital Program Review Board to be progressed. Table 11 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 11
MTA Interagency Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	July 2022 Approved Program	Proposed Program	Change
MTA Mentoring Program Administration	\$4.2	\$8.3	\$4.1
MTA Planning Initiatives	80.0	95.0	15.0
MTA Construction and Development	18.8	25.5	6.8

Numbers may not total due to rounding

Network Expansion

MTA Capital Program 2020-2024



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Overview – Network Expansion

The overall budget for the Network Expansion program increases from \$9.413 billion to \$10.291 billion. The \$878.2 million increase reflects higher estimated costs for the Second Avenue Subway Phase 2 (+\$678.2 million) project and the Penn Station Access' rolling stock requirements (+\$200 million).

Table 12 and the discussion that follows summarize adjustments to the proposed 2020-2024 Capital Program by investment category.

Table 12
MTA Network Expansion Proposed 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2022 Approved Program	Proposed Program	Change
East Side Access	\$798.2	\$798.2	\$0.0
Second Avenue Subway Phase 2	4,555.0	5,233.2	678.2
Penn Station Access	2,748.7	2,748.7	200.0
LIRR Expansion Project	438.5	438.5	0.0
Regional Investments	540.5	640.5	100.0
Penn Reconstruction	100.0	100.0	0.0
Miscellaneous/Administration	231.8	131.8	(100.0)
Total MTA Network Expansion Program	\$9,412.7	\$10,290.9	\$878.2

Numbers may not total due to rounding

Network Expansion East Side Access Category G-809

\$0 million

There have been changes to estimates and the timing of commitments within the program, but the overall budget of \$798.2 million remains unchanged.

Network Expansion Second Avenue Subway Category G-810

\$678 million

The \$4.555 billion of funding in the 2020-2024 Capital Program for Second Avenue Subway Phase 2 increases (+\$678.2 million), for a revised total of \$5.233 billion. The \$678.2 million increase is a result of additional inflation costs as well as \$379 million in additional contingency that the Federal Transit Administration (FTA) has required this project to carry. The FTA has been requiring projects around the country to add contingency because of global supply chain and other issues.

In addition, this amendment breaks out the project's reserves into its component parts to reflect the anticipated delivery and contractual schedule.

Network Expansion Penn Station Access Category G-811

\$200 million

The \$2.748 billion of funding in the 2020-2024 Capital Program allocated to Penn Station Access increases by \$200 million to \$2.948 billion. This increase further addresses rolling stock requirements for Penn Station Access service when it begins in 2027. \$150 million is transferred from NYCT, \$25 million from the LIRR and \$25 million from Metro-North.

Network Expansion LIRR Expansion Project Category G-813

\$0 million

There have been changes to estimates and the timing of commitments within the program, but the overall budget of \$438.5 million remains unchanged.

Network Expansion Regional Investments Category G-814

\$100 million

In this amendment the \$540.5 million of funding in the 2020-2024 Capital Program for Regional Investments increases by (+\$100 million), for a revised total of \$640.5 million. The \$100 million transfer from Miscellaneous/Administration is an administrative action to consolidate the Westbound Bypass project's budget.

In addition, there have been changes to estimates and the timing of commitments within the program.

Network Expansion Penn Reconstruction Category G-815

\$0 million

The \$100 million of funding in the 2020-2024 Capital Program allocated to the Penn Station Reconstruction project remains unchanged. There have been changes to timing of commitments within the program, but the overall budget remains unchanged.

Network Expansion Miscellaneous Category G-816

-\$100 million

The \$231.8 million of funding in the 2020-2024 Capital Program allocated to the Miscellaneous/Administration project decreases by (-\$100 million), for a revised total of \$131.8 million. This decrease is an administrative transfer to Regional Investments to consolidate the Westbound Bypass project's budget.

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 Capital Program Review Board to be progressed. Table 13 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 13
Network Expansion Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	July 2022 Approved Program	Proposed Program	Change
Second Avenue Subway Phase 2	\$4,555.0	\$5,233.2	\$678.2
Regional Investments	540.5	640.5	100.0

Numbers may not total due to rounding

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Bridges & Tunnels

MTA Capital Program 2020-2024



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Overview – Bridges and Tunnels

With this proposed amendment, B&T’s 2020-2024 Capital Program including the Central Business District Tolling program is slightly reduced to \$3.326 billion. The reduction (-\$0.4 million) reflects a transfer to the MTA Interagency program for SBDP administration.

As the agency enters the fourth year of the five-year program, the Authority is preparing for the award of the larger construction projects envisioned for this program. Most of the preliminary design work for these larger projects is now complete and project estimates have been updated. As a result, the Authority has reallocated budgets between several projects as needed to reflect the updated project estimates, and actual award amounts for those projects already committed. In addition, based upon the recently completed main cable inspection at the Verrazzano-Narrows Bridge, the Authority is advancing the bridge’s main cable dehumidification into this program from the 2025-2029 Capital Program to ensure the long-term preservation of the America’s longest suspension bridge. To fund the advancement of this critical preservation project, the Authority has reprioritized its capital investments, deferred several smaller, less critical projects, and reallocated budgets from good bid savings and other available reserves.

Table 14 outlines the changes in the Authority’s updated 2020-2024 Capital Program.

Table 14
Bridges & Tunnels 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2022 Approved Program *	Proposed Program	Change
Structures	\$1,119.5	\$1,320.8	\$201.3
Roadways & Decks	808.9	755.5	(53.4)
Toll Plazas & Traffic Management	55.3	45.3	(10.0)
Utilities	195.6	211.6	16.0
Buildings & Sites	77.7	49.8	(27.9)
Miscellaneous	173.0	105.2	(67.8)
Structural Painting	393.7	335.1	(58.6)
Central Business District Tolling	503.0	503.0	0.0
Total Bridges & Tunnels Program	\$3,326.7	\$3,326.2	(\$0.4)

* B&T’s Capital Program only requires MTA Board approval and was fully approved July 2022.

Numbers may not total due to rounding

The primary focus of this amendment is the establishment of a new 2020-2024 project for main cable dehumidification at the Verrazzano-Narrows Bridge (VNB). The advancement of the VNB main cable dehumidification into the 2020-2024 Capital Program eliminates the need for this project in the following program and ensures that long term preservation measures for this critical asset are implemented as soon as practicable.

To accommodate this new project within the existing program envelope of \$3.326 billion, five projects in the existing program are proposed for deferral. These projects are:

- Rehabilitation of Pipe Gallery at the Hugh Carey Tunnel (HC-84) is proposed to be deferred based on recent maintenance/repairs to the pipe gallery and planned utility work which allow the capital work to be deferred
- Rehabilitation of Pipe Gallery at the Queens Midtown Tunnel (QM-84) is proposed to be deferred based on recent maintenance/repairs to the pipe gallery and planned utility work which allow the capital work to be deferred
- Tunnel Rehabilitation at the Queens Midtown Tunnel (QM-40) is proposed to be deferred to the following program based on current assessments of the tunnel condition and an ongoing robust maintenance program
- Facility Interoperability Improvements at the Bronx Whitestone Bridge (BW-63): This work is proposed to be deferred as the interim modifications to the Whitestone Expressway/Cross Island Parkway Interchange completed under the 2010-14 Capital Program have largely addressed the immediate traffic safety needs.
- Operational Improvement at the Cross-Bay Bridge (CB-X1) is proposed to be deferred as project CB-30, already underway, is addressing current needs.

In addition to the above-mentioned project deferrals, there are several project budget reductions proposed to release available funds discussed in the following sections.

Bridges and Tunnels Structures Category D-801

\$201 million

In this amendment the Structures category increases by \$201 million.

The \$201 million increase in this category primarily reflects the advancement of the construction phase for the VNB Main Cable Dehumidification project - VN-8Q (+\$211 million) to ensure the long-term preservation of this critical asset.

The other main contributors to the increase in this category are the increased need (+\$18 million) for the TN-87 Anchorage & Tower Protection project based upon updated estimates and the additional \$7.5 million that was transferred into the RK-93 Reconstruct / Relocate RI Ramps (QR & RM) project when it was awarded in late 2022 as the Design-Build costs were slightly higher than originally budgeted. These increases are partially offset by the previously mentioned project deferrals at the two tunnels as well as good bid savings on structural projects previously awarded.

Bridges and Tunnels Roadways and Decks Category D-802

-\$53 million

In this amendment the Roadways and Decks category is reduced by \$53 million.

The \$53 million decrease primarily reflects the reduction in estimated needs for the for the VN-84 - Reconstruction of Upper-Level Approaches, Phase 2 – project (-\$50 million) at the VNB, based upon recent estimates. Further reductions in this category were obtained from good-bid-savings on the Lower-Level Main Span Rehabilitation project - VN-81 (-\$5 million) awarded in April 2023.

The decrease within this category is partially offset by the need to replace the existing fence on the Henry Hudson Bridge (HHB) sidewalk with an upgraded safety fence as part of the Shared Use Path project HH-07 at the HHB (+\$2 million). This will improve both safety and the customer experience on the crossing. This project is one of the major projects included in the MTA Strategic Action Plan for Bicycle and Pedestrian Accessibility improvements.

These funds were transferred to projects within the structural category to cover increased project needs described in the previous section.

Bridges and Tunnels Toll Plazas & Traffic Management/Safety Systems Category D-803

-\$10 million

In this amendment the Toll Plazas & Traffic Management/Safety Systems category is reduced by \$10 million.

The \$10 million net decrease in this category primarily reflects the reallocation of funds from the AW-74 SCADA reserve to the Lighting, Power Redundancy & Resiliency Improvements – project BW-96 at the Bronx-Whitestone Bridge under the utilities category to cover SCADA system upgrades which were bundled with BW-96 for construction efficiency.

Bridges and Tunnels Utilities Category D-804

\$16 million

In this amendment the Utilities category increases by \$16 million.

This category's \$16 million net increase primarily reflects the additional \$17 million that was transferred into the Lighting, Power Redundancy & Resiliency Improvements project - BW-96 when it was awarded in late 2022. This increase reflects higher design-build costs than originally budgeted as well as the bundling of work originally funded under the Toll Plazas & Traffic Management/Safety Systems category with the BW-96 project for the construction phase. This increase also reflects the \$7 million increase to the budget for the Bridge Structural Lighting & Miscellaneous Structural Upgrades project – TN-85 based on recent project estimates.

These increases were partially offset by reduced design budgets for the Fire Suppression System Installations at the two tunnels, reflecting lower than projected actual design costs and a reduction in scope for the replacement and upgrade of fueling systems at Authority facilities.

Bridges and Tunnels Buildings and Sites Category D-805

-\$28 million

In this amendment the Buildings and Sites category is reduced by \$28 million.

The net reduction of \$28 million in this category can primarily be attributed to the deferral of the majority of construction originally planned under HC-80 - Rehabilitation of HCT Vent/Service Building while retaining the design phase along with a relatively minor construction component in the current program (-\$21 million). This deferral is made possible by addressing short term service building needs via the operating budget. The balance of the decrease was obtained from a reduction in the Hazardous Materials Abatement reserve based on actual usage during the first three years of the program (-\$7 million). These unused funds were transferred to support the new proposed VNB Main Cable Dehumidification- VN-8Q project.

Bridges and Tunnels Miscellaneous Category D-806

-\$68 million

In this amendment the Miscellaneous category is reduced by \$68 million.

The net reduction of \$68 million in this category can primarily be attributed to the reallocation of resources (-\$30 million) from the SBMP reserve based on the projected usage of operating dollars from the Authority's Major Maintenance Program to fund upcoming planned SBMP projects. The balance of the reduction (-\$29 million) can be attributed to the elimination or reduction of project reserves for operational improvements at the Cross-Bay Bridge, Marine Parkway Bridge and VNB. It also reflects minor reductions in multiple programmatic projects (e.g., Program Administration, Protective Liability Insurance, etc.) based on actual usage during the first three years of the program (-\$9 million). These unused reserves were transferred to support the new proposed VNB Main Cable Dehumidification – VN-8Q project.

Bridges and Tunnels Structural Painting Category D-807

-\$59 million

In this amendment the Structural Painting category is reduced by \$59 million.

The \$59 million decrease in this category in large part reflects the transfer of unused paint reserves after the award of painting projects at the Marine Parkway, RFK Bridge and the VNB. These unused reserves were transferred to support the new proposed VNB Main Cable Dehumidification – VN-8Q project. In addition, the amendment will establish a new painting project VN-84 (+\$16 million) reallocated from an unused reserve within the existing VNB Facility-wide Painting - VN-PT project, with no impact on the total budget for this category or crossing. This project will provide dedicated funding for the painting needs associated with the existing project VN-84 - Reconstruction of Upper-Level Approaches – Phase 2 in the roadways and decks category.

Bridges and Tunnels Central Business District Tolling Program Category C-801

\$0 million

There is no increase or change to the overall funding envelope nor scope changes for this category as part of this amendment. This amendment reflects administrative adjustments between projects to reflect actual costs and an updated schedule.



Project Listings

MTA Capital Program 2020-2024



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Capital Program Organization

Capital investments are organized and coded according to an Agency / Category / Element / Project (ACEP) hierarchy:

- Agency: MTA Agency identified with the project budget (e.g., “New York City Transit”);
- Category: Agency subset, typically focused on an asset type (e.g., “Stations” or “Track”);
- Element: Category subset containing related projects (e.g., “Signal Modernization” element in “Signals & Communications” category);
- Project: Basic unit of the Capital Program, reflecting a specific scope.

For example, the first project listing page is identified in the upper-left corner as Agency “New York City Transit,” and in the upper-right corner as Category “Subway Cars.” Below that, “T - 801” represents the Agency (“T” for New York City Transit) and the category code (“801” for subway cars). Further down the page, “01 Subway Cars” refers to the element, which in this case happens to have the same name as the parent category. Finally, this element has a single project with identifier code “01” to “New/Upgrade Car Investments.” Combining all the codes, the unique ACEP for this project is T8010101.

Needs Codes

The focus of each project is indicated by its needs code:

- State of Good Repair (SGR) projects renew assets that have surpassed their useful life, to achieve SGR;
- Normal Replacement (NR) projects renew assets that are nearing the end of their useful life, to preserve SGR;
- System Improvement (SI) projects enhance the network, providing new capabilities and a better customer experience;
- Network Expansion (NE) projects extend the reach of the MTA network, expanding the service offering;
- Various (VAR) projects include multiple needs codes in one project;
- Administrative projects (e.g., insurance, scope development) are not assigned needs codes.

Commitments

Columns indicate the share of the project budget that is planned to be committed by element (i.e., started) in each year of the 2020-2024 program period, along with the total for all years.

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New York City Transit

SUBWAY CARS T - 801

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 SUBWAY CARS								
01 New/Upgrade Car Investments	NR	0.0	0.0	0.0	0.0	0.0	1,050.0	1,050.0
02 Purchase 640 B-Division Cars (R211 Option 1)	NR	0.0	0.0	1,922.3	0.0	0.0	0.0	1,922.3
03 Purchase 437 B-Division Cars (R211 Option 2)	NR	0.0	0.0	0.0	0.0	1,355.4	0.0	1,355.4
Element Total 01		\$0.0	\$0.0	\$1,922.3	\$0.0	\$1,355.4	\$1,050.0	\$4,327.7
Category Total 801		\$0.0	\$0.0	\$1,922.3	\$0.0	\$1,355.4	\$1,050.0	\$4,327.7

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

BUSES T - 803

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 BUS REPLACEMENT								
01 Purchase 365 Standard Electric Buses	NR	0.0	0.0	0.0	497.4	20.3	0.0	517.7
03 Purchase 90 Articulated Electric Buses	NR	0.0	0.0	0.0	164.1	0.0	0.0	164.1
04 Purchase 245 Articulated Buses	NR	0.0	0.0	0.0	0.0	282.1	0.0	282.1
05 Purchase 92 Express Buses	NR	0.0	0.0	0.0	0.0	80.7	0.0	80.7
06 Purchase 19 Express Buses	SI	0.0	14.3	0.0	0.0	0.0	0.0	14.3
07 Advanced Tech Bus Development	SI	0.0	0.0	0.0	0.0	3.3	0.0	3.3
08 Purchase 126 Hybrid (Nova)	NR	7.1	0.2	100.6	0.0	0.0	0.0	107.9
09 Purchase 209 Standard Diesel (Nova)	NR	10.5	0.4	130.4	0.0	0.0	0.0	141.2
10 Purchase 84 Hybrid-Electric (New Flyer)	NR	0.0	71.2	0.0	0.0	0.0	0.0	71.2
11 Purchase 139 Standard Diesel (New Flyer)	NR	2.8	95.8	0.0	0.2	0.0	0.0	98.8
13 Purchase 15 Standard Electric Buses	NR	0.0	17.3	0.0	0.0	0.0	0.0	17.3
14 Bus Purchase Design	NR	0.0	0.0	0.5	0.3	0.0	0.0	0.8
15 Purchase 5 Standard Battery Elec Buses Test/Eval	SI	0.0	0.0	10.6	0.0	0.0	0.0	10.6
17 AEB Charging Infrastructure - Jamaica Design	SI	0.0	0.1	0.2	0.0	0.0	0.0	0.3
18 Automated Passenger Counting, Phase 2	SI	0.0	0.0	7.0	0.0	0.0	0.0	7.0
19 Jamaica Gentries BEB (Charging)	SI	0.0	0.0	14.4	0.0	0.0	0.0	14.4
30 Electric Bus Charging Infrastructure	SI	0.0	0.0	0.0	346.9	0.0	0.0	346.9
Element Total 02		\$20.4	\$199.2	\$263.7	\$1,008.9	\$386.3	\$0.0	\$1,878.5
Category Total 803		\$20.4	\$199.2	\$263.7	\$1,008.9	\$386.3	\$0.0	\$1,878.5

