

MTA Capital Program 2015–2019

Renew. Enhance. Expand.



**CAPITAL
PROGRAM**

mta.info/capital

Amendment No. 6
As Proposed to the MTA Board October 30, 2024

The proposed MTA 2015-2019 Capital Program amendment encompasses \$33.618 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 and the customer experience. 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.

Since the September 2019 amendment to the 2015-2019 Capital Program, the MTA has incorporated various changes to the program. Program changes include updates to timing and cost estimates of existing projects, identified new needs at the agencies, advancing of priority projects and deferral of others, addition of external funds for projects and the reallocation of dollars between different phases of priority projects to support delivery. Bridges and Tunnels (B&T), which does not require CPRB approval, is also proposing changes to reduce the program envelope based on substantial completion of most of the projects within this program. As a result of these and other changes, the total program decreases from \$33.913 billion to \$33.618 billion. Changes to the program are summarized below.

Table 1
MTA 2015-2019 Capital Program Amendment All Agency Summary (\$ in millions)

| | Approved Program | Proposed Program | Change |
|----------------------------------|------------------|------------------|----------------|
| CPRB Core Capital Program | | | |
| New York City Transit | \$16,742 | \$16,750 | \$8 |
| Long Island Rail Road | 3,631 | 3,678 | 47 |
| Metro-North Railroad | 2,464 | 2,464 | 0 |
| MTA Bus | 376 | 376 | 0 |
| MTA Interagency | 243 | 174 | (69) |
| CPRB Core Subtotal | \$23,457 | \$23,441 | (\$15) |
| Network Expansion | 7,520 | 7,507 | (13) |
| CPRB Program Total | \$30,977 | \$30,948 | (\$28) |
| Bridges and Tunnels | 2,936 | 2,670 | (266) |
| Total MTA Capital Program | \$33,913 | \$33,619 | (\$294) |

Numbers may not total due to rounding

Program Evolution and Proposed Changes

The original \$32.046 billion MTA 2015-2019 Capital Program, which included \$28.990 billion for CPRB agencies and \$3.056 billion for the self-funded B&T program, was approved by the MTA Board in September 2014. The \$28.990 billion program was subsequently submitted to the CPRB in October 2014. That program was vetoed by the CPRB without prejudice in October 2014. In preparation for its resubmission, the MTA and agency staff responded to Governor Cuomo's challenge to reduce the program's cost by six to eight percent.

A refocused 2015-2019 Capital Program that included \$28.956 billion for the MTA's 2015-2019 Capital Program, of which \$2.856 billion was self-funded by B&T and \$26.100 billion of that required review and approval of the CPRB, was approved by the MTA Board in October 2015. Then, some revisions were made to the proposed program, addressing concerns of stakeholders, including the Legislature. The changes included adding +\$500 million in proposed New Starts funding for Second Avenue Subway Phase 2, increasing the project's funding allocation in the capital program to \$1.035 billion. The only other changes to the program were advancing station enhancement work, as well as MTA work at the LIRR's Mets-Willets station in support of regional mobility initiatives. These limited changes did not affect agency overall allocations approved by the MTA Board in October 2015. On April 20, 2016, the Board approved the proposed \$29.456 billion capital program, including \$2.856 billion for B&T. The CPRB approved the \$26.600 billion CPRB portion on May 23, 2016.

In February 2017, the MTA Board approved an amendment (amendment #1) to this Capital Program adding +\$399 million in station investments. Only the New York City Transit (NYCT) and LIRR portions of the program were affected with no change to the overall NYCT program and a +\$119 million increase to the LIRR portion of the program. The \$119 million increase was funded by surpluses in prior Capital Programs that had been set aside to progress regional mobility. The net balance of the \$399 million was funded through adjustments within the NYCT and LIRR programs. This amendment was approved by the CPRB in March of 2017 with the CPRB portion of the program increasing to \$26.719 billion and the full program value increasing from \$29.456 billion to \$29.575 billion.

In May 2017, the MTA Board approved an amendment (amendment #2) to increase the total Capital Program from \$29.575 billion to \$32.457 billion. The CPRB portion of the program increased from \$26.719 billion to \$29.517 billion. Changes to the program included the following: (a) Updates to agency core programs to include critical priority projects such as station enhancement work, bus fleet amenities, train arrival information, and investments at Penn Station, as well as adjustments to update project budgets and schedules; (b) The inclusion of a new regional mobility project to expand the LIRR's Main Line; (c) Additional required funding to meet needs for Second Avenue Subway Phase 2; and (d) A new Cashless

Tolling (Open Road Tolling) program of projects at B&T with corresponding program rebalances to accommodate this new direction. The CPRB portion was deemed approved in July 2017.

On April 25, 2018, the MTA Board approved an amendment (amendment #3) to the program, increasing it from \$32.457 billion to \$33.270 billion. The CPRB portion of the program increased from \$29.517 billion to \$30.334 billion and B&T's program was reduced from \$2.940 billion to \$2.936 billion. Changes to the program included: (a) Updated project assumptions to reflect the cost estimates and timing of ongoing projects; (b) Consolidation of City of New York-sponsored stations' budgets in the NYCT program; (c) Reflection of emerging new needs across the agencies; (d) Reallocating funds within the East Side Access (ESA) and Regional Investment programs; (e) Updates to B&T's capital program; and (f) Identification of capital program elements with 10% issues that require CPRB approval to progress work. The CPRB portion of the amendment was deemed approved on May 31, 2018.

On September 25, 2019, the MTA Board approved an amendment (amendment #4) to the program, increasing the overall 2015-2019 Capital Program from \$33.270 billion to \$33.913 billion. The CPRB portion of the program increased from \$30.334 billion to \$30.977 billion and B&T's program was unchanged at \$2.936 billion. The amendment contained: (a) Modifications based on updated project assumptions that reflected the cost estimates and timing of ongoing projects and emerging needs, notably the addition of new projects to make four NYCT stations accessible; (b) Envelope increases, accompanied by new projects, recognizing the addition of external funding, notably several LIRR projects: the Elmont Station project funded by \$105.5 million from Empire State Development Corporation and two Penn Station New York (PSNY) – 33rd Corridor projects, funded by \$424 million from New York State, to complete the new LIRR entrance and transform the LIRR main corridor; (c) A net reduction in the MTA Network Expansion budget of \$132 million due to \$111 million of ESA administrative budget transfers from three prior capital programs into ESA in the 2015-2019 program, more than offset by an interagency reallocation of \$243 million, to be repaid in the 2020-2024 program, from Network Expansion to the LIRR reflecting relative timing of project needs; (d) Transfers of scope to B&T's 2010-2014 Sandy program to utilize surplus budgets there, freeing up budget for other 2015-2019 program projects; and (e) Elements with 10% increases which required CPRB approval. The CPRB portion of the amendment was deemed approved on February 21, 2020.

On June 27, 2023, the MTA Board approved a funding-only amendment (amendment #5) to the 2015-2019 Capital Program which addressed funding changes within Network Expansion's Second Avenue Subway Phase 2 project. There were no budget changes to the project or to the program so no blue pages were required. The CPRB portion of the amendment was deemed approved on July 31, 2023.

Investment Summary

Proposed Capital Program Amendment

The proposed amendment (amendment #6) decreases the overall 2015-2019 Capital Program from \$33.913 billion to \$33.619 billion. The CPRB portion of the program decreases from \$30.977 billion to \$30.948 billion and B&T's program changed from \$2.936 billion to \$2.670 billion. The proposed amendment contains: (a) Modifications based on updated project assumptions that reflect the cost estimates and timing of ongoing projects and emerging needs (b) Envelope increases recognizing the addition of external funding; (c) Removal of (-\$85 million) of surplus funding from the MTA Interagency program; (d) Removal of (-\$225 million) of surplus funds from the B&T portion of the Capital Program; and (e) elements with 10% increases which require CPRB approval.

Highlights of Proposed Program Changes

Revisions to Reflect Project Cost, Schedule and Other Project Changes: The amendment identifies project changes and additions deriving from schedule updates, phasing opportunities, revised estimates at completion, emerging needs, as well as administrative split-outs of scope and budget. The project changes and additions include project increases and decreases, project deferrals, and advancement of projects. In addition to a few highlights discussed above, changes are discussed in the agency sections of this document.

Agency Budget Envelope Increases

This amendment incorporates envelope increases since 2019 which have increased some areas of the program. These include:

- +\$40.5 million in agency transfers to support the LIRR's PSNY 33rd Street Corridor project including \$10.0 million from the LIRR's older capital programs and \$6.5 million from Metro-North's older capital programs
- +\$6.3 million from New Jersey Transit and Amtrak to support Penn 33rd Real Estate in the LIRR program
- +\$8.5 million from a Second Avenue Subway Phase 1 claim which arrived in 2020 and used to support Network Expansion's administrative category
- +\$7.5 million which went to the NYCT program due to a settlement with a contractor

Core Program Reductions

MTA Interagency includes a (-\$85 million) reduction of surplus capital program support reserves.

B&T Program Reductions

Since the 2019 amendment B&T has completed many projects and has been able to twice reduce the size of its capital program as it releases reserves. In 2023 B&T removed (-\$225 million) of surplus from its 2015-2019 Capital Program as savings. This amendment recognizes that and also removes another (-\$40 million) of additional savings from B&T's program. A further (-\$1.2 million) is administratively transferred to MTA Interagency.

Agency Element 10% Issues Pursuant to the Public Authorities Law, increases to agencies' elements greater than 10% require approval of the CPRB to be progressed. The individual agency sections show those elements that grow by greater than 10% versus the last CPRB-approved amendment of September 2019.

Program Funding

Funds currently projected for the proposed 2015-2019 Capital Program total \$33.619 billion and are summarized in Table 2, with the proposed changes described in the related narrative following the table. Table 2 also details changes effectuated by a Letter Amendment approved by the MTA Capital Program Review Board (CPRB) in July 2023. The Letter Amendment transferred \$1,543 million of future Federal Formula and Flexible funds to the 2020-2024 Capital Program in exchange for \$900 million Federal New Starts and \$643 million MTA Bonds from the 2020-2024 Program resulting in a net-zero funding envelope change.