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
04 FARE COLLECTION								
01 New Fare Payment System (NFPS): Add Support Costs	SI	0.0	0.0	0.0	0.0	0.0	87.6	87.6
03 Low Turnstiles: Procurement	SI	0.0	1.1	0.0	0.0	0.0	6.6	7.7
04 Wide Turnstiles: Procurement/Installation	SI	0.0	3.3	0.2	0.0	21.5	0.0	25.0
05 Additional Work: Fare Collection	SGR	0.0	0.0	21.7	0.0	33.7	0.0	55.4
06 Purchase 80 Auto Farecard Access Syst Units	SI	0.0	0.0	2.3	0.0	0.0	0.0	2.3
Element Total 04		\$0.0	\$4.4	\$24.2	\$0.0	\$55.2	\$94.1	\$177.9
07 STATION ESCALATORS / ELEVATORS								
02 Replace 37 Hydraulic Elevators	NR	0.0	0.0	0.0	0.0	332.0	0.0	332.0
03 Replace 21 Escalators	SGR	0.0	0.0	0.0	43.5	225.2	0.0	268.7
04 Replace 5 Escalators	NR	0.0	0.0	0.0	0.0	85.9	0.0	85.9
05 Escalator Design	NR	11.9	3.6	1.9	3.8	0.0	0.0	21.3
06 Elevator Design	NR	0.7	4.7	5.1	9.3	0.0	0.0	19.8
07 Replace 3 Hydraulic Elevators: 34th BW7 PSNY-33rd	NR	21.2	0.2	0.3	0.0	0.0	0.0	21.6
08 Replace 5 Elevators at 2 Locations JAM	NR	0.0	35.5	0.3	3.7	0.0	0.0	39.5
09 Replace 4 Escalators at 2 Locations FLS	NR	0.0	0.0	40.9	1.6	0.0	0.0	42.5
10 PSLAN Various E&E Locations	SI	0.0	1.3	4.7	0.0	0.0	0.0	6.0
11 4 Escalators at 2 Locs Dekalb 4Av & 161 St BXC	NR	0.0	46.9	0.9	1.7	0.0	0.0	49.5
12 17 Escalators at 6 Locations	NR	0.0	0.1	185.4	22.2	0.0	0.0	207.7
13 Replace 8 Escalators: Grand Central - 42 St / FLS	NR	0.0	76.7	0.3	9.5	0.0	0.0	86.5
15 Replace 14 Elevators: 5 Stations	NR	0.0	0.0	71.3	3.6	0.0	0.0	74.9
16 Replace 6 Escal at 2 Locs (Sut Blvd ARC/W4 8AVE)	NR	0.0	0.0	69.3	11.8	0.0	0.0	81.1
17 Replace 19 Elevators at Various Locations	NR	0.0	0.0	156.5	8.7	0.0	0.0	165.2
18 Replace 1 Escalator at Parkchester/PEL	NR	0.0	0.0	13.4	0.4	0.0	0.0	13.8
Element Total 07		\$33.8	\$169.0	\$550.4	\$119.8	\$643.1	\$0.0	\$1,516.0

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
12 STATION WORK									
01	Station Renewals at 6 ADA Locations	SGR	0.0	0.0	0.0	54.1	153.5	105.3	312.9
02	Station Renewals at 3 Locations	SGR	0.0	0.0	0.0	0.0	287.8	0.0	287.8
03	Plat, Mezz, & Interior Stair Comps: ADA Locations	SGR	0.0	0.0	0.0	17.3	0.0	0.0	17.3
04	Platform Components: Various Locations	SGR	0.0	0.0	0.0	5.7	80.0	512.0	597.7
05	Station Ventilators: Various Locations	SGR	0.0	0.0	0.0	5.6	7.3	0.0	12.8
06	Small Business Mentoring Program - Stations	SGR	2.9	15.9	40.3	51.8	63.7	0.0	174.7
07	Station Painting: Various Locations	SGR	0.0	0.0	0.0	0.0	8.1	0.0	8.1
08	Misc. Station Component/Renewal Work	SGR	0.0	0.0	0.0	21.9	148.4	0.0	170.4
09	Livonia Av-Junius St Station Connector	SI	0.0	0.2	26.9	1.6	0.0	0.0	28.7
10	Water Condition Remedy: Various Locations	SGR	0.0	6.8	0.3	0.2	19.5	0.0	26.8
11	Miscellaneous Station Investments	NR	0.0	0.0	0.0	0.0	86.0	0.0	86.0
12	Other Station Work	NR	0.0	0.0	0.0	0.0	1.3	0.0	1.3
13	Station Components Main St FLS	SGR	0.0	3.3	0.0	0.5	0.0	0.0	3.8
15	Station Components Design	SGR	6.7	13.9	2.5	1.4	0.0	0.0	24.6
16	Platform Components: E Broadway 6AV	SGR	13.9	0.5	0.0	0.1	0.0	0.0	14.6
17	Platform Components: 2 Locations / QBL	SGR	0.0	0.0	29.9	1.6	0.0	0.0	31.5
18	Platform Components: 5 Locs BW7	SGR	0.0	0.0	0.0	72.3	0.0	0.0	72.3
19	Leak Remediation 34 St BW7 PSNY-33rd	SGR	2.4	0.0	0.0	0.0	0.0	0.0	2.4
20	Miscellaneous Stations Work Design	SGR	0.7	1.8	1.4	1.4	0.0	0.0	5.3
21	Station Ventilators 8th Ave CNR	SGR	0.0	2.1	0.1	0.0	0.0	0.0	2.1
22	Station Ventilators Ph 18 2 Locs/FUL	SGR	0.0	5.1	0.0	0.0	0.0	0.0	5.2
23	Station Ventilators Ph 21 - 4 Locs/ Manh & BX	SGR	0.0	10.3	0.0	0.0	0.0	0.0	10.3
24	Renewal: Borough Hall LEX	SGR	0.0	0.0	117.9	7.1	0.0	0.0	125.1
25	Platform Components: 68 St. - Hunter College LEX	SGR	0.0	5.7	0.0	0.5	0.0	0.0	6.2
26	Station Ventilators: Grand Central / FLS	SGR	0.0	15.7	0.0	1.9	0.0	0.0	17.6
27	Platform Components: 137th St/Bwy7	SGR	0.0	0.0	8.0	0.2	0.0	0.0	8.2
29	Platform Components: 6 Avenue / Canarsie	SGR	0.0	32.8	0.0	0.0	0.0	0.0	32.8
30	Platform Components: 14th Street / 6 Ave	SGR	0.0	5.0	0.0	0.0	0.0	0.0	5.0
31	Components: Metropolitan Ave XTN	SGR	0.0	3.1	0.0	0.0	0.0	0.0	3.1
32	Station Renewal: Woodhaven Boulevard JAM	SGR	0.0	16.0	0.2	8.2	0.0	0.0	24.4
35	Station Ventilators Ph 20 - 4 Locations MHTN	SGR	0.0	0.0	10.5	0.0	0.0	0.0	10.5
36	Grand Central: Widening Stairs U2/U6/Lex Design	SI	0.0	0.0	0.2	0.0	0.0	0.0	0.2
37	Platform Screen Doors Pilot	SI	0.0	0.0	6.6	249.6	0.0	0.0	256.2
39	Grand Central: Center Core East FLS	SI	0.0	0.0	95.5	12.6	0.0	0.0	108.1
40	Grand Central: Widening Stairs U2/U6 LEX	SI	0.0	0.0	2.8	0.7	0.0	0.0	3.5
41	Track Safety Stations Initiatives Reserve	SI	0.0	0.0	0.0	0.0	15.0	0.0	15.0
43	Station Renewal: 111 St / FLS	SGR	0.0	0.0	0.1	14.3	0.0	0.0	14.4
44	Station Renewal: 103 St-Corona Plaza / FLS	SGR	0.0	0.0	0.0	13.8	0.0	0.0	13.8
45	Station Renewal: 82 St-Jackson Heights / FLS	SGR	0.0	0.0	0.1	12.2	0.0	0.0	12.4
46	Station Renewal: 69 St / FLS	SGR	0.0	0.0	0.1	13.3	0.0	0.0	13.4
47	Station Renewal: 52 St / FLS	SGR	0.2	0.0	0.0	15.7	0.0	0.0	15.9
49	Platform Edges Wrap-Up: 104St & 121St /JAM	SGR	0.0	0.0	0.2	0.0	0.0	0.0	0.2
50	Station Renewal at 85 St - Forest Pkwy / JAM	SGR	0.0	0.0	9.9	1.1	0.0	0.0	11.0
51	Station Renewal at 75 St Elderts Lane / JAM	SGR	0.0	0.0	10.1	0.7	0.0	0.0	10.7
52	Station Renewal at Cypress Hills / JAM	SGR	0.0	0.0	11.1	0.9	0.0	0.0	12.0
53	Stormwater Mitigation: Various Stations	SI	0.0	0.0	3.5	16.5	0.0	0.0	20.0
54	Station Ventilators: Ph 19 - 4 Locs, Brooklyn	SGR	0.0	0.0	9.2	0.0	0.0	0.0	9.2
55	Station Condition Survey	SGR	0.0	0.0	0.0	8.2	0.0	0.0	8.2
58	Station Renewal: Woodside 61st Station	SGR	0.0	0.0	74.7	4.3	0.0	0.0	79.0
62	Platform Components: 111 Street / Flushing	SGR	0.0	0.0	0.0	6.3	0.0	0.0	6.3

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
12 STATION WORK								
63 Replacement of Signage at Various Stations (2022)	NR	0.0	0.0	10.8	0.0	0.0	0.0	10.8
64 Stair Pads and Handrails at E149th St Station	SI	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
66 Art at Other Stations	SI	0.0	0.0	0.0	0.3	0.0	0.0	0.3
DD Station Renewals Design	SGR	0.0	0.0	5.9	0.1	0.0	0.0	5.9
Element Total 12		\$26.8	\$138.1	\$478.7	\$624.3	\$870.7	\$617.3	\$2,755.8

* Represents values less than \$50,000

Numbers may not add due to rounding

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)							Total All Years
		2020	2021	2022	2023	2024	Post 2024		
13 ACCESSIBILITY									
03 ADA: Dyckman St (NB) BW7	SI	16.2	0.1	0.1	3.8	0.0	0.0	20.3	
04 ADA: 6 Ave / Canarsie (Additional Support)	SI	0.0	33.4	0.0	0.0	0.0	0.0	33.4	
05 ADA: 14 St /Broadway/ 7th Ave (Additional Support)	SI	0.0	29.9	0.0	0.0	0.0	0.0	29.9	
11 ADA: Borough Hall LEX	SI	0.0	0.0	36.9	5.6	0.0	0.0	42.5	
12 ADA: Junius St / NLT	SI	0.0	0.0	82.6	6.6	0.0	0.0	89.3	
13 ADA: Avenue H (NB) BRT	SI	9.5	0.1	0.0	14.5	0.0	0.0	24.2	
14 ADA: Sheepshead Bay/ BRT	SI	0.0	0.0	46.7	2.5	0.0	0.0	49.2	
17 ADA: Grand St CNR	SI	21.8	0.3	0.5	4.7	0.0	0.0	27.2	
19 ADA: 7th Ave CUL	SI	32.5	0.3	6.8	5.1	0.0	0.0	44.7	
21 ADA: Kings Hwy / Culver	SI	0.0	0.0	58.4	5.4	0.0	0.0	63.8	
27 ADA: Lorimer St CNR	SI	47.1	0.0	0.8	11.2	0.0	0.0	59.1	
28 ADA: Metropolitan Ave XTN	SI	36.9	1.0	0.4	8.6	0.0	0.0	47.0	
29 ADA: Woodhaven Blvd JAM (Additional Support)	SI	0.0	0.0	22.3	5.2	0.0	0.0	27.5	
30 ADA & Station Improvements: Westch Sq/PEL (Add'l)	SI	0.0	22.1	0.0	10.3	0.0	0.0	32.4	
31 ADA Parkchester E.177 St PEL	SI	0.0	0.0	74.0	6.5	0.0	0.0	80.5	
32 ADA: East 149th St PEL	SI	31.6	0.3	0.3	6.4	0.0	0.0	38.7	
33 ADA: Mosholu Pk/Jerome	SI	0.0	0.0	50.7	2.5	0.0	0.0	53.2	
36 ADA: Rockaway Blvd / Liberty Ave	SI	0.0	0.0	54.9	5.2	0.0	0.0	60.2	
37 ADA: Beach 67th St FAR	SI	34.6	0.0	0.3	6.8	0.0	0.0	41.7	
38 ADA: Woodhaven Blvd QBL	SI	0.0	0.0	69.6	3.6	0.0	0.0	73.2	
39 ADA: Steinway St QBL	SI	0.0	0.0	113.5	5.9	0.0	0.0	119.4	
45 ADA: 181 St 8AV	SI	0.0	42.5	0.4	4.0	0.0	0.0	46.9	
47 ADA: Northern Blvd QBL	SI	0.0	0.0	37.3	3.9	0.0	0.0	41.2	
48 ADA: Church Avenue Brighton	SI	0.0	0.0	50.4	2.7	0.0	0.0	53.1	
69 PSLAN at Various ADA Locations	SI	0.0	2.8	0.7	0.0	0.0	0.0	3.5	
70 ADA Emergency Elevator 2 Way Radio Comm System	SI	0.0	2.0	0.0	0.0	0.0	0.0	2.0	
71 ADA: 137 St BW7	SI	0.0	0.0	35.2	4.0	0.0	0.0	39.2	
75 ADA: 95th St / 4th Ave (Additional Support)	SI	0.0	0.0	11.3	4.3	0.0	0.0	15.7	
DD ADA Design	SI	30.1	10.0	40.1	3.2	0.0	0.0	83.4	
RR ADA: 43 Stations	SI	0.0	0.0	0.0	1,377.2	2,388.8	0.0	3,766.1	

For Element T80413, the following stations are also identified in the 2020-2024 program and will be broken out as awarded.

Brooklyn	Manhattan	Bronx
10 ADA: Myrtle Ave JAM	01 ADA: 42nd St - Bryant Park - 5th Ave 6AV/FLS	34 ADA: 242 Street BW7
15 ADA: Kings Hwy SEA	02 ADA: 96th St 8AV	35 ADA: Brook Av PEL
16 ADA: Norwood Ave JAM	06 ADA: 86th St LEX	
18 ADA: Hoyt - Schermerhorn Sts FUL	07 ADA: Essex St NAS	<u>Locations to be identified</u>
20 ADA: Avenue I CUL	08 ADA: Delancey St 6AV	42 ADA: 2 Stations to be Identified
22 ADA: Classon Ave XTN	45 ADA: 81 St - Museum of Natural History 8AV	43 ADA Advance Planning / Design / Real Estate
23 ADA: New Lots Av NLT	51 ADA: 168th St BW7	44 ADA: 18 Additional Stations
24 ADA: Broadway Junction JAM		
25 ADA: Broadway Junction CNR	<u>Queens</u>	
26 ADA: 36th St 4AV	40 ADA: Briarwood QBL	
50 ADA: Neptune Ave CUL	41 ADA: Broadway AST	

Element Total 13		\$260.4	\$144.8	\$794.6	\$1,519.9	\$2,388.8	\$0.0	\$5,108.6
Category Total 804		\$321.0	\$456.3	\$1,847.9	\$2,264.0	\$3,957.8	\$711.4	\$9,558.3

* Represents values less than \$50,000

Numbers may not add due to rounding

ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	Commitments (\$ in millions)						Total All Years
			2020	2021	2022	2023	2024	Post 2024	
02 MAINLINE TRACK REHABILITATION									
01	Mainline Track Replacement	NR	0.0	0.0	0.0	10.9	247.2	0.0	258.0
02	Continuous Welded Rail	SI	0.0	0.0	0.0	0.0	35.0	0.0	35.0
03	Track Force Account	NR	0.0	0.0	0.0	35.0	35.0	0.0	70.0
04	Mainline Track Replacement: Rutgers Tube	NR	17.2	0.2	0.0	0.1	0.0	0.0	17.5
05	Mainline Track Replacement 2020 / Queens	NR	7.7	0.0	0.0	0.0	0.0	0.0	7.7
06	Mainline Track Replacement 2020 / 8th Avenue	NR	20.7	0.0	0.0	0.0	0.0	0.0	20.7
07	Mainline Track Replacement 2020 / Broadway-7th Ave	NR	35.3	0.0	0.0	0.0	0.0	0.0	35.3
08	Mainline Track Replacement 2020 / Flushing	NR	59.9	0.0	0.0	0.0	0.0	0.0	59.9
09	Mainline Track Replacement 2020 / Lexington	NR	27.5	0.0	0.0	0.0	0.0	0.0	27.5
10	Mainline Track Replacement 2020 / Brighton	NR	15.2	0.0	0.0	0.0	0.0	0.0	15.2
11	Mainline Track Replacement 2020 / Jamaica	NR	28.1	0.0	0.0	0.0	0.0	0.0	28.1
12	Mainline Track Replacement 2020/ Lenox-White Plain	NR	12.7	0.0	0.0	0.0	0.0	0.0	12.7
13	Mainline Track Replacement 2020 / 6th Avenue	NR	19.9	0.0	0.0	0.0	0.0	0.0	19.9
14	Mainline Track Replacement 2020 / Astoria	NR	0.0	21.0	0.0	0.0	0.0	0.0	21.0
15	Mainline Track Replacement 2020 / Dyre	NR	0.0	10.6	0.0	0.0	0.0	0.0	10.6
16	Mainline Track Replacement 2020 / Concourse	NR	3.3	0.0	0.0	0.0	0.0	0.0	3.3
17	Mainline Track Replacement 2020 / 63rd St	NR	7.6	0.0	1.0	0.0	0.0	0.0	8.7
18	Mainline Track Replacement 2020 / West End	NR	0.0	6.7	0.0	0.0	0.0	0.0	6.7
19	Mainline Track Replacement 2020 / Rockaway	NR	5.3	0.0	0.0	0.0	0.0	0.0	5.3
20	Mainline Track Replacement 2020 / 7th Avenue	NR	3.1	0.0	0.0	0.0	0.0	0.0	3.1
21	Mainline Track Replacement 2020 / Pelham	NR	0.0	4.3	0.0	0.0	0.0	0.0	4.3
22	Mainline Track - 2020 Support Costs	NR	8.8	1.2	0.0	0.0	0.0	0.0	10.0
23	Continuous Welded Rail 2020	NR	17.5	0.0	0.0	17.5	0.0	0.0	35.0
24	2020 Track Force Account	NR	35.0	0.0	0.0	0.0	0.0	0.0	35.0
25	ML Track Repl (Direct Fixation) / Archer	NR	41.2	0.0	0.1	0.0	0.0	0.0	41.3
26	Mainline Track Replacement 2021 / Myrtle-Wyckoff	NR	2.0	0.0	0.0	0.0	0.0	0.0	2.0
27	Mainline Track Replacement 2021 / 11th St Cut	NR	0.0	19.9	0.0	0.0	0.0	0.0	19.9
29	Mainline Track Replacement 2021 / Broadway	NR	0.0	5.7	0.0	0.0	0.0	0.0	5.7
30	Mainline Track Replacement 2021 / Concourse	NR	0.0	15.6	0.0	0.0	0.0	0.0	15.6
31	Mainline Track Replacement 2021 / Bway-7th	NR	0.0	19.4	0.0	7.8	0.0	0.0	27.2
32	Mainline Track Replacement 2021 / Jamaica	NR	0.0	27.0	0.0	0.0	0.0	0.0	27.0
33	Mainline Track Replacement 2021 / Eastern Parkway	NR	0.0	0.0	8.1	0.0	0.0	0.0	8.1
34	Mainline Track Replacement 2021 / Jerome	NR	0.0	8.6	0.0	0.0	0.0	0.0	8.6
35	Mainline Track Replacement 2021 / Flushing	NR	0.0	29.1	0.0	0.0	0.0	0.0	29.1
36	Mainline Track Replacement 2021 / Pelham	NR	0.0	14.0	0.0	0.0	0.0	0.0	14.0
37	Mainline Track Replacement 2021 / Lenox - WPR	NR	0.0	8.1	0.0	0.0	0.0	0.0	8.1
38	ML Track Replacement 2021 / JAM (Crescent-Cypress)	NR	0.0	3.4	0.0	0.0	0.0	0.0	3.4
39	Mainline Track Replacement: 86 St / Bway-7th Ave	NR	0.0	0.0	0.0	9.9	0.0	0.0	9.9
40	Mainline Track - 2021 Support Costs	NR	0.0	11.3	0.0	2.9	0.0	0.0	14.2
41	ML Track Repl (Direct Fixation) / Jamaica	NR	0.0	55.5	1.1	1.0	0.0	0.0	57.6
42	ML Track Repl (Direct Fixation) / 63rd Street	NR	0.0	103.4	3.7	0.1	0.0	0.0	107.1
43	Mainline Track Replacement 2021 / Lexington	NR	0.0	19.1	0.0	0.0	0.0	0.0	19.1
44	Mainline Track Replacement: Hunter College	NR	0.0	3.9	0.0	0.1	0.0	0.0	4.0
45	2021 Track Force Account	NR	0.0	35.0	0.0	0.0	0.0	0.0	35.0
46	ML Track Replacement: Westchester Square /Pelham	NR	0.0	1.2	0.0	0.0	0.0	0.0	1.2
47	Mainline Track Replacement 2022 / 6th Ave-Culver	NR	0.0	0.0	26.0	0.0	0.0	0.0	26.0
48	Mainline Track Replacement 2022 / 8th Avenue	NR	0.0	0.0	26.3	0.0	0.0	0.0	26.3
49	Mainline Track Replacement 2022 / 7th Avenue	NR	0.0	0.0	16.0	0.0	0.0	0.0	16.0
50	Mainline Track Replacement 2022 / Brighton	NR	0.0	0.0	33.0	0.0	0.0	0.0	33.0
51	Mainline Track - 2022 / Support Costs	NR	0.0	0.0	14.2	0.9	0.0	0.0	15.1

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New York City Transit

**TRACK
T - 805**

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 MAINLINE TRACK REHABILITATION								
52 Mainline Track Replacement 2022 / Myrtle	NR	0.0	0.0	9.2	0.0	0.0	0.0	9.2
54 Mainline Track Replacement 2022 / Astoria	NR	0.0	0.0	18.6	0.0	0.0	0.0	18.6
55 Mainline Track Replacement 2022 / Concourse	NR	0.0	0.0	4.0	0.0	0.0	0.0	4.0
56 Mainline Track Replacement 2022 / Broadway-7th Ave	NR	0.0	0.0	0.0	3.1	0.0	0.0	3.1
58 Mainline Track Replacement 2022 / Liberty	NR	0.0	0.0	23.7	0.0	0.0	0.0	23.7
63 Mainline Track Replacement 2022 / Culver	NR	0.0	0.0	17.1	0.0	0.0	0.0	17.1
64 2022 Track Force Account	NR	0.0	0.0	35.0	0.0	0.0	0.0	35.0
65 Mainline Track Replacement 2022/8AV (tk A1)	NR	0.0	0.0	16.7	0.0	0.0	0.0	16.7
66 Mainline Track Replacement 2022/White Plains Road	NR	0.0	0.0	19.0	0.0	0.0	0.0	19.0
67 ML Track Replacement 2022/ Astoria (Guarded Curve)	NR	0.0	0.0	5.2	0.0	0.0	0.0	5.2
68 Mainline Track Replacement 2023 / 6th Ave-Culver	NR	0.0	0.0	0.0	53.0	0.0	0.0	53.0
69 Continuous Welded Rail 2023	NR	0.0	0.0	0.0	77.7	0.0	0.0	77.7
70 Mainline Track Replacement 2023 / Queens-63 St	NR	0.0	0.0	0.0	8.4	0.0	0.0	8.4
72 Mainline Track - 2023 Support Costs	NR	0.0	0.0	0.0	26.4	0.0	0.0	26.4
73 Mainline Track Replacement 2023 / Eastern Parkway	NR	0.0	0.0	0.0	16.8	0.0	0.0	16.8
74 Mainline Track Replacement 2023 / Astoria	NR	0.0	0.0	0.0	16.8	0.0	0.0	16.8
75 Mainline Track Replacement 2023 / Brighton	NR	0.0	0.0	0.0	28.1	0.0	0.0	28.1
76 Mainline Track Replacement 2023 / Jamaica	NR	0.0	0.0	0.0	12.2	0.0	0.0	12.2
77 Mainline Track Replacement 2023 / Canarsie	NR	0.0	0.0	0.0	56.1	0.0	0.0	56.1
78 Mainline Track Replacement 2023 / Jerome	NR	0.0	0.0	0.0	5.9	0.0	0.0	5.9
79 Mainline Track Replacement 2023 / Lenox-WPR	NR	0.0	0.0	0.0	19.6	0.0	0.0	19.6
80 Mainline Track Replacement 2023 / Pelham	NR	0.0	0.0	0.0	3.6	0.0	0.0	3.6
81 Mainline Track Replacement 2023 / West End	NR	0.0	0.0	0.0	9.3	0.0	0.0	9.3
82 Mainline Track Replacement 2023 / Rockaway	NR	0.0	0.0	0.0	9.1	0.0	0.0	9.1
83 Mainline Track Replacement 2023 / Manhattan Bridge	NR	0.0	0.0	0.0	10.9	0.0	0.0	10.9
84 Mainline Track Replacement 2023 / 4 Avenue	NR	0.0	0.0	0.0	11.3	0.0	0.0	11.3
85 Mainline Track Replacement 2023 / Flushing	NR	0.0	0.0	0.0	5.6	0.0	0.0	5.6
Element Total 02		\$367.9	\$424.2	\$277.9	\$460.1	\$317.2	\$0.0	\$1,847.3

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New York City Transit

**TRACK
T - 805**

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
03 MAINLINE SWITCH REPLACEMENT								
01 Switch Replacement: SigMod Locations	NR	0.0	0.0	0.0	44.5	21.5	0.0	66.0
02 Switch Replacement: Various Locations	NR	0.0	0.0	0.0	0.0	208.6	0.0	208.6
03 Mainline Track Switches 2020 / Brighton	NR	16.1	0.0	0.0	0.0	0.0	0.0	16.1
04 Mainline Track Switches 2020 / Sea Beach	NR	4.2	0.0	0.0	0.0	0.0	0.0	4.2
05 Mainline Track Switches 2020 / 8th Avenue	NR	4.5	0.0	0.0	0.0	0.0	0.0	4.5
06 Mainline Track Switches 2020 / Queens	NR	7.5	0.0	0.0	0.0	0.0	0.0	7.5
07 Mainline Track Switches 2020 / Pelham	NR	8.0	0.0	0.0	0.0	0.0	0.0	8.0
08 Mainline Track Switches 2020 / 4th Avenue	NR	26.2	0.0	0.0	0.0	0.0	0.0	26.2
09 Mainline Track Switches 2020 / Lexington	NR	7.3	0.0	0.0	0.0	0.0	0.0	7.3
10 Mainline Track Switches 2020 / White Plains Rd	NR	21.1	0.0	0.0	0.0	0.0	0.0	21.1
11 Mainline Track Switches 2020 / Broadway	NR	7.4	0.0	0.0	0.0	0.0	0.0	7.4
12 Mainline Track Switches 2020 / Rockaway	NR	5.3	0.0	0.0	0.0	0.0	0.0	5.3
13 Mainline Switches - 2020 Support Costs	NR	5.3	0.0	0.0	0.0	0.0	0.0	5.3
14 Mainline Track Switches 2021 / 8th Ave	NR	0.0	4.4	0.0	0.0	0.0	0.0	4.4
16 Mainline Track Switches 2021 / Jerome	NR	0.0	3.9	0.0	0.0	0.0	0.0	3.9
17 Mainline Track Switches 2021 / Pelham	NR	0.0	11.5	0.0	0.0	0.0	0.0	11.5
18 Mainline Track Switches 2021 / 6th Ave / Culver	NR	0.0	9.0	0.0	0.0	0.0	0.0	9.0
19 Mainline Track Switches 2021 / Brighton	NR	0.0	3.0	0.0	0.0	0.0	0.0	3.0
20 Mainline Switches - 2021 Support Costs	NR	0.0	12.2	0.0	0.0	0.0	0.0	12.2
21 SigMod: QBL East - Switch Replacement	NR	0.0	22.1	0.0	0.0	0.0	0.0	22.1
22 Mainline Switches - 2022 Support Costs	NR	0.0	0.0	15.7	0.0	0.0	0.0	15.7
23 Mainline Track Switches 2022 / Canarsie	NR	0.0	0.0	6.5	0.0	0.0	0.0	6.5
24 Mainline Track Switches 2022 / 8th Avenue	NR	0.0	0.0	32.6	0.0	0.0	0.0	32.6
25 Mainline Track Switches 2022 / Jamaica	NR	0.0	0.0	8.2	0.0	0.0	0.0	8.2
28 Mainline Track Switches 2022 / Brighton	NR	0.0	0.0	21.3	0.0	0.0	0.0	21.3
29 Mainline Track Switches 2022 / Broadway	NR	0.0	0.0	5.0	0.0	0.0	0.0	5.0
31 Mainline Track Switches 2022 / 4th Avenue	NR	0.0	0.0	16.5	0.0	0.0	0.0	16.5
32 Mainline Track Switches 2022/ Lexington	NR	0.0	0.0	6.1	0.0	0.0	0.0	6.1
33 Mainline Track Switches 2023 / West End	NR	0.0	0.0	0.0	7.3	0.0	0.0	7.3
34 Mainline Switches - 2023 Support Costs	NR	0.0	0.0	0.0	17.7	0.0	0.0	17.7
35 Mainline Track Switches 2023 / 6th Ave-Culver	NR	0.0	0.0	0.0	17.6	0.0	0.0	17.6
36 Mainline Track Switches 2023 / 8th Ave-Fulton	NR	0.0	0.0	0.0	40.8	0.0	0.0	40.8
37 Mainline Track Switches 2023 / Brighton	NR	0.0	0.0	0.0	12.4	0.0	0.0	12.4
38 Mainline Track Switches 2023 / Lenox-WPR	NR	0.0	0.0	0.0	5.9	0.0	0.0	5.9
39 Mainline Track Switches 2023 / Rockaway	NR	0.0	0.0	0.0	18.0	0.0	0.0	18.0
40 Mainline Track Switches 2023 / Sea Beach	NR	0.0	0.0	0.0	10.3	0.0	0.0	10.3
41 Mainline Track Switches 2023 / Myrtle	NR	0.0	0.0	0.0	13.5	0.0	0.0	13.5
Element Total 03		\$113.0	\$66.1	\$111.9	\$188.1	\$230.1	\$0.0	\$709.2
Category Total 805		\$480.9	\$490.3	\$389.8	\$648.2	\$547.2	\$0.0	\$2,556.4

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

LINE EQUIPMENT

T - 806

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
05 LINE EQUIPMENT								
02 Fan Plants: Various Locations	VAR	0.0	0.0	0.0	4.9	103.8	0.0	108.7
03 Pump Rooms & Deep Wells: Various Locations	VAR	0.0	0.0	0.0	0.0	65.4	8.1	73.5
04 Additional Work: Line Equipment	SGR	0.0	0.0	0.0	0.7	27.8	0.0	28.5
05 Rehab Deep Wells & Control Upgrade Nostrand Line	SGR	0.0	22.1	0.2	0.0	0.0	0.0	22.3
06 Rehab Fan Plant Damper Systems - 7 Locations	SGR	0.0	32.4	0.7	0.7	0.0	0.0	33.8
07 Replace Supervisory Vent Controls - 2 Locs / FLS	SGR	5.7	0.0	0.1	0.0	0.0	0.0	5.8
08 Pump Rooms & Deep Wells Design	SGR	0.0	3.0	0.0	1.1	0.0	0.0	4.1
12 Fan Plants Design	SGR	0.0	0.7	0.2	2.1	0.0	0.0	3.1
13 Tunnel Lighting Design	SGR	0.0	0.2	0.0	0.0	0.0	0.0	0.2
14 Fan Plant SCADA Head-End Upgrade	SI	0.0	4.7	14.1	0.0	0.0	0.0	18.8
17 Deep Wells Back-flushing - Lenox Line	SGR	0.0	11.1	0.4	0.2	0.0	0.0	11.7
18 Tunnel Lighting, 8 Ave	SGR	0.0	0.0	17.3	1.1	0.0	0.0	18.4
19 Fan Fiber, 8 Ave	SGR	0.0	0.0	16.5	0.9	0.0	0.0	17.4
21 Rehabilitate Pump Room #1028 - Willoughby St/BWY	SGR	0.0	0.0	1.8	0.1	0.0	0.0	2.0
22 Rehabilitate Pump Room #1029 - Adams St/BWY	SGR	0.0	0.0	14.1	0.6	0.0	0.0	14.6
Element Total 05		\$5.7	\$74.0	\$65.5	\$12.4	\$197.0	\$8.1	\$362.8
Category Total 806		\$5.7	\$74.0	\$65.5	\$12.4	\$197.0	\$8.1	\$362.8

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)							Total All Years
		2020	2021	2022	2023	2024	Post 2024		
03 LINE STRUCTURE REHABILITATION									
01	Subway Structure Repairs: Various Locations	SGR	0.0	0.0	0.0	304.3	542.0	59.5	905.8
02	Elevated Structure Repairs: Various Locations	VAR	0.0	0.0	0.0	63.1	0.0	97.7	160.8
03	Elevated Structure Painting and Repair	SGR	0.0	0.0	0.0	455.0	289.4	10.6	755.1
04	Elevated Structure Netting	SGR	0.0	0.0	0.0	0.0	0.0	50.0	50.0
05	Miscellaneous Line Structure Investments	VAR	0.0	0.0	0.0	0.0	20.0	0.0	20.0
07	Small Business Mentoring Program - Line Structures	SGR	1.0	1.0	7.7	1.0	0.0	0.0	10.6
08	Structural Repairs Steinway Loop QBL	SGR	1.1	0.0	0.0	0.0	0.0	0.0	1.1
09	Subway Structure Repairs Design	SGR	0.2	6.1	0.5	0.8	0.0	0.0	7.6
10	Special/Misc. Structures Design	VAR	2.1	0.0	3.3	10.7	0.0	0.0	16.1
11	Plenum Plate Demo & Struct. Rehab EPK	SGR	0.5	0.0	0.0	0.0	0.0	0.0	0.5
12	LSCRП 8th Ave CNR	SGR	0.0	35.0	0.0	0.0	0.0	0.0	35.0
13	Line Structures Painting and Repair Design	SGR	1.8	0.8	6.0	4.5	0.0	0.0	13.1
14	Elevated Structure Repairs Design	SGR	0.0	0.0	8.5	0.2	0.0	0.0	8.7
15	Paint and Repair: Culver Line Pilot Section 1	SGR	0.0	2.7	0.0	0.1	0.0	0.0	2.9
16	Paint and Repair: Culver Line Pilot Section 2	SGR	0.0	3.0	0.0	0.1	0.0	0.0	3.2
17	Paint and Repair: 48 St - 72 St FLS	SGR	0.0	0.0	15.2	0.4	0.0	0.0	15.6
18	LSCRП 161 - 192 Sts BXC	SGR	0.0	121.7	0.8	4.4	0.0	0.0	127.0
19	Vents 161 - 192 Sts BXC	SGR	0.0	11.5	0.0	0.2	0.0	0.0	11.7
20	Rehab of Emergency Exits - 2021	SGR	0.0	7.5	0.0	0.0	0.0	0.0	7.5
23	Repl of Elect/Equip: S. Channel Bridge	SGR	0.0	0.0	56.7	6.5	0.0	0.0	63.2
24	Rehab Hammels Wye	SGR	0.0	0.0	98.5	11.9	0.0	0.0	110.3
25	Elev Structure Repairs: Over-Land Sections	SGR	0.0	0.0	100.7	4.2	0.0	0.0	105.0
26	Jamaica Structural Repairs	SGR	0.0	2.2	0.0	0.0	0.0	0.0	2.2
27	63 St Structural Repairs	SGR	0.0	1.6	0.0	0.0	0.0	0.0	1.6
28	Critical Ventilators Between Stations - Constr I/H	SGR	0.0	4.8	0.0	0.0	0.0	0.0	4.8
29	Line Structure Repairs, 8 Ave	SGR	0.0	0.0	72.5	5.4	0.0	0.0	77.9
30	LSCRП: Repair of Priority Column Bases/JER&WPR	SGR	0.0	7.5	0.0	0.0	0.0	0.0	7.5
31	Woodside Structures	SGR	0.0	0.0	125.0	4.1	0.0	0.0	129.1
32	Repair Abutment Wall: Coney Island Yard	SGR	0.0	0.0	15.3	0.1	0.0	0.0	15.3
33	Replace Bridge: St Marks Ave/Franklin Ave Shuttle	SGR	0.0	0.0	18.2	2.2	0.0	0.0	20.4
34	Rehab of Emergency Exits - 2022	SGR	0.0	0.0	12.5	0.0	0.0	0.0	12.5
35	Paint and Repair: Myrtle Avenue - DeSales Pl/JAM	SGR	0.0	0.0	78.1	2.3	0.0	0.0	80.4
36	Paint and Repair: Williamsburg Bridge - Myrtle Ave	SGR	0.0	0.0	70.4	1.8	0.0	0.0	72.1
37	Paint and Repair: ENY Yard & Shop Leads/Loops	SGR	0.0	0.0	56.3	1.5	0.0	0.0	57.9
38	LSCRП Brooklyn (BRT)	SGR	0.0	0.0	1.7	0.0	0.0	0.0	1.7
39	LSCRП: Defects within Stations (In-House)	SGR	0.0	0.0	3.3	0.0	0.0	0.0	3.3
40	Stormwater Mitigation: Various Locations	SI	0.0	0.0	1.0	14.6	39.5	0.0	55.0
41	Demolition of Abandoned Structures WPR	SGR	0.0	0.0	0.8	0.0	0.0	0.0	0.8
42	Demolition of Abandoned Structures: 97th CBH/JAM	SGR	0.0	0.0	0.3	0.0	0.0	0.0	0.3
44	Paint and Steel Repair, Culver Line South	SGR	0.0	0.0	91.7	9.0	0.0	0.0	100.6
45	Steel Repair, Culver Line North	SGR	0.0	0.0	50.0	3.1	0.0	0.0	53.1
Element Total 03			\$6.6	\$205.3	\$894.7	\$911.8	\$890.9	\$217.8	\$3,127.1
Category Total 807			\$6.6	\$205.3	\$894.7	\$911.8	\$890.9	\$217.8	\$3,127.1