Table 2
MTA 2015-2019 Capital Program Amendment Funding Plan (\$ in millions)

| Program Funding Plan | 2019 Approved Program | 2023 Approved Letter Amendment | 2023 Approved Change | 2024 Proposed Program | Change |
|--|-----------------------------|---|----------------------------|-----------------------------|----------------|
| Federal Formula, Flexible/CMAQ, Misc. | 6,704 | 5,161 | (1,543) | 5,114 | (46) |
| Federal Core Capacity | 100 | 100 | 0 | 100 | 0 |
| Federal New Starts | 500 | 1,400 | 900 | 1,400 | 0 |
| Federal High-Speed Rail | 122 | 122 | 0 | 122 | 0 |
| Federal Security | 19 | 19 | 0 | 18 | (0) |
| MTA Bonds & PAYGO | 10,619 | 11,263 | 643 | 11,203 | (60) |
| State of New York Capital | 9,064 | 9,064 | 0 | 9,118 | 54 |
| City of New York Capital | 2,667 | 2,667 | 0 | 2,692 | 26 |
| Asset Sales / Leases | 959 | 959 | 0 | 906 | (52) |
| Other MTA Sources | 223 | 223 | 0 | 274 | 51 |
| Total CPRB Program | \$30,977 | \$30,977 | \$0 | \$30,948 | \$(28) |
| Bridges and Tunnels Bonds & PAYGO/Cash | 2,936 | 2,936 | 0 | 2,670 | (266) |
| Total 2015-2019 Program | \$33,913 | \$33,913 | \$0 | \$33,619 | \$(294) |

Numbers may not total due to rounding.

Federal Formula, Flexible, and Miscellaneous **(\$46 million)**

The proposed amendment reduces federal funding by \$46 million. Changes include \$34 million in additional received Federal Formula funds for MTA Bus Company, \$20 million in Federal Flexible funds transferred from the 2010-2014 Program, and various adjustments totaling \$100 million to federal formula and flexible receivables to match program usage.

Federal Core Capacity **No funding change**

The Core Capacity assumption for the Canarsie Line Power and Station Improvement project remains unchanged.

Federal New Starts **No funding change**

The New Starts assumption for Second Avenue Subway Phase 2 (SAS2) in the proposed amendment remains unchanged.

Federal High-Speed Rail **No funding change**

The Federal High-Speed Rail (HSR) funding remains unchanged.

Federal Security **(\$0.3 million)**

The Federal Security funding category is reduced by \$0.3 million transferred to operating budget for direct patrol expenses.

MTA Bonds & PAYGO **(\$60 million)**

The proposed amendment combines MTA Bonds & PAYGO into a single line-item source (same as the approach in the 2020-24 program) to allow MTA to most efficiently manage the timing of bonds and PAYGO for capital program expenditures. Other changes include the transfer of \$20 million MTA Bonds to the 2010-2014 Capital Program, in exchange for Federal Flexible funds, and reduces the PAYGO contribution by \$40 million.

State of New York Capital **\$54 million**

The proposed amendment adds \$54 million of received State capital funds for SAS2.

City of New York Capital **\$26 million**

The proposed amendment adds \$26 million of the City funding for matching funds to federal grants for MTA Bus Company and depot environmental remediation work.

Asset Sales / Leases

(\$52 million)

The proposed amendment reduces Asset Sales/Leases plan value by \$52 million offsetting increases in other funding categories.

Other MTA Sources

\$51 million

The main driver of the increase in this funding category is a \$33.4 million transfer from the 2010-2014 and 2000-2004 capital programs to support LIRR 33rdst Corridor project. The increase also includes additional funding from Amtrak and NJT for Penn Master Plan and certain settlements.

Bridges and Tunnels Program Funding

(\$266 million)

This amendment reduces the B&T Capital Program funding category by \$266 million to right-size the funding envelope for good bid savings and surplus budget.

Overview – New York City Transit

The proposed amendment updates NYCT’s 2015-2019 Capital Program from \$16.742 billion to \$16.750 billion. This represents a net increase of \$7.5 million. The increase was from a settlement with a contractor.

Table 3 and the discussion that follows summarize the proposed changes to NYCT’s 2015-2019 Capital Program by investment category.

Table 3
MTA New York City Transit 2015-2019 Capital Program by Category (\$ in millions)

| Category | Approved Program | Proposed Program | Change |
|--|-------------------|-------------------|--------------|
| Subway Cars | \$1,485.7 | \$1,494.4 | \$8.7 |
| Buses | 1,200.9 | 1,213.6 | 12.7 |
| Passenger Stations | 4,894.2 | 4,899.5 | 5.3 |
| Track | 1,801.0 | 1,843.5 | 42.5 |
| Line Equipment | 181.6 | 181.1 | (0.5) |
| Line Structures | 846.8 | 810.4 | (36.4) |
| Signals & Communications | 2,981.3 | 2,988.2 | 6.9 |
| Traction Power | 736.3 | 740.8 | 4.5 |
| Shops & Yards | 380.6 | 390.2 | 9.6 |
| Depots | 277.9 | 240.2 | (37.7) |
| Service Vehicles | 351.2 | 384.6 | 33.4 |
| Miscellaneous | 1,127.8 | 1,071.3 | (56.5) |
| Staten Island Railway | 476.6 | 491.8 | 15.2 |
| Total New York City Transit Program | \$16,742.0 | \$16,749.5 | \$7.5 |

Numbers may not total due to rounding.

Since the last amendment to this Program in 2019, significant awards have been made and work progressed through construction and closeout, especially for projects from the earlier portion of the program.

The Subway Cars category increases by +\$9 million, reflecting a support cost overrun and increased test track costs related to the R211 base purchase. The Buses category increases by +\$13 million, primarily due to a budget increase for the purchase of 45 standard battery-electric buses and the construction of required charging infrastructure +\$44 million offset by budget savings in other purchases.

The Passenger Stations category increases by +\$5 million. Select projects have budget increases +\$140 million in the 2015-2019 capital program and corresponding decreases in the 2010-2014 capital program; this administrative adjustment resulted in no net budget change for these projects between the two programs and enabled the award of several Sandy contracts with high bids. Other increases include +\$17 million for additional station accessibility improvements and +\$19 million for additional station communications system investments and other miscellaneous improvements. These increases are partially offset by adjustments to the budgets of projects that are completed or in progress (-\$54 million), reprogramming or deferral of certain work to future capital programs (-\$60 million), and the administrative transfer of funds to the 2020-2024 Capital Program for 2015-2019 program work currently in construction (-\$58 million).

The Track category increase of +\$43 million reflects the final costs at completion for various track and switch projects (+\$24 million), as well as the reallocation of Subway Action Plan (SAP) funding (+\$18 million) from the Upgrade/Modernization of Signal Technology (SAP) project to a new project for Continuous Weld Rail Ph. 2 (SAP).

The Line Equipment category decreases by (-\$1 million). Increases include additional change orders during construction for a fan plant (+\$3 million) and a pump room rehabilitation design overrun (+\$6 million). The increases are offset by savings generated to reflect final charges (-\$8 million) and deferring \$1 million of deep well design work to the 2020-24 program.

The Line Structures category decreases by (-\$36 million). Major increases include unfavorable bid experience for emergency exit repairs (+\$9 million) as well as for a paint and structure repair project on the White Plains Road Line. The paint and structure repair project includes work that was originally part of the 2010-14 program to take advantage of geographic synergies (+\$50 million). Additionally, several new design-only projects are added to prepare for the 2020-24 program (+\$4 million). Offsetting these increases were savings from various projects to reflect final charges (-\$25 million) and the deferral of elevated structure netting work since the 2020-24 program includes an allocation for that work (-\$58 million). Lastly, budget is reallocated within the category to enable awards of line structure component repair work and to provide a temporary budget allocation for select Hurricane Sandy projects while funding issues are resolved.

The Signals and Communications category increases by +\$7 million to reflect an increase in the Signal Modernization element (+\$41 million), partially offset by a decrease in the Communications Systems element (-\$34 million). The increase in the signals category is primarily due to providing additional support to the CBTC Queens Boulevard West project (+\$102 million). Offsetting this increase are savings from the completion of the Kings Highway Interlocking Modernization (+\$27 million), savings from various projects to reflect final charges (\$10 million) and a net decrease of Subway Action Plan signal work, (+\$12 million). The decrease in Communications Systems reflects decreases in a radio replacement project and a real-time train arrival system, partially offset by an increase in phone communication upgrades.

The Power category increased by +\$5 million. Increases are primarily due to (a) A project with a high bid to build a new substation on the 8th Avenue Line (+\$12 million), (b) Projects that required additional design funding or support during construction (+\$9 million), (c) The establishment of design-only projects to prepare for the 2020-24 program (+\$4 million). Offsetting those increases are savings from projects to reflect final charges (-\$27 million).

The Shops and Yards category increases by +\$10 million, driven mainly by an increase at award in the Railcar Acceptance and Testing Facility project (+\$40 million). The increase is offset by a transfer of Heavy Shop Equipment purchases to a future capital program (-\$12 million) and a net decrease of (-\$18 million) in other projects. Bus depot investments decline by (-\$38 million) is a result of the deletion of the Queens Depot development project and the delay of component work to 2020-2024 window. The Service Vehicles category increases by +\$33 million, with increases at award for locomotive purchases (+\$40 million) and crane cars (+\$4 million). There are decreases offsetting a portion of this amount – support of a flatcar purchase (-\$8 million) and work truck purchases (-\$3 million).

The Misc./Emergency overall net decrease (-\$57 million) results from an adjustment to reserves and contracts that provide broad support for the capital program (-\$68 million), offset by adjustments to the budgets of projects that are completed or in progress +\$12 million.