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
03 SIGNAL MODERNIZATION								
02 System-Wide Signal Improvements	VAR	0.0	0.0	0.0	0.0	0.0	110.4	110.4
03 SigMod Equipment for Cars and Locomotives	SI	0.0	0.0	0.0	53.8	305.0	200.0	558.7
04 SigMod: 8 Av and 2 Interlockings (Add supp costs)	SGR	0.0	0.0	0.0	0.0	0.0	143.6	143.6
05 Miscellaneous SigMod Supporting Investments	VAR	0.0	0.0	0.0	0.8	5.0	0.0	5.8
12 Mechanical Plug-In Timer Relays Replacement	VAR	13.9	0.0	0.0	0.0	0.0	0.0	13.9
13 CBTC: Flushing Line Equipment Removals	SI	0.0	19.6	0.4	0.0	0.0	0.0	20.0
14 Single Chip UWB Interoperability Proof of Concept	SI	0.0	35.0	0.1	0.0	0.0	0.0	35.1
15 Signal Enhancements (TIP)	SI	0.0	0.1	0.2	0.0	0.0	0.0	0.4
16 CBTC: GEC Services	SI	0.0	0.0	18.9	0.0	0.0	0.0	18.9
17 SigMod: Queens Blvd East and 3 Interl. - Furnish	SGR	0.0	76.0	10.5	12.3	0.0	0.0	98.8
18 SigMod: Queens Blvd East and 3 Interl. - Install	SGR	0.0	367.0	31.3	13.0	0.0	0.0	411.3
20 Cable Messenger Brackets/BRI	SGR	0.0	0.0	3.3	0.0	0.0	0.0	3.3
23 CBTC: Crosstown Line & 3 Interlockings	SGR	0.0	0.0	566.6	25.1	27.0	3.1	621.8
26 CBTC: Equip 640 R211 Option 1 Cars	SI	0.0	0.0	14.4	0.0	0.0	0.0	14.4
27 Validation & Verification for CBTC-SSI	SI	0.0	0.0	0.1	0.0	0.0	0.0	0.1
28 Bergen St Interlocking Upgrade	NR	0.0	0.0	24.6	1.1	0.0	0.0	25.8
DD Signal Modernization Design	VAR	3.7	12.3	2.8	7.4	21.0	0.0	47.2
RR SigMod: 3 Lines and Associated Interlockings	VAR	0.0	0.0	0.0	2,066.7	1,245.8	0.0	3,312.5

The following lines are also identified in the 2020-2024 program and will be broken out as awarded.

- 24 SigMod: 6 Ave / 63rd St Lines and Associated Interlockings
- 25 SigMod: Fulton Line and Associated Interlockings

Element Total 03		\$17.6	\$510.1	\$673.3	\$2,180.3	\$1,603.8	\$457.1	\$5,442.1
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New York City Transit

SIGNALS & COMMUNICATION

T - 808

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
06 COMMUNICATION SYSTEMS								
01 Comm Network Upgrades: Various Locations	VAR	0.5	0.5	10.4	22.8	152.3	0.0	186.6
02 Phone PBX Switch Upgrades: Various Locations	NR	0.0	0.0	1.3	0.0	18.0	0.0	19.3
03 Fiber Optic Cable Replacement: Various Locations	SGR	3.6	0.2	0.0	33.5	0.0	0.0	37.3
04 Copper Cable Replacement: Various Locations	NR	0.0	0.0	2.1	0.0	7.9	0.0	10.0
05 Antenna Cable Replacement: Various Locations	SGR	0.0	3.8	0.2	8.6	0.0	0.0	12.6
06 Subway Radio Equipment Replacement	NR	0.0	0.2	0.0	0.0	9.0	0.0	9.2
07 Station Comm Room Upgrades: Various Locations	SGR	2.2	0.0	0.1	7.8	26.0	0.0	36.0
08 Station Information Systems: Various Locations	VAR	2.8	0.0	5.1	67.2	10.4	295.6	381.2
09 Passenger ID: Various Locations	SI	0.0	0.0	0.0	0.0	123.8	0.0	123.8
10 Security Technology Upgrades: Various Locations	SI	0.0	0.0	0.0	0.0	36.0	0.0	36.0
11 Small Business Mentoring Program - Communications	SI	0.0	20.7	20.9	8.7	15.3	0.0	65.6
12 Passenger ID CCTV - 88 Locations	SI	0.0	0.3	65.5	0.2	0.0	0.0	66.0
13 Comm Room 318A 34 St BW7 PSNY-33rd	SI	1.5	0.0	0.0	0.0	0.0	0.0	1.5
14 URT Phase 3	SI	0.0	0.0	101.1	7.4	0.0	0.0	108.4
15 Liftnet Transition to Ethernet; Ph. 2 - Package 1	SI	0.0	8.6	0.3	0.0	0.0	0.0	8.9
16 Liftnet Transition to Ethernet; Ph. 2 - Package 2	SI	0.0	0.0	7.6	0.0	0.0	0.0	7.6
37 Electronic Security: Columbus Circle Complex	SI	14.1	0.0	0.1	0.1	0.0	0.0	14.3
38 ESS: Wall/Broad Street	SI	0.0	8.8	0.1	0.1	0.0	0.0	8.9
39 ESS: Canal Street Complex (DES)	SI	0.0	0.7	1.3	0.0	0.0	0.0	2.0
40 Antenna Cable Concourse Line (IND)	SI	0.0	9.5	0.0	0.2	0.0	0.0	9.8
41 Asych Fiber Optic Network Ring F	SI	0.0	26.9	0.0	0.7	0.0	0.0	27.5
42 PA/CIS Electronics Replacement - Canarsie Line	NR	0.0	7.5	0.0	0.0	0.0	0.0	7.5
43 Fiber Optic Cable Replacement (2021)	NR	0.0	4.4	0.2	0.0	0.0	0.0	4.6
44 ESS: Jay St Metro Tech (DES)	SI	0.0	0.0	1.7	0.1	0.0	0.0	1.9
45 ESS: West 4th St	SI	0.0	0.0	14.1	0.0	0.0	0.0	14.1
46 Laser Intrusion Detection	SI	0.0	0.0	2.3	1.1	11.6	0.0	15.0
47 Track Intrusion Detection	SI	0.0	0.0	1.3	1.8	31.9	0.0	35.0
48 Track Safety Communications Initiatives Reserve	SI	0.0	0.0	0.0	0.0	10.0	0.0	10.0
49 PSLAN: Expand Partial to Full at 75 St / JAM	SI	0.0	0.0	0.7	0.0	0.0	0.0	0.7
50 Passenger ID CCTV DES	SI	0.0	0.0	0.7	0.1	0.0	0.0	0.9
51 Fiber Optic Cable Replacement (2022)	NR	0.0	0.0	4.4	1.4	0.0	0.0	5.8
52 Antenna Cable Replacement: Mnhhtrn Bridge Ph. 2	NR	0.0	0.0	6.6	0.1	0.0	0.0	6.7
53 ESS: 145th St/8 Ave (DES)	SI	0.0	0.0	0.9	0.0	0.0	0.0	0.9
54 ESS: 14th St/8 Ave Complex (DES)	SI	0.0	0.0	1.0	0.0	0.0	0.0	1.0
Element Total 06		\$24.7	\$91.8	\$250.0	\$162.1	\$452.2	\$295.6	\$1,276.4
Category Total 808		\$42.3	\$601.9	\$923.3	\$2,342.4	\$2,056.0	\$752.7	\$6,718.5

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New York City Transit

TRACTION POWER

T - 809

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 SUBSTATIONS								
01 Substation Renewals: Various Locations	SGR	0.0	0.0	0.0	75.4	155.1	41.2	271.7
02 Substation Equipment: Various Locations	SGR	0.0	0.0	0.0	95.8	13.6	0.0	109.4
03 Substation Enclosures: Various Locations	SGR	0.0	0.0	0.0	0.0	39.6	43.5	83.1
04 Power Improvements: Various Locations	VAR	0.0	0.0	0.0	0.0	0.0	446.9	446.9
07 Negative Cables:4th Ave Line - 36St to Pacific Ph3	SGR	0.0	0.0	48.4	0.2	0.0	0.0	48.5
08 New 84C Contact Rail - Archer Ave	SGR	3.4	0.0	0.0	0.0	0.0	0.0	3.4
09 New Negative Side Feeders- Archer Ave	SGR	0.9	0.0	0.0	0.0	0.0	0.0	0.9
10 Substation Projects- Design	SGR	3.9	18.9	8.4	4.0	0.0	0.0	35.2
11 Jamaica Line: 84C Contact Rail	SGR	0.0	3.6	0.0	0.0	0.0	0.0	3.6
12 Jamaica Line Negative Side Feeders	SGR	0.0	0.4	0.0	0.0	0.0	0.0	0.4
13 63 St 84C Contact Rail	SGR	0.0	9.5	0.0	0.0	0.0	0.0	9.5
14 63 St Negative Side Feeders	SGR	0.0	0.9	0.0	0.0	0.0	0.0	0.9
15 New Substation: 28 St / 8AV	SI	0.0	0.0	69.6	1.6	0.0	0.0	71.2
16 Replace Transformer and Associated Equip.(1 loc)	NR	0.0	0.0	6.8	0.2	0.0	0.0	7.0
Element Total 02		\$8.2	\$33.4	\$133.1	\$177.2	\$208.3	\$531.6	\$1,091.8
04 POWER DISTRIBUTION								
01 Circuit Breaker Houses: Various Locations	VAR	0.0	0.0	0.0	0.0	73.6	0.0	73.6
02 Traction Power Cables: Various Locations	SGR	0.0	0.0	0.0	7.9	0.0	0.0	7.9
03 Miscellaneous Power Investments	VAR	0.0	0.0	0.0	0.0	149.6	21.2	170.8
04 Rehabilitation of 11 CBHs and 1 Enclosure DES	SGR	2.3	0.0	0.1	0.0	0.0	0.0	2.4
05 Rebuild Ducts: Central Substation	SGR	0.0	7.3	0.0	0.0	0.0	0.0	7.3
06 Upgrade SCADA BMT	SGR	0.0	0.0	50.6	0.3	0.0	0.0	50.8
07 Power Distribution Design	SGR	0.0	5.2	1.7	1.4	0.0	0.0	8.3
08 Rehab CBH Enclosure: CBH 301 Pennsylvania Av / EPK	SGR	0.0	1.8	0.0	0.0	0.0	0.0	1.8
09 Rehab 4 CBH Enclosures at CIY	SGR	0.0	5.6	0.0	0.0	0.0	0.0	5.6
10 Installation of Second Negative Rail / Dyre	NR	0.0	0.0	32.7	0.3	0.0	0.0	33.0
11 Rehabilitation of 5 CBHs: Various Locs	SGR	0.0	0.0	56.4	0.7	0.0	0.0	57.1
Element Total 04		\$2.3	\$20.0	\$141.5	\$10.5	\$223.2	\$21.2	\$418.6
Category Total 809		\$10.5	\$53.3	\$274.6	\$187.8	\$431.5	\$552.8	\$1,510.4

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New York City Transit

SHOPS & YARDS

T - 810

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
04 SHOPS & YARDS								
01 Shop Component Repairs: Various Locations	VAR	0.0	0.0	0.0	0.0	216.0	30.0	246.0
02 Shop Rehab/Reconstruct: Various Locations	SGR	0.0	0.0	0.0	0.0	0.0	84.0	84.0
03 Yard Track Replacement	SGR	0.0	0.0	0.0	0.0	2.9	0.0	2.9
04 Yard Switch Replacement	SGR	0.0	0.0	0.0	0.0	4.0	0.0	4.0
05 Yard Fencing/Lighting/Misc. Investments	VAR	0.0	0.8	0.0	14.1	19.9	0.0	34.7
06 Yard Track - 2020	SGR	2.3	0.0	0.0	0.0	0.0	0.0	2.3
07 Yard Switches - 2020	SGR	2.8	0.0	0.0	0.0	0.0	0.0	2.8
08 2020 Non-Revenue Track Replacement - Times Square	SGR	1.5	0.0	0.0	0.0	0.0	0.0	1.5
09 Shop Components Design	SGR	0.0	0.0	4.5	15.8	0.0	0.0	20.3
10 Yard Track & Switch Design	SGR	0.0	0.0	0.0	0.1	0.0	0.0	0.1
11 Yard Track - 2021	SGR	0.0	4.4	0.0	0.0	0.0	0.0	4.4
12 Livonia Maintenance Shop Phase I	SGR	0.0	21.3	0.6	0.0	0.0	0.0	22.0
13 Small Business Mentoring Program - Shops & Yards	SGR	0.0	1.9	0.6	0.0	0.0	0.0	2.5
14 Yard Track - 2022 DESIGN	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
15 Yard Track - 2022	SGR	0.0	0.0	2.8	0.0	0.0	0.0	2.8
17 207th St OH Facility	SGR	0.0	2.2	36.6	0.4	0.0	0.0	39.2
19 Jamaica Yard Expansion Ph 1 - Design	SI	0.0	0.0	0.8	8.1	0.0	0.0	8.9
20 Yard Track - 2023	SGR	0.0	0.0	0.0	4.4	0.0	0.0	4.4
21 Yard Switches - 2023	SGR	0.0	0.0	0.0	5.5	0.0	0.0	5.5
23 Westchester Yard Drainage Improvements	SI	0.0	0.0	0.0	0.0	20.0	0.0	20.0
Element Total 04		\$6.6	\$30.7	\$45.9	\$48.4	\$262.7	\$114.0	\$508.3
Category Total 810		\$6.6	\$30.7	\$45.9	\$48.4	\$262.7	\$114.0	\$508.3

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

**DEPOTS
T - 812**

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
03 DEPOT REHAB & RECONSTRUCTION									
01	Depot Component Repairs: Various Locations	VAR	0.0	0.0	0.0	5.5	146.6	2.2	154.3
03	Jamaica Depot Reconstruction	NR	4.6	0.0	537.0	34.0	21.0	0.0	596.6
04	Roof Topping & Expansion Joints Replacement at MJQ	NR	0.0	0.0	11.3	0.8	0.0	0.0	12.1
05	Roof Topping & Expnsn Joint Rplcmnt at Kingsbridge	NR	0.0	5.0	0.4	0.0	0.0	0.0	5.4
06	Zero Emission Fleet Transformation Study	SI	0.0	0.0	6.9	0.0	8.5	5.1	20.5
07	Bus Parking Lot at York College	SI	0.0	0.0	22.6	4.4	0.0	0.0	27.0
08	Depot Component Repairs: Design	VAR	0.0	0.0	0.5	8.1	0.0	0.0	8.6
Element Total 03			\$4.6	\$5.0	\$578.8	\$52.8	\$176.0	\$7.3	\$824.5
04 DEPOT IMPROVEMENTS									
01	Automatic Bus Lane Enforcement (ABLE), Phase 2	SI	0.0	0.0	0.0	16.7	60.3	0.0	77.0
02	Miscellaneous Depot Investments	NR	0.0	0.0	0.0	5.7	17.8	0.0	23.5
03	Depot Improvements Design	NR	0.0	0.8	0.8	0.0	0.0	0.0	1.6
04	Chassis Wash Repl at Ulmer Park Bus Depot [SBMP]	SGR	0.0	2.1	0.2	0.0	0.0	0.0	2.3
05	ABLE, Phase 2A 300 Buses	SI	0.0	0.0	5.3	1.3	0.0	0.0	6.6
06	Automated Fuel Management System: 15 Depots	NR	0.0	0.0	6.7	0.0	0.0	0.0	6.7
08	Eltingville Park & Ride Expansion	SI	0.0	0.0	3.1	1.1	0.0	0.0	4.3
09	Chassis Wash Repl at Tuskegee Bus Depot [SBMP]	SGR	0.0	0.0	1.0	0.0	0.0	0.0	1.0
10	Bus Radio	NR	0.0	0.0	8.1	0.4	0.0	0.0	8.5
Element Total 04			\$0.0	\$2.9	\$25.3	\$25.3	\$78.1	\$0.0	\$131.6
Category Total 812			\$4.6	\$7.9	\$604.1	\$78.1	\$254.2	\$7.3	\$956.1

* Represents values less than \$50,000

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New York City Transit

SERVICE VEHICLES T - 813

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 SERVICE VEHICLES								
01 Purchase Rubber Tire Vehicles	NR	0.0	0.0	0.0	0.0	40.0	0.0	40.0
02 Purchase Various Work Train Cars	VAR	0.0	0.0	0.0	34.6	72.7	12.9	120.2
03 Service Vehicles DES	VAR	1.0	1.1	0.0	0.0	0.0	0.0	2.1
04 Purchase 27 Flat Cars	NR	23.0	0.0	0.0	0.0	0.0	0.0	23.0
06 Purchase 45 Flat Cars	SI	0.0	0.0	41.6	0.0	0.0	0.0	41.6
Element Total 02		\$24.0	\$1.1	\$41.6	\$34.6	\$112.7	\$12.9	\$226.8
Category Total 813		\$24.0	\$1.1	\$41.6	\$34.6	\$112.7	\$12.9	\$226.8

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New York City Transit

MISC./EMERGENCY

T - 816

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 MISCELLANEOUS								
01 Capital Revolving Fund		0.0	0.0	0.0	0.0	5.0	0.0	5.0
02 Insurance to Support Capital Program		0.0	0.0	0.0	0.0	143.1	0.0	143.1
03 Capital Revolving Fund 2020		5.0	0.0	0.0	0.0	0.0	0.0	5.0
04 All Agency Liability Insurance		7.6	0.0	0.0	0.0	0.0	0.0	7.6
05 Owner Controlled Insurance Program		0.0	0.0	60.8	0.0	0.0	0.0	60.8
06 Owner Controlled Insurance Program 2022-23		0.0	0.0	78.3	0.0	0.0	0.0	78.3
08 Capital Revolving Fund 2021		0.0	0.0	5.0	0.0	0.0	0.0	5.0
09 Capital Revolving Fund 2022		0.0	0.0	5.0	0.0	0.0	0.0	5.0
10 Capital Revolving Fund 2023		0.0	0.0	0.0	5.0	0.0	0.0	5.0
99 Authority-Wide Contingency: 2020-2024		0.0	0.0	0.0	0.0	48.9	393.4	442.3
Element Total 02		\$12.6	\$0.0	\$149.1	\$5.0	\$197.0	\$393.4	\$757.1
04 MANAGEMENT INFORMATION SYSTEMS								
01 Enterprise Asset Management (EAM)	NR	0.0	0.0	29.5	15.9	0.0	0.0	45.4
02 Upgrade Information Systems / Data Centers	VAR	0.0	1.3	0.1	0.0	14.0	29.4	44.8
03 Improved Resiliency of RCC Critical Systems DES	NR	0.0	0.0	0.0	2.7	0.0	0.0	2.7
Element Total 04		\$0.0	\$1.3	\$29.5	\$18.6	\$14.0	\$29.4	\$92.9
05 ENGINEERING SERVICES								
01 Utica Ave Corridor Study EIS	SI	0.0	0.0	0.0	0.0	0.0	5.0	5.0
02 Engineering Services to Support Capital Program		4.5	14.6	13.6	2.8	52.8	15.0	103.4
03 Scope Development and Design Reserve		2.8	3.6	6.0	1.1	156.9	69.5	239.8
04 MTA Independent Engineering Consultant		0.0	6.0	15.6	0.0	0.0	0.0	21.6
05 Small Business Mentoring Program Administration		0.0	0.0	11.3	1.7	15.0	0.0	28.0
06 GO Support - Traffic Checkers 2022		0.0	0.0	10.0	0.0	0.0	0.0	10.0
14 GO Support - Traffic Checkers 2020		10.0	0.0	0.0	0.0	0.0	0.0	10.0
15 GO Support - Traffic Checkers 2021		0.0	10.3	0.0	0.0	0.0	0.0	10.3
17 Concrete Cylinder Testing		1.7	0.0	0.0	0.0	0.0	0.0	1.7
18 Concrete Batch Plant Inspection		2.1	0.0	0.0	0.0	0.0	0.0	2.1
19 Construction Support 2022		0.0	0.0	6.5	0.0	0.0	0.0	6.5
20 Bike Ped Study and Pilot	SI	0.0	0.0	0.0	0.3	1.1	0.0	1.5
21 GO Support - Traffic Checkers 2023		0.0	0.0	0.0	10.0	0.0	0.0	10.0
Element Total 05		\$21.2	\$34.5	\$62.9	\$15.9	\$225.9	\$89.5	\$449.8
06 ENVIRONMENTAL SAFETY								
01 Fire Alarms and Sprinklers: Various Locations	NR	0.0	0.0	0.0	88.8	0.0	0.0	88.8
03 Environmental Remediation	NR	0.0	0.0	0.0	0.0	14.5	0.0	14.5
04 Fire Alarms and Sprinklers DES	NR	0.0	1.5	0.5	0.0	0.0	0.0	2.0
05 IQ Consulting Serv.: UST Remediation - 2021	NR	0.0	0.0	5.2	0.0	0.0	0.0	5.2
Element Total 06		\$0.0	\$1.5	\$5.7	\$88.8	\$14.5	\$0.0	\$110.6

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New York City Transit

MISC./EMERGENCY T - 816

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
07 EMPLOYEE FACILITIES								
01 Subways Employee Facility Repairs: Various Locs	SGR	0.0	0.0	0.0	14.5	100.7	44.5	159.7
02 Facility Elevator Replacement: Various Locations	NR	0.0	0.0	0.0	0.0	30.3	0.0	30.3
03 Misc./Administrative Facility Investments	VAR	0.0	0.0	0.0	0.0	66.9	45.0	111.9
04 EFR: 8AV - 4 Locations (Uptown)	SGR	2.6	0.1	0.0	0.0	0.0	0.0	2.7
05 Livingston Plaza Elec, Mechanical, Generator Ph. B	NR	0.0	68.1	0.9	0.0	0.0	0.0	69.0
06 EMD Facility: Hoyt-Schermerhorn FUL	SGR	13.7	0.1	0.1	0.6	0.0	0.0	14.6
07 Employee Facilities Design	VAR	0.0	1.0	0.1	5.8	0.0	0.0	6.8
08 EDR Water Remedy and Equipment Replacement	SGR	0.0	5.6	0.3	0.4	0.0	0.0	6.4
09 EFR Bathroom and Breakroom Ph1	SGR	0.0	2.8	0.1	0.0	0.0	0.0	3.0
10 EFR Bathroom and Breakroom Ph2	SGR	0.0	3.9	0.0	0.1	0.0	0.0	4.0
11 EFR Consolidation: 2 Ave / 6AV	SGR	0.0	17.9	0.3	2.9	0.0	0.0	21.1
Element Total 07		\$16.3	\$99.6	\$1.9	\$24.3	\$197.9	\$89.5	\$429.5
Category Total 816		\$50.0	\$136.8	\$249.1	\$152.7	\$649.3	\$601.8	\$1,839.7
TOTAL PROGRAM		\$972.6	\$2,256.6	\$7,522.3	\$7,689.3	\$11,101.1	\$4,028.8	\$33,570.7

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Staten Island Railway

STATEN ISLAND RAILWAY

S - 807

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 SIR: MISCELLANEOUS								
01 Station Components: Various Locations	SGR	2.1	0.0	0.6	2.5	31.4	0.0	36.6
02 Track and Switch Replacement	SGR	0.0	0.0	0.5	94.8	0.0	0.0	95.2
03 Bridge Structures: Various Locations	VAR	0.6	0.0	3.0	4.7	54.0	0.0	62.3
04 Purchase Various Work Train Cars	VAR	0.0	0.0	0.0	0.0	7.1	5.5	12.6
05 Purchase Rubber Tire Vehicles	SGR	0.0	0.0	0.0	0.0	5.0	0.0	5.0
08 ADA: New Dorp SIR	SI	28.1	0.2	0.2	6.2	0.0	0.0	34.7
09 Track and Switch Rehab: SIR Mainline (Addtnl Work)	SGR	14.3	36.4	0.0	0.0	0.0	0.0	50.7
10 Components: New Dorp SIR	SGR	0.0	1.4	0.0	0.0	0.0	0.0	1.4
11 Purchase 7 Flat Cars	SGR	0.0	0.0	6.5	0.0	0.0	0.0	6.5
DD SIR ADA Design	SI	0.0	0.0	0.5	0.1	0.0	0.0	0.6
RR ADA: 2 Stations Reserve (Clifton and Huguenot)	SI	0.0	0.0	0.0	34.4	53.0	0.0	87.4
Element Total 01		\$45.2	\$38.0	\$11.2	\$142.7	\$150.5	\$5.5	\$393.0
Category Total 807		\$45.2	\$38.0	\$11.2	\$142.7	\$150.5	\$5.5	\$393.0
TOTAL PROGRAM		\$45.2	\$38.0	\$11.2	\$142.7	\$150.5	\$5.5	\$393.0

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New York City Transit Agency Summary

Commitments
(\$ in millions)

AGENCY	2020	2021	2022	2023	2024	Post 2024	Total All Years
TOTAL New York City Transit	\$972.6	\$2,256.6	\$7,522.3	\$7,689.3	\$11,101.1	\$4,028.8	\$33,570.7
TOTAL Staten Island Railway	\$45.2	\$38.0	\$11.2	\$142.7	\$150.5	\$5.5	\$393.0
TOTAL NEW YORK CITY TRANSIT AGENCY PROGRAM	\$1,017.7	\$2,294.6	\$7,533.6	\$7,832.0	\$11,251.6	\$4,034.3	\$33,963.7

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Long Island Rail Road

ROLLING STOCK L - 801

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 REVENUE EQUIPMENT								
01 Work Locomotives	NR	0.0	0.0	0.0	50.0	0.0	0.0	50.0
02 Purchase Dual-Mode Locomotives	NR	0.0	0.0	0.0	12.6	50.4	0.0	63.0
03 Purchase Coaches	NR	0.0	0.0	0.0	0.0	35.0	0.0	35.0
04 Other Rolling Stock	SI	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Element Total 01		\$0.0	\$0.0	\$0.0	\$62.6	\$85.6	\$0.0	\$148.2
Category Total 801		\$0.0	\$0.0	\$0.0	\$62.6	\$85.6	\$0.0	\$148.2

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Long Island Rail Road

STATIONS

L - 802

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)						Total All Years
		2020	2021	2022	2023	2024	Post 2024	
04 STATIONS AND BUILDINGS								
01 Station Renewals: Various Locations	NR	0.0	0.0	1.6	14.4	0.1	0.0	16.0
02 Station Platform Components: Various Locations	VAR	0.0	0.0	0.0	134.8	28.4	0.0	163.2
03 Station Building Components: Various Locations	VAR	0.0	1.4	1.8	0.0	3.0	0.0	6.2
05 Elevator Replacement	NR	0.0	0.0	0.0	6.4	0.0	0.0	6.4
06 Fare Collection Program	NR	0.0	0.0	20.6	14.4	0.0	0.0	35.0
08 Small Business Mentoring Program - Stations	NR	0.0	0.0	4.7	9.7	6.9	0.0	21.3
11 ADA Locust Manor Station	SI	0.0	0.0	19.6	3.2	0.0	0.0	22.8
13 ADA Copiague Station	SI	0.0	0.0	15.0	3.0	0.0	0.0	18.0
14 ADA St Albans Station	SI	0.0	0.0	20.0	5.5	0.0	0.0	25.5
16 Force Account Station Work - Various Locations	NR	8.2	2.6	0.0	1.3	0.0	0.0	12.0
17 Tactile Strips - Various Locations	NR	5.6	0.0	0.0	7.2	0.0	0.0	12.8
18 Mets-Willets EIC Relocation	SI	1.1	14.3	0.0	13.3	0.0	0.0	28.7
19 Northport Station Improvements	NR	0.0	0.8	9.7	1.8	0.0	0.0	12.3
20 ADA Amityville Station	SI	0.0	0.0	12.8	2.7	0.0	0.0	15.5
21 ADA Laurelton Station	SI	0.0	0.0	17.1	5.1	0.0	0.0	22.2
22 ADA Massapequa Park Station	SI	0.0	0.0	13.9	2.0	0.0	0.0	15.9
23 ADA Lindenhurst Station	SI	0.0	0.0	15.0	3.0	0.0	0.0	18.0
24 Valley Stream Escalator / Elevator Replacement	NR	0.0	0.0	20.6	3.1	0.0	0.0	23.7
25 Auburndale Elevator Replacement	NR	0.0	0.0	7.2	0.7	0.0	0.0	7.9
DD ADA Accessibility and Components 24 Stations DES	SI	14.9	1.3	0.0	3.6	0.0	0.0	19.8
RR Stations ADA Reserve	SI	0.0	0.0	0.0	137.3	55.0	0.0	192.4
<i>Note: These stations in the STATIONS AND BUILDINGS element are identified in the 2020-2024 program for ADA and will be broken out as awarded.</i>								
09 ADA: Hollis Station	12 ADA: Forest Hills							
10 ADA: Hunterspoint Avenue Station - Design	15 ADA: Mets-Willets Pt Station - Design							
Element Total 04		\$29.9	\$20.3	\$179.6	\$372.3	\$93.3	\$0.0	\$695.4
05 PARKING								
01 Parking Rehabilitation & Access Improvements	VAR	0.4	0.2	0.0	2.7	12.9	0.0	16.2
02 Small Business Mentoring Program - Parking	NR	0.5	5.5	0.0	0.0	6.1	0.0	12.1
Element Total 05		\$0.8	\$5.8	\$0.0	\$2.7	\$19.0	\$0.0	\$28.3
06 PENN STATION								
01 Penn Station HVAC, Platform, & Building Improvement	SGR	0.0	0.0	0.0	2.5	5.0	0.0	7.5
02 Radio Antenna Improvements	NR	0.0	0.0	0.0	5.0	0.0	0.0	5.0
03 PSNY Platform 7 & 8 Stairs Replacement	SGR	0.0	4.4	0.0	25.0	0.0	0.0	29.5
04 PSNY-33rd Phase 2 LIRR 20-24 Plan Contribution	SI	5.4	8.9	0.3	4.3	0.0	0.0	18.8
Element Total 06		\$5.4	\$13.3	\$0.3	\$36.9	\$5.0	\$0.0	\$60.8
07 GRAND CENTRAL TERMINAL								
01 GCT Facility Needs	SI	1.1	1.3	7.3	8.3	0.0	0.0	18.0
Element Total 07		\$1.1	\$1.3	\$7.3	\$8.3	\$0.0	\$0.0	\$18.0
Category Total 802		\$37.1	\$40.7	\$187.2	\$420.2	\$117.4	\$0.0	\$802.6

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Long Island Rail Road

**TRACK
L - 803**

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 ANNUAL TRACK REHAB PROGRAM								
01 Construction Equipment & Geometry Cars	SGR	6.2	1.7	22.4	39.5	2.3	0.0	72.0
02 Various Right of Way Projects	VAR	10.0	0.0	0.0	0.0	0.0	0.0	10.0
03 Yard Track Rehabilitation	VAR	0.0	8.0	0.0	3.2	11.2	0.0	22.4
05 2020 - Annual Track Program	NR	144.8	35.3	17.3	26.3	7.0	0.0	230.7
06 2021- Annual Track Program	NR	0.0	70.0	0.0	0.0	0.0	0.0	70.0
07 2022- Annual Track Program	NR	0.0	0.0	81.3	5.6	0.0	0.0	86.9
08 2023- Annual Track Program	NR	0.0	0.0	0.0	62.0	0.0	0.0	62.0
09 2024- Annual Track Program	NR	0.0	0.0	0.0	0.0	80.5	0.0	80.5
10 Concrete Tie Program	NR	55.0	0.0	0.0	0.0	0.0	0.0	55.0
11 Right of Way Fencing	NR	4.7	0.0	0.0	0.3	0.0	0.0	5.0
12 Track Rehab- West Side Storage Yard	NR	5.0	0.6	0.0	0.0	0.0	0.0	5.6
13 Track Rehab- Patchogue Siding	NR	0.0	0.0	0.0	4.1	0.9	0.0	5.0
Element Total 01		\$225.7	\$115.6	\$121.0	\$140.9	\$101.9	\$0.0	\$705.1
04 OTHER TRACK IMPROVEMENTS								
01 Amtrak Territory Investments	NR	10.2	0.0	17.5	52.3	0.0	20.0	100.0
02 Jamaica Capacity Improvements - Reserves	SI	0.0	0.0	20.0	0.4	6.2	0.0	26.6
03 JCI - Hall Interlocking Expansion	SI	0.0	26.1	128.2	5.1	9.2	0.0	168.6
04 Other Track Improvements - Reserve	NR	0.0	0.0	0.0	0.0	52.0	0.0	52.0
Element Total 04		\$10.2	\$26.1	\$165.7	\$57.8	\$67.5	\$20.0	\$347.2
Category Total 803		\$235.9	\$141.6	\$286.7	\$198.7	\$169.3	\$20.0	\$1,052.3

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Long Island Rail Road

LINE STRUCTURES

L - 804

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 BRIDGES								
01 Painting, Drainage, & Waterproofing of Bridges	SGR	0.0	0.0	0.0	0.0	28.8	0.0	28.8
02 Replacement & Rehabilitation of Bridges	SGR	0.0	0.0	0.0	6.5	8.1	0.0	14.6
03 Miscellaneous Bridge Work	VAR	0.0	0.0	45.0	16.1	9.1	0.0	70.2
04 Small Business Mentoring Program - Bridges	NR	0.2	0.0	2.5	6.9	26.8	0.0	36.4
05 Wreck Lead Bridge Rehab	NR	6.0	0.4	0.0	0.0	0.0	0.0	6.5
06 Bridge Design	VAR	0.0	0.9	0.0	0.0	0.0	0.0	0.9
07 Bridge Repl & Rehab: Cherry Valley Rd	SGR	0.0	27.8	1.0	0.6	1.4	0.0	30.9
08 Hillside Facility West Overpass Replacement	NR	0.0	0.0	2.0	1.3	0.0	0.0	3.3
09 Webster Avenue Bridge Replacement	SGR	0.0	0.0	0.0	0.3	23.5	0.0	23.8
10 Van Wyck Bridge Span Rehabilitation	SGR	0.0	0.0	0.0	4.0	0.0	0.0	4.0
Element Total 01		\$6.2	\$29.1	\$50.6	\$35.7	\$97.7	\$0.0	\$219.4
02 TUNNELS								
01 Atlantic Avenue Tunnel Structural Work	SGR	0.0	0.0	0.0	0.0	0.0	12.2	12.2
02 Tunnel Replacements & Upgrades	NR	0.0	0.0	0.0	0.0	5.0	0.0	5.0
03 East River Tunnel Fire and Life Safety	NR	0.0	0.0	0.0	16.0	4.0	0.0	20.0
04 Small Business Mentoring Program - Tunnels	VAR	1.5	6.6	1.9	2.7	1.7	0.0	14.4
Element Total 02		\$1.5	\$6.6	\$1.9	\$18.7	\$10.7	\$12.2	\$51.6
Category Total 804		\$7.7	\$35.7	\$52.5	\$54.4	\$108.5	\$12.2	\$271.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