The Staten Island Railway category increased by +\$15 million. The increase is principally due to a high bid for a radio replacement project (\$19 million), which was offset by savings from projects to reflect final charges (\$5 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 CPRB in order 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
MTA New York City Transit Elements with Increases Exceeding 10 Percent
(\$ in millions)

| Element | Approved Program | Proposed Program | Change |
|---------------|------------------|------------------|---------|
| Miscellaneous | \$365.6 | \$495.3 | \$129.7 |

Numbers may not total due to rounding

Overview – Long Island Rail Road

This proposed amendment adjusts the value and content of Long Island Rail Road (LIRR)'s 2015-2019 Capital Program. The total value of the revised program is \$3.678 billion, which is a net increase of \$46.8 million from the most recently approved program amendment (\$3.632 billion). Increases came from Interagency transfers for consolidation of the PSNY 33rd Street Phase 2 project (+\$10 million), new money from 33rd Street Corridor (+\$30.5 million) and contributions from New Jersey Transit and Amtrak for Penn 33rd Street Real Estate (+\$6.3 million).

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
MTA Long Island Rail Road 2015-2019 Capital Program by Category (\$ in millions)

| Category | Approved Program | Proposed Program | Change |
|--|------------------|------------------|---------------|
| Rolling Stock | \$611.8 | \$625.9 | \$14.1 |
| Stations | 1,181.4 | 1,229.0 | 47.6 |
| Track | 817.2 | 816.4 | (0.8) |
| Line Structures | 124.1 | 114.3 | (9.8) |
| Communications and Signals | 365.2 | 360.3 | (4.9) |
| Shops and Yards | 227.5 | 218.1 | (9.5) |
| Power | 140.1 | 130.0 | (10.1) |
| Miscellaneous | 164.1 | 184.3 | 20.2 |
| Total Long Island Rail Road Program | \$3,631.5 | \$3,678.2 | \$46.8 |

Numbers may not total due to rounding.

In the Rolling Stock category, the increase of +\$14 million dollars reflects an additional need for the longer than planned duration of the M-9 fleet procurement. Within the element, \$243 million of reserves that had been originally established for an unexercised M-9 option have now been moved into a new project to support the M-9A procurement.

In the Stations category, an overall increase of +\$48 million dollars was driven by funding needed for the Penn Station 33rd Street corridor project.

The decrease of (-\$10 million) within the Line Structures category reflects the reprogramming of most Atlantic Avenue Tunnel Hatchway Replacement work to the 2020-2024 Capital Program.

Communications and Signals is reduced by (-\$5million). This is mainly due to a reduction of (-\$1 million) in the LIRR Public Address project and (-\$3 million) in the Centralized Train Control project.

Shops and Yards is reduced by (-\$10 million) overall primarily due to a reduction of the Mid Suffolk Yard Improvements project of (-\$6 million).

The decrease in the Power category (-\$10 million) reflects a rebalancing of funds to reflect needs elsewhere in the Program.

The LIRR's Miscellaneous category increases by +\$20 million largely due to accumulated savings across the program.

Elements Exceeding 10 Percent of the Approved Program

**Table 6
LIRR Elements with Increases Exceeding 10 Percent (\$ in millions)**

| Element | Approved Program | Proposed Program | Change |
|---------------|------------------|------------------|--------|
| Miscellaneous | \$164.1 | \$184.3 | \$20.2 |

Numbers may not total due to rounding

Overview – Metro-North Railroad

The proposed amendment reallocates funding within the existing budget of \$2.464 billion in Metro-North’s 2015-2019 Capital Program. This amendment modifies the originally approved Plan to focus on critical needs, to reflect recent bids, and to align resources with funding needs, project schedules, track access, and updated procurement processes.

Table 7 and the discussion that follows summarize the proposed changes to Metro-North’s 2015-2019 Capital Program by investment category.

Table 7
Metro-North Railroad Proposed 2015-2019 Capital Program by Category (\$ in millions)

| Category | Approved Program | Proposed Program | Change |
|---|------------------|------------------|----------------|
| Rolling Stock | \$379.4 | \$381.5 | \$2.1 |
| Stations | 510.9 | 479.8 | (31.1) |
| Track and Structures | 440.6 | 431.9 | (8.7) |
| Communications and Signals | 348.0 | 359.1 | 11.1 |
| Power | 99.1 | 100.9 | 1.8 |
| Shops and Yards | 473.3 | 463.9 | (9.4) |
| Miscellaneous | 213.1 | 247.0 | 33.9 |
| Total Metro-North Railroad Program | \$2,464.5 | \$2,464.2 | (\$0.3) |

Numbers may not total due to rounding.

Metro North investments in Rolling Stock change only slightly.

The Stations category is reduced by (-\$31 million) overall. In Grand Central Terminal (GCT), critical investments to address the GCT Trainshed Shed and Park Avenue Tunnel continue. This element has been reduced by (-\$14 million) driven by efficiencies found in the development of GCT Trainshed Sector II (+\$6 million) and the deferment of the Waldorf elevators to a future Capital Program. The Outlying Stations element was reduced by (-\$18 million). Rebalancing of the Enhanced Station Initiatives allowed for a (-\$4 million) reduction as the project completed. Due to efforts to realign work at Beacon and Southeast stations with like projects the scope of Beacon and Southeast Improvements (+\$20 million) will be addressed in future Capital Programs. These savings were offset by revised estimates to complete for several projects

including Port Jervis Station Improvements, Purdy's Elevator Improvements, and Harlem Line Station Improvements which had a net increase of +\$5 million.

The Track & Structures category is reduced by (-\$9 million) overall. Revised estimates to completion dates for several projects in the Track element produced a net savings of (-\$15 million), including Rock Slope Remediation, Cyclical Track Program, Turnouts: Mainline/High Speed, Turnouts: Yards/Sidings, and Rebuild Retaining Walls. In the Structures element, the Undergrade Bridge Program increased by +11 million to reflect updated estimates for costs to complete within the Structures element. This was partially offset by savings produced from revised estimates to complete the DC Substation/Signal House Roof Replacements, and Railtop Culverts.

In the Communication and Signals category, revised estimates to complete and actual costs at project completion have resulted in increases to Harmon to Poughkeepsie Signal System (+\$2 million), Node House Roofs Mentoring Project (+\$3 million), Positive Train Control (PTC) (+\$7 million), and Harlem Wayside C&S Improvements (+\$15 million). Offsetting these increases are reductions in several projects, led principally by efficiencies found upon the completion of West of Hudson Signal Improvements (-\$10 million) and Network Infrastructure Replacement (-\$2 million). The net effect of these increases and reductions is an overall increase of +\$11 million.

In the Power category had an overall increase of +\$2 million. The Replace Motor Alternator in Signal Substations project was increased to reflect revised costs for preliminary work for the replacement of the existing signal substation (+\$2 million). City Water Substation on the Harlem Line has been increased to support a longer than anticipated project commissioning (+\$8 million). The 86th and 110th Substations Project was increased +\$3.3 million to align with updated estimates to complete. Budgets for the Traction Power Substation Improvement (-\$7 million) and Park Avenue Tunnel Power Initiatives (-\$4 million) have been reduced to better reflect work scheduled for the 2015-2019 Capital Program. In addition, Hudson & Harlem Power Rehabilitation was reduced (-\$1 million) to reflect actual costs at completion.

In the Shops and Yards category, there was a (-\$9 million) reduction. The Harmon Shop Replacement Phase V was increased by +\$3 million for the construction of the Fire Water Tank. This increase was more than offset by the reduction of West of Hudson Capacity Improvements (-\$12 million), reflecting the work scheduled for the 2015-2019 Capital Program.

Metro-North's Miscellaneous category increases by \$34 million largely due to accumulated savings across the program.

Elements Exceeding 10 Percent of the Approved Program

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

| Element | Approved Program | Proposed Program | Change |
|---------------|------------------|------------------|--------|
| Miscellaneous | \$213.1 | \$247.0 | \$33.9 |

Numbers may not total due to rounding

Overview – MTA Bus Company

This proposed amendment adjusts the content of the MTA Bus Company’s 2015-2019 Capital Program. The total value of the revised program is \$376 million, which is the same as the last level approved by the MTA Board in September 2019. The amendment adds a radio tower project, indicates savings from bus purchases and depot window replacement projects, and reflects the administrative split-out of a Compressed Natural Gas (CNG) depot upgrade project.

The (-\$3 million) net decrease in the projects with modified budgets is offset by an increase to the Accrued Savings.

Table 9 and the discussion that follows summarize the proposed changes to the MTA Bus Company’s 2015-2019 Capital Program.

Table 9
MTA Bus Company 2015-2019 Capital Program by Category (\$ in millions)

| Category | Approved Program | Proposed Program | Change |
|------------------------------|------------------|------------------|------------|
| MTA Bus Company Projects | \$376.0 | \$376.0 | \$0 |
| Total MTA Bus Program | \$376.0 | \$376.0 | \$0 |

Numbers may not total due to rounding.

There is no net budget change in the MTA Bus Company program. A new project was created for the MTA Bus portion of the East New York Radio Tower project (+\$1 million); the NYCT portion is funded in the 2010-2014 Capital Program. A subproject was administratively split out for the CNG Fuel Upgrade at Spring Creek Depot, with no impact on cost. \$4 million in savings is available from the project to Purchase 53 Articulated Buses based on pricing at award of the contract. The same occurred with the purchase of 257 express buses, resulting in savings of \$26 million. Various facilities projects resulted in a net savings of \$4 million, due mainly to bid savings. The net decrease of (-\$3 million) in the items above is being retained in the program, via an increase by that amount to 2015-2019 Capital Program accrued savings to cover any increases in remaining open projects.

Overview – MTA Interagency

The proposed amendment decreases the overall value of the Interagency portion of the 2015-2019 Capital Program by (-\$69.3 million) from \$242.8 million to \$173.5 million.

Table 10
MTA Interagency 2015-2019 Capital Program by Category (\$ in millions)

| Category | Approved Program | Proposed Program | Change |
|--------------------------------------|------------------|------------------|-----------------|
| MTA Mentoring Program Administration | \$59.3 | \$59.3 | \$0.0 |
| MTA Police Department | 38.5 | 38.5 | 0.0 |
| MTA Capital Program Support | 145.0 | 75.7 | (69.3) |
| Total MTA Interagency Program | \$242.8 | \$173.5 | (\$69.3) |

Numbers may not total due to rounding.

MTA Mentoring Administration and the MTA Police Department budgets remain unchanged.