COMMUNICATIONS & SIGNALS

L - 805

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 COMMUNICATIONS IMPROVEMENTS								
01 Comm. Pole Line	SGR	6.4	0.0	0.0	1.5	0.1	0.0	8.0
02 Comm Component Replacement	SGR	5.6	0.0	0.0	2.3	0.1	0.0	8.0
03 Fiber Optic Network	NR	6.0	0.0	0.0	3.6	14.4	0.0	24.0
04 Jamaica Station Technology Upgrades	SI	0.0	0.0	0.0	2.0	1.0	0.0	3.0
06 Radio Head-End Replacement	NR	0.0	3.8	0.0	1.8	6.4	0.0	12.0
07 Improved Radio Coverage Initiative/FCC Mandates	SI	0.0	0.0	0.0	4.0	1.0	0.0	5.0
08 Help Points	SI	2.0	0.0	0.0	3.0	0.0	0.0	5.0
10 Grade Crossing Cameras	SI	3.0	0.0	0.0	1.0	1.0	0.0	5.0
11 Customer Information Technology Upgrade	SI	2.0	0.0	0.0	2.1	0.9	0.0	5.0
Element Total 01		\$25.0	\$3.8	\$0.0	\$21.2	\$24.9	\$0.0	\$75.0
02 SIGNAL IMPROVEMENTS								
01 Babylon Interlocking Renewal	SGR	0.0	32.3	59.5	0.1	1.0	0.0	92.9
02 Hunt to Post	SGR	0.0	0.0	0.0	0.0	0.0	67.6	67.6
03 Babylon to Patchogue	SGR	0.0	0.0	0.0	10.0	0.0	0.0	10.0
04 Centralized Train Control	SI	0.8	10.0	2.3	5.3	0.0	0.0	18.4
05 Signal Replacement and Interlocking Improvements	VAR	42.9	33.6	8.0	4.1	28.7	0.0	117.2
07 Positive Train Control (ESA)	SI	0.0	0.0	30.5	2.5	0.0	0.0	33.0
08 Positive Train Control (FRA Mandates)	SI	0.0	0.0	0.0	8.0	30.0	0.0	38.0
Element Total 02		\$43.7	\$75.8	\$100.4	\$29.9	\$59.8	\$67.6	\$377.1
Category Total 805		\$68.7	\$79.6	\$100.4	\$51.1	\$84.7	\$67.6	\$452.1

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

SHOPS AND YARDS

L - 806

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 SHOPS AND YARDS								
01 Rolling Stock Support Shop Equipment	NR	0.5	0.5	0.9	30.0	0.0	0.0	31.9
02 Shop Improvements at Various Locations	VAR	0.0	0.3	1.6	52.2	0.0	0.0	54.1
03 Yard Improvements at Various Locations	VAR	0.5	0.0	0.0	0.5	9.3	0.0	10.3
04 Small Business Mentoring Program - Shops & Yards	NR	0.0	0.0	0.0	1.9	0.5	0.0	2.4
05 Mid Suffolk Yard Phase 2	SI	5.3	0.0	0.1	11.3	12.9	0.0	29.5
Element Total 01		\$6.3	\$0.8	\$2.7	\$95.8	\$22.7	\$0.0	\$128.2
04 EMPLOYEE FACILITIES								
01 Rehabilitation of Employee Facilities - Various Lo	VAR	2.2	2.8	0.9	5.3	13.0	0.0	24.2
03 Fire Protection Improvements	NR	0.0	0.0	21.0	4.0	0.0	0.0	25.0
04 New Signal Training Facility	SI	0.0	0.0	0.0	0.0	2.0	0.0	2.0
05 Small Business Mentoring Program - Emp. Facs.	NR	0.0	8.1	3.0	14.3	1.8	0.0	27.1
06 Rehabilitation of Employee Facilities - Bethpage	NR	0.0	13.6	0.0	10.1	0.0	0.0	23.7
Element Total 04		\$2.2	\$24.5	\$24.8	\$33.7	\$16.8	\$0.0	\$102.0
Category Total 806		\$8.4	\$25.3	\$27.5	\$129.5	\$39.5	\$0.0	\$230.2

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

**POWER
L - 807**

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 POWER								
01 Substation Replacements	SGR	2.9	0.0	0.0	0.0	49.8	0.0	52.7
02 Lighting Improvements	SGR	11.6	0.0	0.0	6.4	0.0	0.0	18.0
03 Power Component Repairs and Replacements	VAR	12.0	0.0	1.8	19.6	19.8	0.0	53.1
04 3rd Rail Upgrades	NR	13.3	0.0	0.0	29.7	0.0	0.0	43.0
06 Substation Component Renewal	SI	0.0	7.9	4.3	9.7	0.0	0.0	21.9
07 Jamaica Substation	SGR	0.0	0.0	57.5	2.3	14.5	0.0	74.3
Element Total 01		\$39.7	\$7.9	\$63.6	\$67.7	\$84.1	\$0.0	\$263.0
Category Total 807		\$39.7	\$7.9	\$63.6	\$67.7	\$84.1	\$0.0	\$263.0

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Numbers may not add due to rounding

Long Island Rail Road

MISCELLANEOUS

L - 809

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
04 MISCELLANEOUS								
01 Security Camera Replacement Program	NR	0.0	1.6	0.0	1.0	1.0	0.0	3.6
02 Access Control at Stations, Platforms, Yards & Fac	NR	0.0	0.4	0.8	0.3	3.5	0.0	5.0
03 Perimeter Physical Hardening Project	SI	3.0	0.0	0.0	0.0	0.0	0.0	3.0
04 Equipment Upgrades for Security Command Centers	NR	0.0	0.0	0.2	2.2	0.6	0.0	3.0
05 Atlantic Avenue Tunnels Security Improvements	SI	0.0	0.0	0.0	3.0	1.0	0.0	4.0
06 Centralized Video Storage/Management Solution	SI	0.0	0.0	0.6	4.4	0.0	0.0	5.0
07 Physical Assessment of all LIRR Right of Way	SI	0.0	0.0	1.1	2.4	0.0	0.0	3.5
08 Environmental Remediation	NR	0.0	0.0	0.0	2.0	0.0	0.0	2.0
09 EAM Development	SI	0.0	0.0	0.0	0.0	5.0	0.0	5.0
10 Program Administration		22.8	23.8	37.2	27.4	26.8	0.0	138.0
11 Program Development		0.0	0.0	0.0	1.1	11.9	0.0	13.0
12 Insurance		0.5	0.0	0.0	6.9	0.2	0.0	7.6
13 Independent Engineer		0.0	2.5	0.0	5.9	2.2	0.0	10.5
14 SBDP Administration		0.0	0.0	0.0	6.0	1.8	0.0	7.8
15 Owner Controlled Insurance Program (OCIP)		0.0	5.2	6.7	4.1	0.0	0.0	16.0
17 Engineering Services		0.0	0.1	0.0	0.0	0.0	0.0	0.1
Element Total 04		\$26.3	\$33.5	\$46.7	\$66.5	\$54.0	\$0.0	\$227.0
Category Total 809		\$26.3	\$33.5	\$46.7	\$66.5	\$54.0	\$0.0	\$227.0
TOTAL PROGRAM		\$423.9	\$364.3	\$764.6	\$1,050.6	\$743.1	\$99.8	\$3,446.4

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

ROLLING STOCK M - 801

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 REVENUE EQUIPMENT								
01 M-9A Procurement	NR	0.0	0.0	0.0	0.0	484.6	0.0	484.6
02 Locomotive Replacement	NR	0.0	121.9	0.0	0.0	119.2	0.0	241.1
Element Total 01		\$0.0	\$121.9	\$0.0	\$0.0	\$603.8	\$0.0	\$725.7
Category Total 801		\$0.0	\$121.9	\$0.0	\$0.0	\$603.8	\$0.0	\$725.7

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Numbers may not add due to rounding

Metro-North Railroad

STATIONS M - 802

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 GRAND CENTRAL TERMINAL									
01	GCT Trainshed	SGR	0.0	200.8	1.6	11.5	43.7	41.9	299.4
02	Park Avenue Tunnel Improvements DES	SGR	0.0	0.0	1.0	11.8	1.4	0.0	14.2
03	GCT Building Component Repairs/Replacements	SGR	0.1	0.8	0.4	0.0	0.7	0.0	2.0
05	GCT Fire Stand Pipe Phase II	SGR	0.0	0.0	0.0	65.0	0.0	0.0	65.0
06	PAT Exit Repairs, 72nd Street	SGR	0.0	0.0	0.0	0.0	3.2	0.0	3.2
07	PAT Exit Repairs, W. 59th Street	SGR	0.0	0.0	0.0	0.0	0.0	3.2	3.2
Element Total 01			\$0.1	\$201.6	\$2.9	\$88.4	\$48.9	\$45.1	\$387.0
02 OUTLYING STATIONS									
01	Upper H&H Stations Priority Repairs	NR	0.0	0.0	37.2	0.0	10.1	0.0	47.3
02	Harlem Line Station Renewals	SGR	0.1	0.0	5.4	0.1	4.4	0.0	10.0
05	Ludlow Station Accessibility Improvements	NR	0.0	0.0	0.0	1.0	2.0	0.0	3.0
06	New Fare Payment Equipment	NR	18.6	0.0	1.6	0.0	9.8	0.0	29.9
07	Small Business Mentoring Program - Stations	SGR	0.0	4.1	0.8	4.7	11.5	0.0	21.0
08	North White Plains Platform Repair	SGR	0.0	11.7	0.5	0.3	0.0	0.0	12.4
09	3 Bronx Stations [Woodlawn_BG_WB]	SI	0.0	0.0	0.0	0.0	150.0	0.0	150.0
Element Total 02			\$18.6	\$15.7	\$45.4	\$6.1	\$187.9	\$0.0	\$273.6
03 PARKING									
01	Brewster Yard Improvements-SE Parking	NR	0.0	0.0	0.0	221.9	0.0	0.0	221.9
02	Small Business Mentoring Program - Parking	SGR	0.0	4.5	0.0	1.5	1.0	0.0	7.0
Element Total 03			\$0.0	\$4.5	\$0.0	\$223.4	\$1.0	\$0.0	\$228.9
Category Total 802			\$18.7	\$221.9	\$48.3	\$317.8	\$237.7	\$45.1	\$889.5

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Numbers may not add due to rounding

Metro-North Railroad

TRACK & STRUCTURES

M - 803

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 TRACK								
03 Turnouts - Mainline, GCT, & Yards	NR	10.3	15.5	6.0	29.9	29.4	0.0	91.1
04 Rock Slope Remediation - East of Hudson	SGR	0.0	6.1	0.3	0.0	1.0	0.0	7.4
05 Rebuild Marble Hill Retaining Wall - Phase 1	NR	0.0	1.8	0.0	0.0	1.2	0.0	3.0
06 RoW Drainage Improvements	NR	0.0	0.0	0.0	0.0	4.0	0.0	4.0
07 MoW Equipment	NR	0.0	0.0	6.1	18.9	14.0	0.0	39.0
08 2020 Cyclical Track Program	NR	19.3	0.0	0.0	0.0	0.0	0.0	19.3
10 2021 Cyclical Track Program	NR	0.0	0.0	0.0	0.0	21.0	0.0	21.0
11 2023 Cyclical Track Program	NR	0.0	0.0	0.0	30.1	0.0	0.0	30.1
12 2024 Cyclical Track Program	NR	0.0	0.0	0.0	0.0	32.9	0.0	32.9
Element Total 01		\$29.6	\$23.3	\$12.4	\$79.0	\$103.5	\$0.0	\$247.8
02 STRUCTURES								
01 Park Avenue Viaduct Replacement	SGR	1.3	59.8	457.6	1.1	319.2	0.0	839.0
02 Undergrade Bridge Program - EoH	SGR	0.0	0.0	5.4	0.0	0.3	0.0	5.7
03 Overhead Bridge Program	SGR	0.0	0.0	0.0	0.0	1.5	0.0	1.5
04 Railtop Culverts	SGR	0.0	0.8	0.5	1.5	0.0	0.0	2.8
05 Bridge Walkways	SGR	0.0	0.5	0.0	0.5	0.5	0.0	1.5
06 Replace Timbers UG Bridges	NR	0.0	1.3	1.1	1.6	2.0	0.0	6.0
07 Right-of-Way Fencing	NR	0.0	0.0	0.0	0.3	0.3	0.0	0.5
11 Park Avenue Viaduct Interim Repairs	SGR	0.0	10.6	0.0	0.0	0.0	0.0	10.6
12 Replace South Street and Fulton Ave Bridges (MtV)	SGR	0.0	0.0	48.6	0.0	0.0	0.0	48.6
13 F/A Undergrade Bridge Repair - Various Locations	SGR	0.0	0.0	1.5	0.0	0.0	0.0	1.5
Element Total 02		\$1.3	\$73.0	\$514.6	\$5.0	\$323.8	\$0.0	\$917.7
03 W OF HUDSON INFRASTRUCTURE								
01 WoH Rock Slope Remediation - Pt Jervis Line	SGR	0.0	0.0	0.0	0.0	11.4	0.0	11.4
02 WoH Track Program - Pt Jervis Line	SGR	0.0	0.0	6.7	0.0	9.3	0.0	15.9
03 WoH Undergrade Bridges - Pt Jervis Line	SGR	0.0	0.0	0.7	0.0	9.9	0.0	10.5
04 Moodna/Woodbury Viaduct Repairs	SGR	0.0	0.0	2.3	1.2	36.5	0.0	40.0
05 WoH Improvements	SGR	0.7	0.7	0.7	0.7	0.7	0.0	3.5
06 Small Business Mentoring Program - West of Hudson	SGR	0.0	0.0	0.0	0.0	0.0	5.7	5.7
07 WoH Capacity Improvements - Pt Jervis Line	SI	0.0	0.0	0.0	0.0	0.0	100.0	100.0
08 WoH Infrastructure Improvement	SGR	0.0	0.0	0.0	0.0	0.0	40.0	40.0
Element Total 03		\$0.7	\$0.7	\$10.3	\$1.9	\$67.7	\$145.7	\$227.0
Category Total 803		\$31.6	\$97.0	\$537.3	\$85.8	\$495.0	\$145.7	\$1,392.4

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

COMM & SIGNALS M - 804

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 COMM & SIGNALS								
01 Harmon to Poughkeepsie Signal System Ph 2	SGR	0.0	0.0	0.0	44.4	2.0	0.0	46.4
04 Network Infrastructure	NR	0.0	0.0	0.0	6.0	8.5	0.0	14.5
05 Station PA System	NR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
06 Radio System	NR	0.0	0.0	0.0	8.6	4.8	0.0	13.4
08 CCTV	NR	0.0	0.0	0.0	0.0	2.5	0.0	2.5
09 Grade Crossing Improvements	NR	0.0	0.0	0.0	0.0	3.0	0.0	3.0
13 Positive Train Stop Release	SI	0.0	0.0	0.0	0.4	24.6	0.0	25.0
Element Total 01		\$0.0	\$0.0	\$0.0	\$59.4	\$47.4	\$0.0	\$106.7
Category Total 804		\$0.0	\$0.0	\$0.0	\$59.4	\$47.4	\$0.0	\$106.7

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Metro-North Railroad

POWER M - 805

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 POWER								
01 Repl. MA's in Signal Substations DES	SGR	0.0	0.1	2.6	0.0	0.0	0.0	2.6
06 Hudson Line Track 1 Electrification	SI	0.0	0.0	1.0	2.7	0.0	40.4	44.1
07 Repl Signal Pwr Transformer & Signl Sect. Switches	NR	0.0	0.0	0.0	0.0	0.0	3.2	3.2
08 Transformer Rehabilitation	NR	0.0	0.0	0.0	3.4	0.0	0.0	3.4
09 NHL Pelham Substation Replacement	SGR	0.0	0.0	0.0	33.6	0.0	0.0	33.6
10 Rebuild 2 NHL AC Substations	SGR	0.0	0.0	60.6	4.0	2.0	0.0	66.6
11 Claremont Substation DES	SGR	0.0	0.0	0.0	0.0	3.5	0.0	3.5
Element Total 01		\$0.0	\$0.1	\$64.1	\$43.6	\$5.6	\$43.7	\$157.0
Category Total 805		\$0.0	\$0.1	\$64.1	\$43.6	\$5.6	\$43.7	\$157.0

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Metro-North Railroad

SHOPS & YARDS M - 806

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 SHOPS & YARDS								
01 Upgrade Automotive Fuel System	SGR	0.3	0.0	9.3	2.3	0.9	0.0	12.9
03 Small Business Mentoring Program - Shops & Yards	SGR	0.0	0.0	0.0	0.0	0.0	2.7	2.7
Element Total 01		\$0.3	\$0.0	\$9.3	\$2.3	\$0.9	\$2.7	\$15.6
Category Total 806		\$0.3	\$0.0	\$9.3	\$2.3	\$0.9	\$2.7	\$15.6

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Numbers may not add due to rounding

Metro-North Railroad

MISCELLANEOUS M - 808

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MISCELLANEOUS								
01 Environmental Remediation		0.5	0.0	0.0	0.0	1.0	0.0	1.5
02 Systemwide Lead/Asbestos Abatement		0.5	0.0	0.0	0.5	0.5	0.0	1.5
03 Railroad Protective Liability		0.1	0.2	0.1	0.0	0.8	0.0	1.2
04 Independent Engineer		0.6	0.0	0.7	0.0	3.9	0.0	5.2
05 Program Administration		10.0	10.3	10.3	10.2	7.8	0.0	48.6
06 Program Scope Development		2.6	1.1	4.0	4.0	0.0	0.0	11.7
07 Owner Controlled Insurance Program (OCIP)		0.0	3.2	17.4	0.0	13.3	0.0	34.0
08 Systemwide Security Initiatives		0.0	0.0	0.0	0.0	11.4	0.0	11.4
09 Small Business Mentoring Program Administration		0.0	0.0	0.0	0.0	0.4	0.0	0.4
10 EAM Reserve	SI	0.0	0.0	0.0	0.0	5.3	0.0	5.3
11 2020-24 Accrued Savings		0.0	0.0	0.0	0.0	0.1	0.0	0.1
Element Total 01		\$14.3	\$14.9	\$32.5	\$14.7	\$44.5	\$0.0	\$121.0
Category Total 808		\$14.3	\$14.9	\$32.5	\$14.7	\$44.5	\$0.0	\$121.0
TOTAL PROGRAM		\$64.9	\$455.7	\$691.5	\$523.7	\$1,434.9	\$237.2	\$3,407.9

* Represents values less than \$50,000

Numbers may not add due to rounding

Commuter Railroad Agency Summary

Commitments
(\$ in millions)

AGENCY	2020	2021	2022	2023	2024	Post 2024	Total All Years
TOTAL Long Island Rail Road	\$423.9	\$364.3	\$764.6	\$1,050.6	\$743.1	\$99.8	\$3,446.4
TOTAL Metro-North Railroad	\$64.9	\$455.7	\$691.5	\$523.7	\$1,434.9	\$237.2	\$3,407.9
TOTAL COMMUTER RAILROAD AGENCY PROGRAM	\$488.9	\$820.0	\$1,456.1	\$1,574.3	\$2,178.1	\$336.9	\$6,854.3

* Represents values less than \$50,000

Numbers may not add due to rounding

MTA Bus Company

BUS COMPANY PROJECTS

U - 803

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 BUS COMPANY PROJECTS								
01 Purchase 25 Standard Electric Buses	NR	0.0	0.0	0.2	67.7	0.0	0.0	67.9
03 Purchase 110 Standard CNG Buses	NR	0.0	0.0	0.0	0.0	0.0	107.8	107.8
05 Purchase 250 Express Buses	NR	0.0	0.0	0.4	0.0	208.5	0.0	208.9
08 Bus Systems	SI	0.0	0.0	0.0	1.2	0.7	0.0	1.9
09 Depot Component Repairs: Various Locations	VAR	0.0	0.0	0.0	55.9	0.0	0.0	55.9
10 Purchase Rubber Tire Vehicles	NR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
11 Electric Fleet Mod at 1 MTA Bus Depot	SI	0.0	0.0	0.0	0.0	0.0	20.0	20.0
12 Miscellaneous Depot Investments	VAR	0.0	0.0	0.0	0.0	6.0	0.0	6.0
13 Traffic Signal Priority	SI	0.0	0.0	0.0	0.0	0.2	0.0	0.2
14 Project Engineering and Administration		0.0	0.0	0.0	0.0	17.4	11.3	28.7
16 Purchase 25 Standard Diesel Buses	NR	0.0	17.7	0.0	0.4	0.0	0.0	18.1
17 Purchase 85 Standard Diesel Buses	NR	0.0	59.9	0.0	2.0	0.0	0.0	61.9
18 173 Standard Diesel Buses	NR	0.0	0.0	149.4	0.0	0.0	0.0	149.4
22 Automated Fuel Management System Upgrade: 8 Depots	NR	0.0	0.0	3.4	0.0	0.0	0.0	3.4
23 Facade Repair & Restoration: 3 Bus Depots	SGR	0.0	0.0	6.0	0.0	0.0	0.0	6.0
27 116 Standard Diesel Buses	NR	0.0	0.0	101.3	0.0	0.0	0.0	101.3
Element Total 02		\$0.0	\$77.6	\$260.6	\$127.2	\$234.8	\$139.1	\$839.3
Category Total 803		\$0.0	\$77.6	\$260.6	\$127.2	\$234.8	\$139.1	\$839.3
TOTAL PROGRAM		\$0.0	\$77.6	\$260.6	\$127.2	\$234.8	\$139.1	\$839.3

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MTA MENTORING PROGRAM ADMIN								
02 MTA SBDP Business Development		8.3	0.0	0.0	0.0	0.0	0.0	8.3
Element Total 01		\$8.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.3
Category Total 800		\$8.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.3

* Represents values less than \$50,000

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MTA POLICE DEPARTMENT								
01 MTAPD District Offices Rehab/Replacement	NR	0.0	0.0	0.0	0.0	11.4	0.0	11.4
02 MRRS Antenna Systems and Transmitters	SI	0.0	0.0	0.0	0.0	5.6	0.0	5.6
03 Communications Radio Equipment	SI	0.0	0.0	0.0	8.7	6.3	0.0	15.0
05 ESA Grand Central Terminal	NR	0.0	2.0	0.4	0.1	0.0	0.0	2.5
06 REP-ESU Fleet Vehicle Purchases	NR	0.0	0.0	0.0	0.0	1.8	0.0	1.8
08 1825 Park Avenue	SI	0.0	2.6	0.0	0.0	0.0	0.0	2.6
Element Total 01		\$0.0	\$4.6	\$0.4	\$8.8	\$25.1	\$0.0	\$38.9
Category Total 810		\$0.0	\$4.6	\$0.4	\$8.8	\$25.1	\$0.0	\$38.9

* Represents values less than \$50,000

Numbers may not add due to rounding

**Commitments
(\$ in millions)**

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MTA PLANNING INITIATIVES								
01 Core Planning Support	SI	0.0	0.3	5.2	4.4	0.0	0.0	10.0
02 Corridor Planning Support	SI	0.0	0.0	1.7	7.0	1.3	0.0	10.0
03 Capital Program Support	SI	0.0	0.0	0.0	0.0	60.0	0.0	60.0
04 Demolish Madison Ave HQ Campus (Add'l Support)	SI	0.0	0.0	0.0	0.0	15.0	0.0	15.0
Element Total 01		\$0.0	\$0.3	\$6.9	\$11.4	\$76.3	\$0.0	\$95.0
Category Total 811		\$0.0	\$0.3	\$6.9	\$11.4	\$76.3	\$0.0	\$95.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MTA Construction & Development								
01 MTA Construction & Development		0.0	1.7	7.6	9.5	0.0	0.0	18.8
02 MTA Construction & Development (Add'l Support)		0.0	0.0	0.0	0.0	6.8	0.0	6.8
Element Total 01		\$0.0	\$1.7	\$7.6	\$9.5	\$6.8	\$0.0	\$25.5
Category Total 813		\$0.0	\$1.7	\$7.6	\$9.5	\$6.8	\$0.0	\$25.5
TOTAL PROGRAM		\$8.3	\$6.7	\$14.9	\$29.7	\$108.1	\$0.0	\$167.8

* Represents values less than \$50,000

Numbers may not add due to rounding

MTA Interagency Summary

Commitments
(\$ in millions)

AGENCY	2020	2021	2022	2023	2024	Post 2024	Total All Years
TOTAL MTA MENTORING PROGRAM ADMIN	\$8.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.3
TOTAL MTA POLICE DEPARTMENT	\$0.0	\$4.6	\$0.4	\$8.8	\$25.1	\$0.0	\$38.9
TOTAL MTA PLANNING	\$0.0	\$0.3	\$6.9	\$11.4	\$76.3	\$0.0	\$95.0
TOTAL MTA CONSTRUCTION & DEVELOPMENT	\$0.0	\$1.7	\$7.6	\$9.5	\$6.8	\$0.0	\$25.5
TOTAL MTA INTERAGENCY	\$8.3	\$6.7	\$14.9	\$29.7	\$108.1	\$0.0	\$167.8

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

EAST SIDE ACCESS

G - 809

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 EAST SIDE ACCESS								
01 3rd Party EAC Needs - Manhattan	NE	0.0	45.9	11.2	16.2	0.0	0.0	73.2
02 3rd Party EAC Needs - Queens/Harold	NE	0.0	13.1	0.0	0.8	0.0	0.0	13.9
03 3rd Party EAC Needs - Systems	NE	0.0	24.4	31.7	20.6	0.0	0.0	76.7
04 3rd Party EAC Needs - Other	NE	0.0	6.5	0.0	0.0	0.0	0.0	6.5
05 Force Account EAC Needs - Direct	NE	0.0	0.0	1.3	0.2	0.0	0.0	1.6
06 Force Account EAC Needs - Indirect	NE	0.0	7.7	9.4	0.6	4.9	0.0	22.7
07 Soft Costs EAC Needs - Design/CPS	NE	0.0	25.7	0.0	2.7	4.0	0.0	32.5
08 Soft Costs EAC Needs - PM	NE	0.0	2.3	12.2	3.8	0.0	0.0	18.2
09 Soft Costs EAC Needs - CM	NE	0.0	63.7	8.6	6.5	0.0	0.0	78.8
11 OCIP - EAC Needs	NE	0.0	25.3	11.7	9.2	0.0	0.0	46.2
12 Rolling Stock	NE	0.0	0.0	0.0	194.5	0.0	0.0	194.5
13 Real Estate	NE	0.0	0.0	0.0	43.1	11.0	0.0	54.2
15 LIRR Force Account - Harold Stage 4	NE	0.0	0.0	11.9	1.0	0.0	0.0	12.8
16 48th Street Entrance at 415 Madison	NE	0.0	0.0	0.0	30.1	0.0	0.0	30.1
17 Materials Warranties	NE	0.0	0.0	0.0	14.7	0.0	0.0	14.7
18 Utility Allowance Package	NE	0.0	2.8	0.0	8.1	8.1	0.0	19.0
19 LIRR Operating Support Services	NE	0.0	5.6	0.0	1.7	0.0	0.0	7.3
20 FA System Testing & Commissioning	NE	0.0	8.1	0.0	5.3	0.0	0.0	13.4
21 LIRR Force Account - Harold Stage 3	NE	0.0	0.0	3.8	0.0	0.0	0.0	3.8
23 CM Office Costs (Northern Blvd)	NE	0.0	1.4	0.9	0.0	0.0	0.0	2.3
26 Amtrak Operating Support Services	NE	0.0	2.5	0.0	0.0	0.0	0.0	2.5
99 ESA Program Reserve	NE	0.0	0.0	0.0	68.3	5.0	0.0	73.3
Element Total 01		\$0.0	\$235.0	\$102.7	\$427.5	\$33.0	\$0.0	\$798.2
Category Total 809		\$0.0	\$235.0	\$102.7	\$427.5	\$33.0	\$0.0	\$798.2

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 FULL LENGTH SECOND AVE SUBWAY								
02 SAS 2 Construction Management	NE	0.0	0.0	0.0	0.0	141.3	0.0	141.3
03 SAS 2 Real Estate	NE	0.0	0.0	75.0	0.0	40.4	0.0	115.4
04 SAS 2 Heavy Civil at 125th, TBM Tunnel	NE	0.0	0.0	0.0	0.0	627.6	0.0	627.6
05 SAS 2 106/116th Heavy Civil/Struct	NE	0.0	0.0	0.0	0.0	0.0	903.3	903.3
06 SAS 2 Finishes & Fit-out	NE	0.0	0.0	0.0	0.0	0.0	2,273.5	2,273.5
08 SAS 2 OCIP	NE	0.0	0.0	0.0	0.0	113.9	113.9	227.7
09 SAS 2 Artwork	NE	0.0	0.0	0.0	0.0	6.0	0.0	6.0
98 SAS 2 Reserve	NE	0.0	0.0	0.0	0.0	469.2	469.2	938.3
Element Total 01		\$0.0	\$0.0	\$75.0	\$0.0	\$1,398.3	\$3,759.9	\$5,233.2
Category Total 810		\$0.0	\$0.0	\$75.0	\$0.0	\$1,398.3	\$3,759.9	\$5,233.2

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Capital Construction Company

PENN STATION ACCESS

G - 811

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 PENN STATION ACCESS								
02 Program Management	NE	0.0	0.0	1.7	0.0	16.3	0.0	18.0
03 Construction Management	NE	0.0	102.4	3.0	0.0	35.0	0.0	140.5
08 Shops & Yards	NE	0.0	0.0	146.9	0.0	0.0	0.0	146.9
11 Force Account	NE	0.0	0.0	201.5	0.0	17.2	0.0	218.6
12 Real Estate	NE	1.5	0.4	0.8	60.0	101.2	0.0	163.9
13 Owner Controlled Insurance Program (OCIP)	NE	0.0	0.0	94.5	0.0	37.0	0.0	131.4
14 Design-Build	NE	0.0	1,499.7	0.0	0.0	0.0	0.0	1,499.7
20 Fleet Purchase	NE	0.0	0.0	0.0	0.0	512.0	0.0	512.0
99 PSA Program Reserve	NE	0.0	0.0	0.0	0.0	58.9	58.8	117.6
Element Total 01		\$1.5	\$1,602.5	\$448.4	\$60.0	\$777.6	\$58.8	\$2,948.7
Category Total 811		\$1.5	\$1,602.5	\$448.4	\$60.0	\$777.6	\$58.8	\$2,948.7

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Numbers may not add due to rounding

Capital Construction Company

LIRR EXPANSION PROJECT

G - 813

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 LIRR EXPANSION PROJECT								
03 D-B Construction Contract	NE	284.1	0.0	0.0	0.0	0.0	0.0	284.1
07 Force Account Construction	NE	0.0	0.0	49.8	0.3	0.0	0.0	50.1
09 Force Account Support	NE	0.0	53.0	0.0	0.0	0.0	0.0	53.0
11 Force Account Project Management	NE	0.0	0.0	0.0	3.6	0.0	0.0	3.6
12 Force Account Design	NE	0.0	0.0	0.0	1.1	0.0	0.0	1.1
13 Force Account Reserve	NE	0.0	0.0	0.0	8.0	0.0	0.0	8.0
14 3P Project Management Contract	NE	25.2	0.0	0.0	0.0	0.0	0.0	25.2
15 MTACC Project Management	NE	0.0	0.1	0.0	0.8	0.0	0.0	0.9
17 Project Administration (Other Costs)	NE	1.0	0.0	0.0	0.0	0.0	0.0	1.0
18 Owner Controlled Insurance Program (OCIP)	NE	0.0	11.5	0.0	0.1	0.0	0.0	11.6
Element Total 01		\$310.3	\$64.6	\$49.8	\$13.9	\$0.0	\$0.0	\$438.5
Category Total 813		\$310.3	\$64.6	\$49.8	\$13.9	\$0.0	\$0.0	\$438.5

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Numbers may not add due to rounding

Capital Construction Company

REGIONAL INVESTMENTS

G - 814

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 REGIONAL INVESTMENTS								
01 Eastbound Reroute	NE	0.0	204.4	0.0	6.2	5.1	0.0	215.6
02 Westbound Bypass	NE	0.0	0.0	0.0	0.6	187.6	0.0	188.2
03 Loop & T Interlocking	NE	0.0	10.9	0.0	0.0	0.0	0.0	10.9
04 Amtrak Direct Force Account	NE	0.0	1.9	7.1	5.4	5.4	0.0	19.8
05 LIRR Direct Force Account	NE	0.0	0.7	0.0	2.9	2.9	0.0	6.5
06 PM/CM	NE	0.0	26.2	35.8	2.4	17.3	0.0	81.6
07 Design/CPS	NE	0.0	1.0	1.7	3.3	0.6	0.0	6.6
08 Rolling Stock	NE	0.0	0.0	0.0	50.0	0.0	0.0	50.0
10 OCIP	NE	0.0	0.0	6.6	0.0	0.0	0.0	6.6
16 Harold Catenary Work	NE	24.9	0.0	3.5	4.4	2.3	0.0	35.0
17 B/C Approach	NE	0.0	2.7	0.0	2.8	0.0	0.0	5.4
18 Amtrak Access and Protection	NE	0.0	2.5	0.0	0.0	0.0	0.0	2.5
19 LIRR Access and Protection	NE	0.0	7.9	0.0	0.0	0.1	0.0	8.0
20 Other Regional Investments Support	NE	0.0	0.0	1.1	0.3	0.3	0.0	1.7
99 RI Program Reserve	NE	0.0	0.0	0.0	0.0	2.0	0.0	2.0
Element Total 01		\$24.9	\$258.2	\$55.7	\$78.2	\$223.5	\$0.0	\$640.5
Category Total 814		\$24.9	\$258.2	\$55.7	\$78.2	\$223.5	\$0.0	\$640.5

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 PENN RECONSTRUCTION								
01 GEC Contract	NE	0.0	0.0	60.8	0.0	9.2	0.0	70.0
02 Penn Reconstruction Support	NE	0.0	0.0	1.2	2.5	26.3	0.0	30.0
Element Total 01		\$0.0	\$0.0	\$62.0	\$2.5	\$35.5	\$0.0	\$100.0
Category Total 815		\$0.0	\$0.0	\$62.0	\$2.5	\$35.5	\$0.0	\$100.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

MISCELLANEOUS G - 816

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MISCELLANEOUS								
01 Misc Engineering/Prog Support	NE	0.0	31.1	3.5	29.7	30.6	20.0	114.8
02 MTA Indep. Engineering Consultant	NE	0.0	2.3	0.0	11.7	2.9	0.0	16.8
04 C&D Engineering	NE	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Element Total 01		\$0.0	\$33.4	\$3.5	\$41.4	\$33.5	\$20.0	\$131.8
Category Total 816		\$0.0	\$33.4	\$3.5	\$41.4	\$33.5	\$20.0	\$131.8
TOTAL PROGRAM		\$336.7	\$2,193.7	\$797.0	\$623.4	\$2,501.4	\$3,838.6	\$10,290.9

* Represents values less than \$50,000

Numbers may not add due to rounding

CPRB Agency Summary

AGENCY	Commitments (\$ in millions)						Total All Years
	2020	2021	2022	2023	2024	Post 2024	
TOTAL New York City Transit	\$1,017.7	\$2,294.6	\$7,533.6	\$7,832.0	\$11,251.6	\$4,034.3	\$33,963.7
TOTAL Long Island Rail Road	\$423.9	\$364.3	\$764.6	\$1,050.6	\$743.1	\$99.8	\$3,446.4
TOTAL Metro-North Railroad	\$64.9	\$455.7	\$691.5	\$523.7	\$1,434.9	\$237.2	\$3,407.9
TOTAL MTA Bus Company	\$0.0	\$77.6	\$260.6	\$127.2	\$234.8	\$139.1	\$839.3
TOTAL MTA Interagency	\$8.3	\$6.7	\$14.9	\$29.7	\$108.1	\$0.0	\$167.8
Core Subtotal	\$1,514.9	\$3,198.9	\$9,265.1	\$9,563.2	\$13,772.6	\$4,510.3	\$41,825.1
TOTAL Capital Construction Company	\$336.7	\$2,193.7	\$797.0	\$623.4	\$2,501.4	\$3,838.6	\$10,290.9
TOTAL 2020-2024 CPRB PROGRAM	\$1,851.7	\$5,392.6	\$10,062.1	\$10,186.7	\$16,274.0	\$8,348.9	\$52,116.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