The MTA Planning and MTA Capital Program Support category is reduced by (-\$69 million). The net decrease was a combination of interagency transfers to the program of +\$23 million, which is offset by a transfer to the LIRR for 33rd Street Corridor (-\$7 million) and a programmatic reduction of unencumbered funds in MTA Planning and MTA Capital Program Support of (-\$85 million). This \$85 million reduction represents a reduction to the overall size of both the Interagency budget as well as the overall envelope for the 2015-2019 Capital Program. Administratively, \$1 million has been transferred into a new capital program category within Interagency for MTA Construction & Development (category N713).

Overview – Network Expansion

The overall budget for the MTA Network Expansion program decreases by \$13.0 million from \$7.520 billion to \$7.507 billion. This decrease reflects the net effect of a (-\$21.5 million) reduction in the value of Penn Station Access (PSA), which is partially offset by a +\$8.5 million increase from a claim settlement with a contractor which went to Miscellaneous/Administration program support.

Table 12 and the discussion that follows summarize adjustments to the proposed 2015-2019 Capital Program by investment category.

Table 12
MTA Network Expansion Proposed 2015-2019 Capital Program by Category (\$ in millions)

| Category | Approved Program | Proposed Program | Change |
|--|------------------|------------------|-----------------|
| East Side Access | \$2,820.5 | \$2,820.5 | \$0.0 |
| Second Avenue Subway Phase 2 | 1,735.0 | 1,735.0 | 0.0 |
| Penn Station Access | 452.0 | 430.5 | (21.5) |
| LIRR Expansion Project | 2,050.0 | 2,050.0 | 0.0 |
| Regional Investments | 203.1 | 203.1 | 0.0 |
| East Side Access Risk Reserve | 131.0 | 131.0 | 0.0 |
| Miscellaneous/Administration | 128.5 | 137.0 | 8.5 |
| Total MTA Network Expansion Program | \$7,520.0 | \$7,507.0 | (\$13.0) |

Numbers may not total due to rounding.

The \$2.821 billion budget in the 2015-2019 Capital Program for East Side Access is effectively unchanged. The budgets for specific project components were updated to reflect the latest EAC values now that Grand Central Madison has opened for customer service and the project has transitioned to wrap-up work on both sides of the East River.

The \$1.735 billion budget in the 2015-2019 Capital Program for Second Avenue Subway Phase 2 is effectively unchanged. This amendment will add a new ACEP to this project for Civil Construction for the tunnel boring machine (TBM), containing \$1.034 billion, which is primarily supported by a corresponding reduction in the budget for the Preliminary Utility Relocation

contract. This revision is intended to allow the shifting of project scope from the utility relocation contract to the civil construction contract within the same capital program. The remaining budget to complete Second Avenue Subway Phase 2 is in the current 2020-24 Capital Program.

In June 2023, the MTA Board approved a “letter amendment” to the 2015-2019 Capital Program which adjusted funding for the project within the \$1.735 billion budget. There was no change to the overall budget.

To support other transit needs within the 2015-2019 Capital Program for Penn Station Access, the \$452 million budget decreases by (-\$22 million) to \$431 million. This net decrease was previously offset by a similar increase in the budget for PSA in the 2020-2024 Capital Program implemented under Amendment #2 and approved by the MTA Board on July 27, 2022. These off-setting increases and decreases left the effective budget for the Penn Station Access project unchanged overall.

The \$2.050 billion budget in the 2015-2019 Capital Program for the LIRR Expansion Project (aka 3rd Track) is effectively unchanged. The budgets for specific project components were updated to reflect the latest EAC values now that the mainline third track has opened for customer service and the project has transitioned to wrap-up work between Floral Park and Hicksville. The value of the current Real Estate reserve budget will be reduced based on lower-than-expected real estate acquisition settlements and reallocated to other project needs.

The \$203 million budget in the 2015-2019 Capital Program for Regional Investments is effectively unchanged. The budgets for specific project components were updated to reflect the latest EAC values as the initial stages of the project approach completion.

The ESA Risk Reserve of \$131 million remains unchanged by this current amendment.

The \$129 million budget in the 2015-2019 Capital Program for miscellaneous engineering activities to support various network expansion project managed by MTA Construction & Development increases by +\$9 million to \$137 million, to fund pre-construction activities at Penn Station.

Overview – Bridges and Tunnels

With this proposed amendment, B&T’s 2015-2019 Capital Program will be reduced by \$266 million from \$2.936 billion in the last Board approved amendment to \$2.670 billion. Another (-\$1.2 million) was previously transferred to MTA Interagency to contribute to MTA C&D-wide programmatic needs, with the balance of the program reduction (-\$20 million) to be implemented as part of this proposed amendment. As the Agency reaches the end of the capital planning period for this program and most of the projects contained therein have been procured, this amendment is primarily focused on reallocating available funds from completed projects or projects with good bid savings and reflecting administrative budget changes that have already been implemented to reach project completion.

Table 13 outlines B&T’s updated 2015-2019 Capital Program needs by category; details are shown in the following sections.

**Table 13
Bridges and Tunnels 2015-2019 Capital Program by Category (\$ in millions)**

| Category | Approved Program | Proposed Program | Change |
|-----------------------------|------------------|------------------|------------------|
| Structures | \$823.9 | \$775.7 | (\$48.3) |
| Roadways & Decks | 822.9 | 719.1 | (103.8) |
| Toll Plazas & Traffic Mgmt. | 623.5 | 572.6 | (50.9) |
| Utilities | 406.8 | 365.6 | (41.3) |
| Buildings & Sites | 32.6 | 27.3 | (5.3) |
| Miscellaneous | 73.6 | 56.4 | (17.2) |
| Structural Painting | 152.9 | 153.5 | 0.6 |
| Total | \$2,936.3 | \$2,670.1 | (\$266.2) |

Numbers may not total due to rounding

The Structures category is reduced by (-\$48 million). This reduction is primarily driven by the completion of the Structural Rehabilitation project at the RFK with some of the originally planned scope deferred to the 2020-2024 Capital Program (and currently underway). In addition, another large contributor was the closeout of the Fender Protection project at the Bronx-Whitestone Bridge and the release of associated project contingencies and reserves. In fact,

more than ten projects within this category were completed at budget amounts well below their value in the previous amendment, allowing the release of unused project contingencies and reserves. It is the release of those reserves which results in the decrease to the category and reduction of B&T's program.

These budget releases in Structures will be partially offset by the creation of a new project (D701VN8Q) to support main cable work at the Verrazzano Narrows Bridge (VNB) in conjunction with a main cable dehumidification project under the 2020-2024 Capital Program at the same crossing. Another offset was comprised of an +\$8 million project increase also at the VNB, which was previously implemented to accelerate miscellaneous steel repair and concrete rehabilitation during the traffic reductions of the Covid pandemic.

The Roadways and Decks category is reduced by (-\$104 million). This is primarily driven by the completion of three ramp/approach projects – one at the Robert F. Kennedy Bridge (RFK) and two at the VNB -- for significantly less than expected through a Design-Build delivery process. No budget increases are required in this category as part of this amendment. The reductions in this category will allow for the release of unused project budgets and reserves to support the Authority's financial stability. The reduction in this category is the primary contributor to the reduction of the total program envelope as part of this amendment.

The Toll Plazas and Traffic Management category has a net reduction of (-\$51 million) as part of this amendment. This reduction is primarily driven by the completion of the Authority's "Open Road Tolling" initiative for less than originally planned. The reduction in this category from the release of unused project contingencies and reserves was partially offset by the reallocation of +\$24 million for the implementation of eastbound tolling using Open Road Tolling Technology at the VNB back in 2020.

The Utilities category has a net reduction of (-\$41 million). More than ten projects within this category were completed at budget amounts well below their value in the previous amendment, allowing the release of unused project contingencies and reserves. These budget decreases will be partially offset by the addition of a construction phase to a project (D704AW80) originally only intended to include a design phase, so as to install lane use signals on the Marine Parkway Bridge and thereby support future construction on this facility.

The Buildings and Sites category has a net reduction of (-\$5 million). This reduction is entirely driven by the decrease of unused reserves to support Hazardous Materials Abatement (and monitoring) in the 2015-2019 Capital Program as construction is completed and the program wraps up.

The Miscellaneous category has a net reduction of (-\$17 million). This reduction is primarily driven by the release of unused reserves to support the Small Business Mentoring Program because the Authority ended up awarding some Small Business Mentoring Program work within

its Operating Programs instead of using capital dollars. In addition, there was a release of some unused reserves in other programmatic tasks, like Protective Liability Insurance and Program Administration.

The Structural Painting category has a net increase of +\$1 million. This net increase was driven by a reallocation of dollars from the structural rehabilitation portion of the HH-07/HH-30 project to the structural painting portion of the same project. This increase is partially offset by the elimination of the unused Miscellaneous Structural Painting reserve as part of this amendment.