STRUCTURES

D - 801

ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	Commitments (\$ in millions)					Post 2024	Total All Years
			2020	2021	2022	2023	2024		
AW AGENCY-WIDE									
04	Program Contingency		0.0	0.0	0.0	0.0	4.9	0.0	4.9
X3	Structural Health Monitoring	SI	0.0	0.0	0.0	0.0	2.0	0.0	2.0
Element Total AW			\$0.0	\$0.0	\$0.0	\$0.0	\$6.9	\$0.0	\$6.9
BW BRONX-WHITESTONE BRIDGE									
14	Miscellaneous Structural Rehabilitation	NR	0.7	27.0	0.0	0.0	0.0	0.0	27.8
Element Total BW			\$0.7	\$27.0	\$0.0	\$0.0	\$0.0	\$0.0	\$27.8
CB CROSS BAY BRIDGE									
30	Structural Rehabilitation of CBB	NR	1.0	0.7	34.0	0.0	0.0	0.0	35.7
Element Total CB			\$1.0	\$0.7	\$34.0	\$0.0	\$0.0	\$0.0	\$35.7
HC HUGH L. CAREY TUNNEL									
48	Rehabilitation of Tunnel Entrance/Exit - Manh	NR	0.0	0.0	0.1	4.3	0.0	16.2	20.6
Element Total HC			\$0.0	\$0.0	\$0.1	\$4.3	\$0.0	\$16.2	\$20.6
HH HENRY HUDSON BRIDGE									
36	Dyckman Street Substations Upgrade	NR	2.7	42.5	4.5	0.0	0.0	0.0	49.6
37	Upper Level North Abutment & Retaining Wall R	NR	0.0	0.0	0.4	8.5	0.0	0.0	8.9
Element Total HH			\$2.7	\$42.5	\$4.9	\$8.5	\$0.0	\$0.0	\$58.5
MP MARINE PARKWAY BRIDGE									
16	Miscellaneous Steel Repairs	NR	0.0	0.0	9.0	0.0	0.0	0.0	9.0
Element Total MP			\$0.0	\$0.0	\$9.0	\$0.0	\$0.0	\$0.0	\$9.0
RK ROBERT F. KENNEDY BRIDGE									
04	Ward's Island/Queens Anchorage Rehabilitation	NR	1.5	0.0	0.0	48.2	0.0	0.0	49.7
19	Suspended Span Retrofit	NR	4.2	10.6	0.0	470.8	0.0	0.0	485.5
70	Structural Repairs/Flag Repairs	NR	14.7	0.1	0.0	11.7	0.0	0.0	26.5
81	Facility Interoperability Improvements	NR	4.9	0.0	0.0	0.0	0.0	0.0	4.9
83	Lift Span Fender Upgrades	NR	0.8	32.0	0.0	0.0	0.0	0.0	32.8
93	Reconstruct / Relocate RI Ramps (QR & RM)	SI	0.0	1.1	123.4	7.7	0.0	0.0	132.2
Element Total RK			\$26.1	\$43.8	\$123.4	\$538.4	\$0.0	\$0.0	\$731.7
TN THROGS NECK BRIDGE									
49	Main Cable and Suspender Rope Investigation	NR	0.0	0.0	0.0	15.0	0.0	0.0	15.0
52	Miscellaneous Structural Rehabilitation	NR	0.0	1.2	0.8	4.2	1.0	0.0	7.2
87	Anchorage & Tower Protection	NR	0.0	0.0	0.0	19.0	143.5	0.0	162.5
Element Total TN			\$0.0	\$1.2	\$0.8	\$38.2	\$144.5	\$0.0	\$184.8
VN VERRAZZANO-NARROWS BRIDGE									
32	Steel Repair & Concrete Rehabilitation	NR	0.0	0.0	0.0	0.0	35.0	0.0	35.0
8Q	VNB Cable Dehumidification-Phase 1	SI	0.0	0.0	0.0	0.0	211.0	0.0	211.0
Element Total VN			\$0.0	\$0.0	\$0.0	\$0.0	\$246.0	\$0.0	\$246.0
Category Total 801			\$30.5	\$115.2	\$172.1	\$589.4	\$397.4	\$16.2	\$1,320.8

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

ROADWAYS & DECKS

D - 802

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
HH HENRY HUDSON BRIDGE								
07 Shared Use Path	SI	0.0	0.0	0.0	17.6	0.0	0.0	17.6
14 Deck Rehabilitation and Resurfacing	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
Element Total HH		\$0.0	\$0.0	\$0.0	\$17.6	\$0.0	\$0.0	\$17.6
RK ROBERT F. KENNEDY BRIDGE								
75 Deck Rehabilitation & Overlay	NR	8.6	0.0	0.0	0.0	0.0	0.0	8.6
90 Widening of S/B FDR Drive - 125 St to 116 St DES	SI	0.0	1.5	2.5	28.2	0.0	0.0	32.3
Element Total RK		\$8.7	\$1.5	\$2.5	\$28.2	\$0.0	\$0.0	\$40.9
VN VERRAZZANO-NARROWS BRIDGE								
81 Lower Level Main Span Deck Rehabilitation	NR	0.0	0.0	4.2	97.8	0.0	0.0	102.0
84 Ph.2 -Reconstruction of Upper Level Approach	NR	0.0	0.0	0.0	0.0	554.4	0.0	554.5
86 Widening Belt Parkway, Phase 1B	SI	0.0	0.0	37.5	3.0	0.0	0.0	40.5
Element Total VN		\$0.0	\$0.0	\$41.7	\$100.8	\$554.4	\$0.0	\$697.0
Category Total 802		\$8.7	\$1.5	\$44.2	\$146.6	\$554.4	\$0.0	\$755.5

* Represents values less than \$50,000

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Bridges and Tunnels

**TSMO
D - 803**

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
AW AGENCY-WIDE								
36 Fiber Optic Infrastructure and Integration	SI	0.0	0.0	0.0	0.0	0.0	6.2	6.2
52 Traffic Detection/Incident Mgmt. Systems	SI	0.0	0.0	0.0	0.0	5.9	0.8	6.7
57 ATMS Enhancements & Upgrades/OCCC System	SI	0.0	0.0	0.0	0.0	12.7	1.4	14.1
65 Toll Collection System Rehabilitation/Upgrade	NR	0.0	0.0	1.8	5.8	0.0	0.0	7.6
80 Adv. Traveler Info. Systems (ATIS) & VMS Upgrade	NR	0.0	0.0	0.5	0.0	0.9	9.3	10.7
Element Total AW		\$0.0	\$0.0	\$2.3	\$5.8	\$19.5	\$17.7	\$45.3
Category Total 803		\$0.0	\$0.0	\$2.3	\$5.8	\$19.5	\$17.7	\$45.3

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Bridges and Tunnels

UTILITIES D - 804

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
AW AGENCY-WIDE								
11 Replacement & Upgrade of Fueling Systems	NR	0.0	0.0	0.0	0.0	6.4	0.0	6.4
73 Rehab/Replace Facility Monitoring & Safety Sy	NR	0.0	0.0	2.6	39.5	0.0	0.0	42.2
Element Total AW		\$0.0	\$0.0	\$2.6	\$39.5	\$6.4	\$0.0	\$48.6
BW BRONX-WHITESTONE BRIDGE								
96 Lighting, Power Redundancy & Resiliency Imprv	NR	2.3	0.0	64.6	5.2	0.0	0.0	72.2
98 Cable Dehumidification and Miscellaneous Work	SI	0.0	0.0	0.0	0.0	0.0	3.0	3.0
Element Total BW		\$2.3	\$0.0	\$64.6	\$5.2	\$0.0	\$3.0	\$75.2
HC HUGH L. CAREY TUNNEL								
83 Installation of Fire Suppression System	SI	0.1	0.0	0.0	1.5	0.0	0.0	1.6
Element Total HC		\$0.1	\$0.0	\$0.0	\$1.5	\$0.0	\$0.0	\$1.6
MP MARINE PARKWAY BRIDGE								
09 Electrical Rehabilitation (Elevator)	NR	0.6	24.5	0.0	0.0	0.0	0.0	25.1
Element Total MP		\$0.6	\$24.5	\$0.0	\$0.0	\$0.0	\$0.0	\$25.1
QM QUEENS MIDTOWN TUNNEL								
85 Installation of Fire Suppression System	SI	0.1	0.0	0.0	1.6	0.0	0.0	1.6
Element Total QM		\$0.1	\$0.0	\$0.0	\$1.6	\$0.0	\$0.0	\$1.6
TN THROGS NECK BRIDGE								
58 Electrical Resiliency Improvements	NR	0.0	0.0	0.0	0.0	0.0	6.5	6.5
85 Bridge Structural Lighting & Misc Struct Upgrade	NR	0.0	0.0	0.0	14.2	0.0	0.0	14.2
Element Total TN		\$0.0	\$0.0	\$0.0	\$14.2	\$0.0	\$6.5	\$20.7
VN VERRAZZANO-NARROWS BRIDGE								
12 Misc. Bridge Lighting & Electrical Improvement	NR	1.5	0.1	15.4	21.7	0.0	0.0	38.7
Element Total VN		\$1.5	\$0.1	\$15.4	\$21.7	\$0.0	\$0.0	\$38.7
Category Total 804		\$4.6	\$24.7	\$82.6	\$83.7	\$6.4	\$9.5	\$211.6

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

BUILDINGS & SITES D - 805

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
AW AGENCY-WIDE								
12 Hazardous Materials Abatement	NR	0.3	0.6	0.8	0.3	0.0	3.0	5.0
X9 Service Building Upgrades	NR	0.0	0.0	0.0	8.2	0.0	0.0	8.2
Element Total AW		\$0.3	\$0.6	\$0.8	\$8.5	\$0.0	\$3.0	\$13.2
HC HUGH L. CAREY TUNNEL								
80 Rehabilitation of HCT Ventilation/Service Bui	NR	0.0	5.1	0.0	0.0	0.0	0.0	5.1
Element Total HC		\$0.0	\$5.1	\$0.0	\$0.0	\$0.0	\$0.0	\$5.1
QM QUEENS MIDTOWN TUNNEL								
36 Rehabilitation Ventilation/Service Buildings	NR	0.0	0.0	31.2	0.0	0.0	0.0	31.2
Element Total QM		\$0.0	\$0.0	\$31.2	\$0.0	\$0.0	\$0.0	\$31.2
RK ROBERT F. KENNEDY BRIDGE								
82 Storage Facility for Spare Parts & Materials	SI	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Element Total RK		\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
Category Total 805		\$0.6	\$5.7	\$32.0	\$8.5	\$0.0	\$3.0	\$49.8

* Represents values less than \$50,000

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Bridges and Tunnels

MISCELLANEOUS

D - 806

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
AW Agency-Wide								
10 EAM	SI	0.0	0.0	0.0	0.0	4.4	0.0	4.4
15 MTA Independent Engineer		2.6	0.0	0.0	0.0	0.0	0.0	2.6
18 Protective Liability Insurance		0.9	0.4	6.6	0.0	0.0	0.0	8.0
21 Program Administration		2.1	3.4	1.9	2.3	0.0	0.0	9.7
22 Miscellaneous		0.0	1.8	0.9	1.4	0.0	0.0	4.1
28 Scope Development		0.0	2.2	0.7	3.0	5.2	0.0	11.1
29 Preliminary Design		0.0	0.0	0.0	3.1	8.9	0.0	12.0
85 TEA - Reserve	SI	0.0	0.0	0.0	1.0	1.0	0.0	2.0
94 Small Business Mentoring Program		1.5	2.7	2.5	0.0	1.2	2.0	9.8
Element Total AW		\$7.0	\$10.5	\$12.5	\$10.9	\$20.7	\$2.0	\$63.6
MP MARINE PARKWAY BRIDGE								
X1 Operational Improvement	SI	0.0	3.4	0.0	0.0	0.0	0.0	3.4
Element Total MP		\$0.0	\$3.4	\$0.0	\$0.0	\$0.0	\$0.0	\$3.4
VN VERRAZZANO-NARROWS BRIDGE								
X1 Install Safety Fencing on Both Levels of the VNB	SI	0.0	38.1	0.0	0.0	0.0	0.0	38.1
Element Total VN		\$0.0	\$38.1	\$0.0	\$0.0	\$0.0	\$0.0	\$38.1
Category Total 806		\$7.1	\$52.0	\$12.5	\$10.9	\$20.7	\$2.0	\$105.2

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Bridges and Tunnels

STRUCTURAL PAINTING

D - 807

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
BW BRONX-WHITESTONE BRIDGE								
PT BW Facility-Wide Painting Program	NR	0.0	9.9	0.0	0.0	0.0	0.0	9.9
Element Total BW		\$0.0	\$9.9	\$0.0	\$0.0	\$0.0	\$0.0	\$9.9
MP MARINE PARKWAY BRIDGE								
PT MP Facility-Wide Painting Program	NR	1.8	13.7	0.0	0.0	0.0	0.0	15.5
Element Total MP		\$1.8	\$13.7	\$0.0	\$0.0	\$0.0	\$0.0	\$15.5
RK ROBERT F. KENNEDY BRIDGE								
19 Zone/Maintenance Painting of Suspended Spans	NR	0.0	0.0	0.0	43.3	0.0	0.0	43.3
PT RK Facility-Wide Painting Program	NR	0.2	22.1	18.2	0.0	0.0	0.0	40.5
Element Total RK		\$0.2	\$22.1	\$18.2	\$43.3	\$0.0	\$0.0	\$83.8
TN THROGS NECK BRIDGE								
PT TN Facility-Wide Painting Program	NR	0.0	0.0	4.9	57.8	0.0	0.0	62.7
Element Total TN		\$0.0	\$0.0	\$4.9	\$57.8	\$0.0	\$0.0	\$62.7
VN VERRAZZANO-NARROWS BRIDGE								
81 VN Painting	NR	0.0	0.0	0.6	19.1	0.0	0.0	19.6
84 VN-Paint Brooklyn Ramps	NR	0.0	0.0	0.0	0.0	16.4	0.0	16.4
PT VN Facility-Wide Painting Program	NR	0.0	0.0	0.6	123.1	3.5	0.0	127.2
Element Total VN		\$0.0	\$0.0	\$1.2	\$142.2	\$19.9	\$0.0	\$163.2
Category Total 807		\$2.1	\$45.7	\$24.2	\$243.3	\$19.9	\$0.0	\$335.1
TOTAL PROGRAM		\$53.6	\$244.8	\$369.8	\$1,088.2	\$1,018.4	\$48.4	\$2,823.2

* Represents values less than \$50,000

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CBD Tolling Program

CBD TOLLING PROGRAM PROJECT

C - 801

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
CP CBD Tolling Program								
01 CBDT - Exploratory Work	SI	4.3	0.0	0.0	0.0	0.0	0.0	4.3
02 CBDT - Program Management	SI	68.2	2.2	2.7	12.4	0.0	0.0	85.5
03 CBDT - Design-Build & Integrate	SI	272.4	0.0	0.0	0.0	0.0	0.0	272.4
04 CBDT - Customer Service Ctr.	SI	16.5	0.0	16.1	0.8	0.0	0.0	33.4
05 CBDT - Inter-Agency Agreements	SI	6.1	0.0	0.0	0.0	0.0	0.0	6.1
06 CBDT - Program Contingency	SI	0.0	0.0	0.0	36.7	64.6	0.0	101.3
Element Total CP		\$367.5	\$2.2	\$18.8	\$49.9	\$64.6	\$0.0	\$503.0
Category Total 801		\$367.5	\$2.2	\$18.8	\$49.9	\$64.6	\$0.0	\$503.0
TOTAL PROGRAM		\$367.5	\$2.2	\$18.8	\$49.9	\$64.6	\$0.0	\$503.0

* Represents values less than \$50,000

Numbers may not add due to rounding

B&T AGENCY SUMMARY

AGENCY	Commitments (\$ in millions)						Total All Years
	2020	2021	2022	2023	2024	Post 2024	
TOTAL CBD Tolling Program	\$367.5	\$2.2	\$18.8	\$49.9	\$64.6	\$0.0	\$503.0
TOTAL Bridges and Tunnels	\$53.6	\$244.8	\$369.8	\$1,088.2	\$1,018.4	\$48.4	\$2,823.2
TOTAL B&T	\$421.1	\$246.9	\$388.7	\$1,138.2	\$1,083.0	\$48.4	\$3,326.2

* Represents values less than \$50,000

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All Agency Summary

AGENCY	Commitments (\$ in millions)						Total All Years
	2020	2021	2022	2023	2024	Post 2024	
TOTAL New York City Transit	\$1,017.7	\$2,294.6	\$7,533.6	\$7,832.0	\$11,251.6	\$4,034.3	\$33,963.7
TOTAL Long Island Rail Road	\$423.9	\$364.3	\$764.6	\$1,050.6	\$743.1	\$99.8	\$3,446.4
TOTAL Metro-North Railroad	\$64.9	\$455.7	\$691.5	\$523.7	\$1,434.9	\$237.2	\$3,407.9
TOTAL MTA Bus Company	\$0.0	\$77.6	\$260.6	\$127.2	\$234.8	\$139.1	\$839.3
TOTAL MTA Interagency	\$8.3	\$6.7	\$14.9	\$29.7	\$108.1	\$0.0	\$167.8
Core Subtotal	\$1,514.9	\$3,198.9	\$9,265.1	\$9,563.2	\$13,772.6	\$4,510.3	\$41,825.1
TOTAL Capital Construction Company	\$336.7	\$2,193.7	\$797.0	\$623.4	\$2,501.4	\$3,838.6	\$10,290.9
TOTAL 2020-2024 CPRB PROGRAM	\$1,851.7	\$5,392.6	\$10,062.1	\$10,186.7	\$16,274.0	\$8,348.9	\$52,116.0
TOTAL Bridges and Tunnels	\$53.6	\$244.8	\$369.8	\$1,088.2	\$1,018.4	\$48.4	\$2,823.2
TOTAL CBD Tolling Program	\$367.5	\$2.2	\$18.8	\$49.9	\$64.6	\$0.0	\$503.0
TOTAL 2020-2024 CAPITAL PROGRAM	\$2,272.7	\$5,639.5	\$10,450.8	\$11,324.8	\$17,357.1	\$8,397.3	\$55,442.2

* Represents values less than \$50,000

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CAPITAL PROGRAM

new.mta.info/2020CapitalProgram