New York City Transit

SUBWAY CARS

T - 701

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|--------------|--------------|--------------|------------------|--------------|---------------|------------------|
| 01 SUBWAY CARS | | | | | | | | |
| 01 Purchase 440 B-Division Cars | NR | 0.0 | 0.0 | 3.9 | 1,393.6 | 0.0 | 11.0 | 1,408.5 |
| 02 Purchase 20 Open Gangway Prototype Cars | SI | 0.0 | 0.0 | 0.0 | 72.7 | 0.0 | 9.7 | 82.3 |
| 04 Convert 1030 R142 A-Division Cars for CBTC DES | NR | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 1.8 |
| 05 Purchase 1178 A-Division Cars DES | NR | 0.0 | 0.0 | 0.0 | 0.8 | 0.3 | 0.0 | 1.1 |
| 06 Convert 220 R142A A-Division Cars for CBTC DES | NR | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 |
| Element Total 01 | | \$0.0 | \$0.0 | \$3.9 | \$1,469.6 | \$0.3 | \$20.6 | \$1,494.4 |
| Category Total 701 | | \$0.0 | \$0.0 | \$3.9 | \$1,469.6 | \$0.3 | \$20.6 | \$1,494.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

BUSES T - 703

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|--------------|---------------|----------------|----------------|----------------|----------------|------------------|
| 02 BUS REPLACEMENT | | | | | | | | |
| 01 Purchase 618 Diesel & 10 Hybrid Standard Buses DES | SGR | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 02 Purchase 138 Standard CNG Buses | NR | 0.2 | 84.7 | 0.8 | 0.0 | 0.0 | 0.0 | 85.6 |
| 03 Purchase 165 Standard Hybrid Buses (Nova) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 82.7 | 63.3 | 146.0 |
| 05 Purchase 15 Artic Electric Buses & Depot Chargers | NR | 0.0 | 0.2 | 0.0 | 31.9 | 0.7 | 1.6 | 34.4 |
| 06 Purchase 50 Express Buses | NR | 0.0 | 0.0 | 0.0 | 0.4 | 33.4 | 0.2 | 34.0 |
| 13 Automatic Passenger Counting - Phase 1 Rollout | SI | 0.0 | 0.0 | 5.2 | 0.0 | 0.1 | 0.3 | 5.6 |
| 14 Purchase 110 Articulated CNG Buses | NR | 0.0 | 0.2 | 99.9 | 0.4 | 0.0 | 0.0 | 100.5 |
| 15 AVLM for Paratransit Vehicles | NR | 0.0 | 0.0 | 0.1 | 24.0 | 1.6 | 1.2 | 26.8 |
| 16 Purchase 45 Standard Electric Buses | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 56.6 | 57.9 |
| 18 Purchase 251 Standard Diesel Buses | SGR | 0.0 | 0.0 | 160.4 | 0.6 | 0.0 | 0.0 | 161.0 |
| 19 Purchase 367 Diesel and 10 Hybrid Standard Buses | SGR | 0.0 | 0.0 | 234.9 | 0.8 | 0.0 | 0.0 | 235.7 |
| 20 Purchase 72 Articulated Buses (Nova) | NR | 0.0 | 0.0 | 0.0 | 65.8 | 0.0 | 0.0 | 65.8 |
| 21 Purchase 108 Articulated Buses (New Flyer) | NR | 0.0 | 0.0 | 96.1 | 0.4 | 2.3 | 0.0 | 98.8 |
| 23 Purchase 110 Standard Hybrid Buses (New Flyer) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 97.8 | 1.4 | 99.2 |
| 24 AEB Charging Infrastructure - Support of 5 Depots | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61.8 | 61.8 |
| Element Total 02 | | \$0.2 | \$85.3 | \$597.4 | \$124.3 | \$219.9 | \$186.5 | \$1,213.6 |
| Category Total 703 | | \$0.2 | \$85.3 | \$597.4 | \$124.3 | \$219.9 | \$186.5 | \$1,213.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|--------------|----------------|----------------|---------------|----------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| 04 FARE COLLECTION | | | | | | | | |
| 01 New Fare Payment System, Phase 2 | SI | 0.0 | 0.0 | 432.8 | 24.4 | 11.2 | 2.4 | 470.8 |
| 02 AFC Low Turnstile Procurement | SI | 0.0 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 11.6 |
| 03 AFC Replacement, Phase 2: Electronic Boards | NR | 0.0 | 0.0 | 1.4 | 0.4 | 0.0 | 0.0 | 1.7 |
| Element Total 04 | | \$0.0 | \$0.0 | \$445.8 | \$24.8 | \$11.2 | \$2.4 | \$484.2 |
| 07 STATION ESCALATORS / ELEVATORS | | | | | | | | |
| 01 Replace 11 Hydraulic Elevators / Various | SGR | 1.4 | 0.0 | 2.0 | 0.4 | 0.3 | 68.4 | 72.5 |
| 02 Replace 12 Traction Elevators BW7 | NR | 2.0 | 0.0 | 2.4 | 105.4 | 0.4 | 0.5 | 110.8 |
| 03 Replace 8 Traction Elevators / Various | NR | 1.6 | 0.0 | 2.1 | 0.3 | 0.1 | 50.3 | 54.5 |
| 04 Replace 6 Traction Elevators 8AV | NR | 0.8 | 0.0 | 1.9 | 38.6 | 1.2 | 4.3 | 46.8 |
| 05 Replace 2 Hydraulic Elevators: Borough Hall CLK | SGR | 0.0 | 1.2 | 0.0 | 0.4 | 10.1 | 1.7 | 13.4 |
| 06 Replace 2 Escalators: Grand Central-42 St LEX | SGR | 1.1 | 1.6 | 0.0 | 18.1 | 5.6 | 0.4 | 26.7 |
| 07 Replace 7 Escalators / Various (Bx/M) | SGR | 0.0 | 0.0 | 2.3 | 0.3 | 0.2 | 60.8 | 63.5 |
| 08 Replace 2 Escalators: Pelham Pkwy WPR | SGR | 0.0 | 0.0 | 0.0 | 1.0 | 0.1 | 14.0 | 15.1 |
| 09 Replace 6 Escalators / Various | SGR | 0.0 | 1.0 | 0.1 | 1.9 | 0.2 | 42.8 | 46.0 |
| 10 Escalator Relocation: Jay St-MetroTech FUL | NR | 0.0 | 1.1 | 0.0 | 0.0 | 19.5 | 1.1 | 21.7 |
| 11 Replace 2 Hydraulic Elevators: Franklin Av FRK | SGR | 0.0 | 0.0 | 0.0 | 0.6 | 10.3 | 1.7 | 12.7 |
| 12 Replace 3 Escalators: Main St FLS | SGR | 0.0 | 0.0 | 0.6 | 1.2 | 25.2 | 0.7 | 27.6 |
| 13 Replace 5 Escalators / Various (Bk/M) | SGR | 0.0 | 0.0 | 0.8 | 1.4 | 0.1 | 31.4 | 33.7 |
| 14 Replace 1 Hydraulic Elevator: Grand Central FLS | SGR | 0.0 | 0.0 | 0.0 | 0.5 | 7.0 | 6.0 | 13.5 |
| 15 Replace 11 Elevators: 5 Stations (M/Bk) DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.1 | 2.0 |
| 16 Replace 1 Elevator: Lexington Av 53 St QBL DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| 17 Replace 3 Escalators: 2 Stations (M/Q) DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.2 | 1.4 |
| 18 Replace 5 Escalators: 3 Stations (M/Bx) DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 2.5 |
| 21 Replace 11 Hydraulic Elevators at 5 Stations DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.1 | 2.1 |
| Element Total 07 | | \$6.9 | \$4.9 | \$12.3 | \$170.1 | \$88.2 | \$284.5 | \$566.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|--------------------------------|--|------------------------------|------|------|------|------|-----------|------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 12 STATION WORK | | | | | | | | | |
| 01 | Water Remediation - Renewal: Borough Hall LEX | SGR | 3.8 | 0.0 | 0.0 | 10.7 | 0.1 | 1.7 | 16.3 |
| 02 | Renewal: 138 St-Grand Concourse JER | SGR | 1.8 | 0.0 | 0.9 | 0.1 | 21.8 | 0.5 | 25.1 |
| 03 | Renewal: Astoria-Ditmars Blvd AST | SGR | 0.9 | 0.5 | 21.4 | 0.8 | 0.0 | 0.0 | 23.6 |
| 04 | Renewal: Astoria Blvd AST | SGR | 1.1 | 0.4 | 0.0 | 47.1 | 0.3 | 0.1 | 49.0 |
| 05 | Renewal: 30 Av AST DES | SGR | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| 06 | Renewal: Broadway AST DES | SGR | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| 07 | Renewal: 36 Av AST DES | SGR | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 08 | Renewal: 39 Av AST DES | SGR | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| 09 | Renewal: Mets-Willets Point FLS - Phase 1 DES | SGR | 0.0 | 8.1 | 0.0 | 1.6 | 0.0 | 0.0 | 9.7 |
| 10 | Renewal: 111 St FLS | SGR | 0.0 | 1.2 | 0.1 | 4.6 | 0.0 | 44.8 | 50.7 |
| 11 | Renewal: 103 St-Corona Plaza FLS | SGR | 0.0 | 0.7 | 0.1 | 1.0 | 0.0 | 42.0 | 43.7 |
| 12 | Renewal: 82 St-Jackson Heights FLS | SGR | 0.0 | 0.7 | 0.1 | 1.2 | 0.0 | 37.6 | 39.6 |
| 13 | Renewal: Woodhaven Blvd JAM | SGR | 0.0 | 0.0 | 0.6 | 0.0 | 0.9 | 55.4 | 56.9 |
| 14 | Renewal: 85 St-Forest Parkway JAM | SGR | 0.0 | 0.0 | 0.4 | 0.1 | 1.6 | 43.6 | 45.8 |
| 15 | Renewal: 75 St-Elderts Lane JAM | SGR | 0.0 | 0.0 | 0.4 | 0.1 | 1.5 | 43.0 | 45.0 |
| 16 | Renewal: Cypress Hills JAM | SGR | 0.0 | 0.0 | 0.4 | 0.1 | 1.6 | 47.9 | 50.0 |
| 17 | Renewal: 69 St FLS | SGR | 0.0 | 0.7 | 0.1 | 1.1 | 0.0 | 41.2 | 43.1 |
| 18 | Renewal: 61 St-Woodside FLS | SGR | 0.0 | 0.7 | 0.1 | 6.0 | 0.2 | 42.7 | 49.7 |
| 19 | Renewal: 52 St FLS | SGR | 0.0 | 0.6 | 0.1 | 0.9 | 0.0 | 47.5 | 49.1 |
| 21 | Station Ventilators: Ph 12 - 2 Locations / Bronx | SGR | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 |
| 22 | Platform Components: 2 Locs 4AV | SGR | 1.3 | 0.3 | 9.4 | 0.1 | 0.0 | 0.0 | 11.1 |
| 23 | Platform Components: Kingston-Throop FUL DES | SGR | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 24 | Platform Components: 2 Locs JER DES | SGR | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 |
| 25 | Platform Components: Pelham Pkwy DYR DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 26 | Elev Street Stairs: 2 Locs BW7 [SBDP] DES | SGR | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 29 | Subway Street Stairs: 59 St 4AV SBDP | SGR | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 3.3 |
| 31 | Station Lighting: 3 Locs / Various M/Bx [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.3 | 2.8 | 0.1 | 3.2 |
| 34 | Platform Components: 167 St BXC DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 35 | Platform Components: Bedford-Nostrand XTN | SGR | 0.0 | 0.8 | 0.0 | 7.3 | 0.0 | 0.0 | 8.1 |
| 36 | Platform Components: Longwood Ave PEL | SGR | 0.0 | 0.4 | 0.0 | 0.2 | 7.4 | 0.1 | 8.1 |
| 37 | Platform Components: 2 Locs LNX | SGR | 0.0 | 0.2 | 0.0 | 0.2 | 7.6 | 0.2 | 8.3 |
| 38 | Platform Components: 2 Locations FLS DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 |
| 40 | Elevated Int Stairs: Junction Blvd FLS DES | SGR | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 41 | Subway Int Stairs: 14 St-Union Sq LEX [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| 42 | Elev Street Stairs: 2 Locs WPR [SBDP] DES | SGR | 0.0 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 0.4 |
| 43 | Subway Street Stairs: 4 Locs / Var 2017 [SBDP] DES | SGR | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| 44 | Mezz Columns: Atlantic Av CNR [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| 45 | Mezz Ceiling Finish: 2 Locs ARC, FLS | SGR | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.3 |
| 46 | Platform Components: 3 Locs QBL, ARC DES | SGR | 0.0 | 0.7 | 0.4 | 1.9 | 0.0 | 0.0 | 3.1 |
| 47 | Stn Lighting: 4 Locs / Various M/Bx/Bk [SBDP] | SGR | 0.0 | 0.0 | 0.3 | 1.3 | 0.0 | 0.0 | 1.6 |
| 51 | Platform Components: 5 Locs CNR | SGR | 0.0 | 1.0 | 1.3 | 13.8 | 1.1 | 3.7 | 21.0 |
| 52 | Platform Components: 3 Locs EPK, CLK | SGR | 0.0 | 0.4 | 0.0 | 0.6 | 13.4 | 0.0 | 14.4 |
| 56 | Elev Street Stairs: Atlantic Av CNR [SBDP] DES | SGR | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 57 | Subway Street Stairs: 9 Locs / Var 2018 [SBDP] DES | SGR | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 |
| 58 | Mezz Components: Nevins St EPK [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.6 |
| 59 | Mezz Wall Finishes: Bowery NAS [SBDP] | SGR | 0.0 | 0.0 | 0.2 | 0.9 | 0.0 | 0.0 | 1.2 |
| 60 | Platform Components: 2 Locs QBL DES | SGR | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 |
| 61 | Platform Edges: 2 Locs QBL-Hillside DES | SGR | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| 62 | Station Lighting: Various [SBDP] | SGR | 0.0 | 0.0 | 0.5 | 0.0 | 2.4 | 0.1 | 3.0 |
| 63 | Platform Components: 3 Locs NOS | SGR | 0.0 | 0.6 | 0.6 | 15.9 | 0.5 | 0.0 | 17.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|---|---------------|---------------------------------|------|------|------|------|-----------|------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 12 STATION WORK | | | | | | | | | |
| 64 Station Ventilators: 179 St QBL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 2.9 | |
| 67 Platform Components: 5 Locs BW7 DES | SGR | 0.0 | 0.8 | 0.5 | 1.3 | 2.1 | 0.1 | 4.8 | |
| 70 Subway Interior Stairs: 2 Locs 8AV, BW7 [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | |
| 71 Elevated Street Stairs: 2 Locs BRT [SBDP] | SGR | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 | |
| 72 Subway Street Stairs: 4 Locs 8AV, BW7 [SBDP] | SGR | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 | |
| 74 Station Lighting: 6 Locs / Various | SGR | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 7.0 | 7.3 | |
| 75 Station Ventilators: 2 Locs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | |
| 76 Platform Components: 4 Locs 6AV, E63 DES | SGR | 0.0 | 0.0 | 0.0 | 1.0 | 0.2 | 0.1 | 1.3 | |
| 78 Platform Edges: Freeman St WPR | SGR | 0.0 | 0.0 | 0.4 | 0.0 | 2.1 | 0.1 | 2.6 | |
| 80 Elevated Interior Stairs: 4 Av-9 St 6AV [SBDP] | SGR | 0.0 | 0.0 | 0.1 | 0.5 | 0.0 | 0.0 | 0.6 | |
| 81 Subway Interior Stairs: West 4th St/8AV [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* | |
| 82 Elevated Street Stairs: 3 Locs WPR [SBDP] | SGR | 0.0 | 0.0 | 0.3 | 1.7 | 0.0 | 0.0 | 2.0 | |
| 83 Subway Street Stairs: 50 St 8AV [SBDP] | SGR | 0.0 | 0.0 | 0.3 | 1.2 | 0.0 | 0.0 | 1.5 | |
| 85 Mezz Floors: 23 St 8AV DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* | |
| 86 Station Lighting: 3 Locs 8AV, WPR [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 | |
| 90 Enhanced Station Initiative: Design and Support | NR | 0.0 | 9.8 | 5.8 | 5.7 | 0.4 | 0.0 | 21.6 | |
| 91 Subway Interior Stairs: Canal St BWY [SBDP] | SGR | 0.0 | 0.3 | 0.0 | 0.9 | 0.0 | 0.0 | 1.2 | |
| 92 Enhanced Station Initiative: Pkg 4 - 34 St BW7 | NR | 0.0 | 0.0 | 2.7 | 30.9 | 0.0 | 0.0 | 33.5 | |
| 93 Enhanced Station Initiative: Pkg 2 - Broadway AST | NR | 0.0 | 0.0 | 48.9 | 0.0 | 0.0 | 0.0 | 48.9 | |
| 94 Enhanced Station Initiative: Pkg 2 - 30 Ave AST | NR | 0.0 | 0.0 | 60.9 | 0.1 | 0.0 | 0.0 | 60.9 | |
| 95 Enhanced Station Initiative: Pkg 2 - 36 Ave AST | NR | 0.0 | 0.0 | 59.6 | 0.1 | 0.0 | 0.0 | 59.7 | |
| 96 Enhanced Station Initiative: Pkg 2 - 39 Ave AST | NR | 0.0 | 0.0 | 48.5 | 0.1 | 0.0 | 0.0 | 48.6 | |
| 97 Enhanced Stn Initiative: Pkg 1 - Bay Ridge Ave 4AV | NR | 0.0 | 32.3 | 3.8 | 0.1 | 0.0 | 0.0 | 36.2 | |
| 98 Enhanced Stn Initiative: Pkg 1 - Prospect Ave 4AV | NR | 0.0 | 30.8 | 3.9 | 0.0 | 0.0 | 0.2 | 34.9 | |
| 99 Enhanced Station Initiative: Pkg 1 - 53 St 4AV | NR | 0.0 | 31.3 | 4.1 | 0.0 | 0.0 | 0.0 | 35.4 | |
| A1 Elev Street Stairs 238 St S1 [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.1 | 1.2 | |
| A2 Elev Street Stairs 215 St S2/S4 [SBDP] | SGR | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 | |
| A3 Elev Street Stairs 215 St S1/S3 [SBDP] | SGR | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | |
| A4 Elev Street Stairs 238 St S2/S3 [SBDP] | SGR | 0.0 | 0.0 | 2.4 | 0.2 | 0.0 | 0.0 | 2.5 | |
| A9 Sub St Stairs: 34 St BWY (S4/M4, S8/M8) [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 2.3 | |
| B1 Subway Street Stairs: 34 St BWY (S2/M1) [SBDP] | SGR | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 | |
| B2 Subway Street Stairs: 34 St BWY (S7/M7) [SBDP] | SGR | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | |
| B3 Subway Street Stairs: 59 St 4AV (S1/M1) [SBDP] | SGR | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.7 | |
| B4 Enhanced Stn Init: Vents - 163 St 8AV | NR | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | |
| B5 Enhanced Stn Init: Vents - 23 St 6AV | NR | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | |
| B6 Enhanced Stn Init: Vents -Clinton & Washington FUL | NR | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | |
| B7 Enhanced Stn Init: Vents - Van Siclen Ave FUL | NR | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | |
| B8 Enhanced Stn Init: Vents - Classon Ave XTN | NR | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | |
| B9 Enhanced Stn Init: Vents - Hunts Point Ave PEL | NR | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | |
| C1 Enhanced Stn Init: Vents - 167 St BXC | NR | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.7 | |
| C2 Enhanced Stn Init: Pkg 3 - 163St -Amsterdam Av 8AV | NR | 0.0 | 0.0 | 41.4 | 0.4 | 0.0 | 0.0 | 41.9 | |
| C3 Enhanced Stn Init: Pkg 3 - Cathedral Pkwy 8AV | NR | 0.0 | 0.0 | 40.9 | 0.2 | 0.0 | 0.2 | 41.3 | |
| C4 Enhanced Stn Init: Pkg 3 - 86 St 8AV | NR | 0.0 | 0.0 | 36.9 | 0.1 | 0.0 | 0.0 | 37.1 | |
| C5 Enhanced Stn Init: Pkg 3 - 72 St 8AV | NR | 0.0 | 0.0 | 34.9 | 0.7 | 0.0 | 0.0 | 35.6 | |
| C6 Enhanced Stn Init: Vents - 138 St PEL | NR | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | |
| C9 Enhanced Station Initiative: Pkg 4 - 57 St 6AV | NR | 0.0 | 0.0 | 0.0 | 49.2 | 0.2 | 0.0 | 49.5 | |
| D1 Enhanced Station Initiative: Pkg 4 - 23 St 6AV | NR | 0.0 | 0.0 | 0.0 | 31.3 | 0.0 | 0.0 | 31.3 | |
| D2 Enhanced Station Initiative: Pkg 4 - 28 St LEX | NR | 0.0 | 0.0 | 0.0 | 42.3 | 0.0 | 0.0 | 42.4 | |
| D3 Enhanced Station Initiative: Pkg 4 - 34 St 8AV | NR | 0.0 | 0.0 | 0.0 | 27.1 | 0.0 | 0.0 | 27.1 | |
| E8 Enhanced Stn Init: Pkg 8 - 174-175 Sts BXC | NR | 0.0 | 0.0 | 0.0 | 43.7 | 0.1 | 0.0 | 43.8 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|---|---------------|------------------------------|------|------|------|------|-----------|------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 12 STATION WORK | | | | | | | | | |
| E9 Enhanced Stn Init: Pkg 8 - 167 St BXC | NR | 0.0 | 0.0 | 0.0 | 45.1 | 0.0 | 0.0 | 45.1 | |
| F1 Enhanced Stn Init: Pkg 8 - 145 St LNX | NR | 0.0 | 0.0 | 0.0 | 37.8 | 0.1 | 0.0 | 37.8 | |
| F2 Vent Water Remed: 3 Av-138 St PEL [SBDP] | SGR | 0.0 | 0.0 | 0.2 | 0.2 | 3.1 | 0.0 | 3.5 | |
| F3 Subway Street Stairs: Bowery St NAS [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | |
| F4 Subway Street Stairs: 14th Street 6AV | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 3.6 | |
| F5 Subway Street Stairs: 2nd Avenue 6AV [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.7 | |
| F6 Subway Street Stairs: Carroll Street 6AV [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 | |
| F7 Subway Street Stairs: Church Avenue 6AV [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.7 | |
| F9 Subway Street Stairs: Bergen Street EPK [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | |
| G1 Subway Street Stairs: Sterling Street NOS [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | |
| G2 Subway Street Stairs: Winthrop Street NOS [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.9 | |
| G3 Station Painting: Dekalb Ave CNR | SGR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 | |
| G5 3 Stairs: 155th St 8AV (S3,S4,S5) [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 | |
| G6 2 Stairs: Franklin St / BW7 (S2/P2 & S4/P4) [SBMP] | SGR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 | |
| G7 1 Stair: 14 St BW7 (S8) [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | |
| G8 1 Stair: 79 St BW7 (S2/P2) [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| H1 3 Street Stairs: 57 St 7AV [SBDP] | NR | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 2.2 | |
| H2 Street Stair: 57 ST BWY [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | |
| H3 3 Street Stairs: 57 St BWY [SBDP] | NR | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 1.9 | |
| H4 2 Stairs Vernon Jackson Blvd FLS [SBDP] | NR | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 1.3 | |
| H5 1 Stair Grand Ave QBL [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 | |
| H6 2 Stairs Kingsbridge Rd [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | |
| H7 1 Stair Fulton St XTN [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 | |
| H8 4 Elev Street Stairs: Brighton Beach BRT [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | |
| H9 Elevated Street Stairs: Ocean Pkwy BRT [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.1 | 3.1 | |
| I1 Platform Components: 14 St Union Sq CNR | SGR | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 | |
| I4 Station Ventilators: Ph 11 - 4 Locs / Manhattan | SGR | 0.0 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 8.8 | |
| I5 Station Ventilators: Ph 13 - 4 Locs / Brooklyn | SGR | 0.0 | 0.0 | 0.0 | 6.9 | 0.0 | 0.0 | 6.9 | |
| I6 Station Lighting: 3 Locations (ICC) | SGR | 0.0 | 0.0 | 0.0 | 3.7 | 0.2 | 0.0 | 3.9 | |
| I7 Mezz Components: Nevins St (East) EPK [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.1 | 0.8 | |
| I8 Mezz Components: Nevins St (West) EPK [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.1 | 1.6 | |
| I9 Platform Components: Neptune Ave CUL DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.8 | |
| J1 Station Ventilators: Phase 15 4 Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 5.4 | |
| J2 Station Stairs: Canal St 8AV [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* | |
| J3 Station Street Stairs: 8 St BWY [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | |
| J4 Station Street Stairs: Prince St BWY [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | |
| J5 Station Stairs: Jay St Metrotech BWY [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | |
| J6 Station Stairs: Vernon Blvd FLS [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | |
| J7 Station Stairs: 145 St BWY/7 [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 | |
| J8 Station Stairs: 3 Ave/138 St PEL [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | |
| J9 Station Stairs: Spring St LEX [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | |
| K1 Street Stairs: Main St FLS [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* | |
| K2 Station Stairs: Grand Ave QBL [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | |
| K3 Station Ventilators: Ph 14 3 Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 4.3 | |
| L1 Renewal: 14 St BW7 DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 1.9 | 2.3 | |
| L2 Platform Components: 14 St 6 AV | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 7.9 | 8.1 | |
| L7 Station Vents: 50 St BW7 (Batteries H,I,J,K) SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.1 | |
| L8 Church Street Corridor Improvements | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38.5 | 38.5 | |
| L9 Reconstruct Cortlandt St Station BW7 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 41.0 | 41.0 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| Element Total 12 | | \$13.0 | \$136.7 | \$444.6 | \$490.9 | \$95.9 | \$563.9 | \$1,745.0 |
| 13 DISABLED ACCESSIBILITY | | | | | | | | |
| 01 ADA: Bedford Av CNR | SI | 1.2 | 1.0 | 52.5 | 0.7 | 0.8 | 18.1 | 74.4 |
| 02 ADA: Astoria Blvd AST | SI | 2.0 | 1.2 | 0.1 | 39.8 | 0.1 | 0.3 | 43.4 |
| 03 ADA: Bedford Pk Blvd BXC | SI | 2.0 | 1.1 | 1.2 | 28.7 | 0.3 | 0.9 | 34.2 |
| 04 ADA: 86 St 4AV | SI | 1.9 | 0.0 | 29.0 | 2.9 | 1.7 | 0.2 | 35.7 |
| 05 ADA: Gun Hill Road DYR | SI | 3.0 | 1.8 | 0.9 | 54.2 | 4.9 | 0.0 | 64.8 |
| 06 ADA: Eastern Pkwy-Bklyn Museum EPK | SI | 0.0 | 1.7 | 1.3 | 37.4 | 0.4 | 0.8 | 41.6 |
| 07 ADA: Times Square Complex, Ph 3 - Shuttle | SI | 4.1 | 0.1 | 5.0 | 0.8 | 182.6 | 15.8 | 208.3 |
| 08 ADA: Chambers St NAS | SI | 0.0 | 1.7 | 1.7 | 40.8 | 2.0 | 0.4 | 46.5 |
| 09 ADA: Greenpoint Av XTN | SI | 0.0 | 1.1 | 1.7 | 32.8 | 0.7 | 0.2 | 36.5 |
| 10 ADA: 59 St 4AV | SI | 0.0 | 1.0 | 2.2 | 49.5 | 5.7 | 0.0 | 58.4 |
| 11 ADA: Rockaway Parkway CNR | SI | 0.0 | 0.9 | 0.3 | 9.7 | 0.1 | 0.5 | 11.5 |
| 12 ADA: 1 Av CNR | SI | 0.1 | 1.1 | 31.6 | 0.7 | 0.5 | 0.0 | 34.0 |
| 14 ADA: Court Square XTN (Elevator Phase) | SI | 0.0 | 0.0 | 0.0 | 1.4 | 2.0 | 21.3 | 24.6 |
| 15 ADA: 149 Street-Grand Concourse Complex | SI | 0.0 | 0.0 | 0.0 | 3.8 | 0.8 | 110.9 | 115.6 |
| 16 ADA: Woodhaven Boulevard JAM | SI | 0.0 | 0.0 | 0.0 | 2.4 | 2.7 | 37.2 | 42.3 |
| 17 ADA: Systemwide Study | SI | 0.0 | 1.5 | 2.8 | 13.2 | 0.1 | 0.8 | 18.4 |
| 19 ADA: Livonia Av-Junius St | SI | 0.0 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.4 |
| 20 ADA: Court Square XTN (Stairs Phase) | SI | 0.0 | 0.7 | 12.0 | 0.0 | 0.0 | 0.0 | 12.7 |
| 22 ADA: 95 St 4AV | SI | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 32.0 | 35.0 |
| 23 ADA: 57 Street BWY Additional Support Costs | SI | 0.0 | 0.0 | 39.1 | 1.7 | 10.8 | 0.4 | 52.0 |
| 24 ADA: 68 St-Hunter College LEX | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 144.6 | 144.6 |
| 27 ADA & Station Improvements: Westchester Sq PEL | SI | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 86.0 | 90.1 |
| 30 ADA: 14th St 6th Av/7th Av Complex DES | SI | 0.0 | 0.0 | 0.0 | 9.2 | 0.0 | 2.5 | 11.7 |
| 31 ADA: Livonia Ave CNR | SI | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 85.7 | 88.2 |
| 32 ADA: 170 Street JER | SI | 0.0 | 0.0 | 0.0 | 2.0 | 57.2 | 1.2 | 60.4 |
| 33 ADA: Broadway Junction FUL DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| 35 ADA: Queensboro Plaza FLS | SI | 0.0 | 0.0 | 0.0 | 3.8 | 0.5 | 69.9 | 74.2 |
| 38 ADA: Tremont Ave BXC | SI | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 51.9 | 55.3 |
| 39 ADA: Broadway Junction JAM / CNR DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 |
| 40 ADA: Avenue H N/B BRT DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 |
| 41 ADA: Neptune Ave CUL DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 3.4 |
| 42 ADA: Ave I CUL DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 |
| 43 ADA: Kings Hwy CUL DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| 44 ADA: Mosholu Pkwy JER DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.1 | 2.1 |
| 45 Station Enhancements: Canarsie Line | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.2 | 10.2 |
| 46 ADA: 6 Av CNR | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61.4 | 61.4 |
| 47 ADA: 14 St 6AV | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.5 | 28.5 |
| 48 ADA: 14 St BW7 | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51.1 | 51.1 |
| 50 Additional Elevator 34 St BW7 PSNY-33rd | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.5 | 16.5 |
| 51 Station Finishes 1st & Bedford Aves CNR SBDP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 |
| 53 West Mezz Stair & Corridor Rehab/EPK (SBMP) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 |
| Element Total 13 | | \$14.3 | \$14.9 | \$181.7 | \$338.0 | \$292.3 | \$850.6 | \$1,691.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|---------------|----------------|------------------|------------------|----------------|------------------|------------------|
| 14 OTHER STATION IMPROVEMENTS | | | | | | | | |
| 01 Station Signage Improvements | NR | 1.1 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 |
| 02 Access Improvements: Grand Central, Phase 2 | SI | 0.0 | 0.4 | 20.2 | 0.1 | 0.1 | 26.6 | 47.3 |
| 03 Reopen Station Entrance: 8 Av SEA | SI | 0.0 | 1.1 | 15.6 | 2.2 | 0.1 | 0.0 | 18.9 |
| 04 Reconstruction: Times Sq Complex, Ph3 - Shuttle | SGR | 1.0 | 0.0 | 1.8 | 0.0 | 21.1 | 0.2 | 24.1 |
| 05 2015 Water Condition Remedy | SGR | 1.5 | 3.8 | 2.6 | 0.0 | 0.0 | 0.0 | 7.9 |
| 06 Station Railings DES | SGR | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 07 Station Condition Survey Update | NR | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 | 9.0 |
| 08 2017 Water Condition Remedy | SGR | 0.0 | 0.0 | 0.1 | 8.2 | 0.0 | 0.2 | 8.4 |
| 09 Reconstruct Cortlandt St Station BW7 | SGR | 23.8 | 4.7 | 24.5 | 1.0 | 0.2 | 65.4 | 119.5 |
| 10 Church St Corridor Improvements | NR | 0.0 | 0.0 | 15.6 | 14.0 | 0.0 | 0.0 | 29.6 |
| 11 New Street Stairs: 2 Locs CNR | SI | 0.6 | 2.0 | 4.6 | 0.0 | 0.3 | 0.0 | 7.5 |
| 13 Livonia Av-Junius St Station Connector DES | SI | 0.0 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.4 |
| 15 Station Capacity Enhancements at Various Locs | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 16 Circulation Improvements: Union Square CNR | SI | 0.0 | 0.0 | 1.2 | 15.7 | 0.2 | 0.1 | 17.2 |
| 18 Stn Cap Enhancements: Metropolitan Av XTN | SI | 0.0 | 0.0 | 0.3 | 1.5 | 0.0 | 0.0 | 1.8 |
| 19 Station Capacity Enhancements: Broadway Jct JAM | SI | 0.0 | 0.0 | 0.0 | 9.3 | 0.1 | 0.0 | 9.4 |
| 20 Station Capacity Enhancements: Marcy Avenue JAM | SI | 0.0 | 0.0 | 0.0 | 13.6 | 0.0 | 0.0 | 13.6 |
| 22 Station Capacity Enhancements: Main St FLS | SI | 0.0 | 0.0 | 0.0 | 3.0 | 0.5 | 49.5 | 53.0 |
| 23 Sutphin Blvd - JFK Fare Control Upgrade | SI | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 4.3 | 5.1 |
| 24 Stn Access: Grand Central Center Core East FLS DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 0.0 | 4.1 |
| 25 Stn Access: Grand Central Stairs PL8/PL9 FLS DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.5 |
| 26 Stn Access: Grand Central Stairs U2/U6 LEX DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 |
| 29 Sutphin Blvd-Archer Ave Comm and Security DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.1 | 0.8 |
| 30 Midtown Corridor Project Management | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 4.9 |
| 31 Other Station Improvements | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.4 | 14.4 |
| 32 Reconstruct Cortlandt St Station BW7: Wrap-up | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 1.8 |
| Element Total 14 | | \$28.2 | \$21.8 | \$95.6 | \$69.6 | \$29.1 | \$167.3 | \$411.6 |
| Category Total 704 | | \$62.4 | \$178.3 | \$1,179.9 | \$1,093.4 | \$516.7 | \$1,868.8 | \$4,899.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years | |
|---|--|---------------------------------|------|------|------|------|-----------|--------------------|------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 02 MAINLINE TRACK REHABILITATION | | | | | | | | | |
| 01 | 2015 Mainline Track Repl: Design/Support | NR | 0.5 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 4.2 |
| 02 | 2016 Mainline Track Repl: Design/Support | NR | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |
| 03 | 2017 Mainline Track Repl: Design/Support | NR | 0.0 | 1.7 | 3.5 | 0.0 | 0.0 | 0.0 | 5.2 |
| 04 | 2018 Mainline Track Repl: Design/Support | NR | 0.0 | 0.0 | 0.9 | 5.1 | 0.0 | 0.0 | 6.0 |
| 05 | 2019 Mainline Track Replacement | NR | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 5.8 |
| 06 | 2020 Mainline Track Replacement DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 |
| 07 | 2015 CWR: Queens Blvd | NR | 0.0 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20.3 |
| 08 | 2016 CWR: Queens Blvd | NR | 0.0 | 26.2 | 0.0 | 0.0 | 0.0 | 0.0 | 26.2 |
| 10 | 2018 Continuous Welded Rail | NR | 0.0 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 8.8 |
| 11 | 2019 Continuous Welded Rail | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 12 | 2015 Track Force Account | NR | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 |
| 13 | 2016 Track Force Account | NR | 0.0 | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 |
| 14 | 2017 Track Force Account | NR | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 0.0 | 35.0 |
| 15 | 2018 Track Force Account | NR | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 35.0 |
| 16 | 2019 Track Force Account | NR | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 35.0 |
| 17 | 2015 Mainline Track Repl: Brighton | NR | 0.0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 17.3 |
| 18 | 2015 Mainline Track Repl: Queens Blvd | NR | 0.0 | 74.9 | 0.0 | 0.0 | 0.0 | 0.0 | 74.9 |
| 19 | 2015 Mainline Track Repl: West End | NR | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 20 | 2015 Mainline Track Repl: Flushing | NR | 0.0 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26.9 |
| 21 | 2015 Mainline Track Repl: 8th Avenue | NR | 0.0 | 63.3 | 0.0 | 0.0 | 0.0 | 0.0 | 63.3 |
| 22 | 2015 Mainline Track Repl: Jerome | NR | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 |
| 23 | 2015 Mainline Track Repl: Pelham | NR | 0.2 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| 24 | 2015 Mainline Track Repl: Lexington | NR | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 |
| 25 | 2015 Mainline Track Repl: Liberty | NR | 0.2 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| 26 | 2015 Mainline Track Repl: Lenox-White Plains Rd | NR | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 28 | 2015 CWR: 8th Avenue | NR | 0.0 | 43.3 | 0.0 | 0.0 | 0.0 | 0.0 | 43.3 |
| 29 | 2015 Mainline Track Repl: BWY-7AV (n/o Lawrence) | NR | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| 30 | 2016 Mainline Track Repl: Brighton | NR | 0.0 | 23.7 | 0.0 | 0.0 | 0.0 | 0.0 | 23.7 |
| 31 | 2016 Mainline Track Repl: Jamaica | NR | 0.0 | 23.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23.3 |
| 32 | 2016 Mainline Track Repl: Queens Blvd | NR | 0.0 | 29.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.0 |
| 33 | 2016 Mainline Track Repl: Dyre | NR | 0.0 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13.7 |
| 34 | 2016 Mainline Track Repl: 6th Ave/Culver | NR | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 |
| 36 | 2016 CWR: 8th Avenue | NR | 0.0 | 44.3 | 0.0 | 0.0 | 0.0 | 0.0 | 44.3 |
| 37 | 2016 Mainline Track Repl: Pelham | NR | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 |
| 38 | 2016 Mainline Track Repl: White Plains Rd | NR | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 12.1 |
| 39 | 2016 Mainline Track Repl: Bushwick Cut | NR | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 | 0.7 | 10.1 |
| 40 | 2016 Mainline Track Repl: Canarsie Tube | NR | 0.0 | 0.0 | 52.2 | 0.8 | 1.8 | 9.4 | 64.2 |
| 41 | 2015 Mainline Track Repl: Canarsie | NR | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 |
| 42 | 2015 Mainline Track Repl: Broadway-7th Avenue | NR | 10.9 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13.7 |
| 43 | 2015 Mainline Track Repl: Dyre | NR | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 |
| 44 | 2016 Mainline Track Repl: West End | NR | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 |
| 45 | 2016 Mainline Track Repl: Flushing | NR | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 |
| 46 | 2016 Mainline Track Repl: 8th Avenue | NR | 0.0 | 37.8 | 0.0 | 0.0 | 0.0 | 0.0 | 37.8 |
| 48 | 2016 Mainline Track Repl: 63rd St | NR | 0.0 | 26.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.1 |
| 49 | 2016 Mainline Track Repl: Bowling Gr - LEX | NR | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 50 | 2016 Mainline Track Repl: Jerome | NR | 0.0 | 0.0 | 24.7 | 0.0 | 0.0 | 0.0 | 24.7 |
| 51 | 2017 Mainline Track Repl: Brighton | NR | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | 0.0 | 9.6 |
| 52 | 2017 Mainline Track Repl: Sea Beach | NR | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 |
| 53 | 2017 Mainline Track Repl: Broadway | NR | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 7.1 |
| 54 | 2017 Mainline Track Repl: 4th Avenue | NR | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 3.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

TRACK T - 705

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years | |
|---|---|---------------------------------|---------------|----------------|----------------|----------------|---------------|--------------------|------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 02 MAINLINE TRACK REHABILITATION | | | | | | | | | |
| 55 | 2017 Mainline Track Repl: Canarsie | NR | 0.0 | 0.0 | 12.2 | 0.0 | 0.0 | 0.0 | 12.2 |
| 56 | 2017 Mainline Track Repl: Crosstown | NR | 0.0 | 0.0 | 23.6 | 0.0 | 0.0 | 0.0 | 23.6 |
| 57 | 2017 Mainline Track Repl: Culver | NR | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 4.2 |
| 58 | 2017 Mainline Track Repl: Eastern Parkway | NR | 0.0 | 0.0 | 25.7 | 0.0 | 0.0 | 0.0 | 25.7 |
| 59 | 2017 Mainline Track Repl: Jerome | NR | 0.0 | 0.0 | 21.6 | 0.0 | 0.0 | 0.0 | 21.6 |
| 60 | 2017 Mainline Track Repl: Lexington | NR | 0.0 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 9.2 |
| 61 | 2017 Mainline Track Repl: Pelham | NR | 0.0 | 0.0 | 19.0 | 0.0 | 0.0 | 0.0 | 19.0 |
| 62 | 2017 Mainline Track Repl: 7th Avenue | NR | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 7.5 |
| 63 | 2017 Mainline Track Repl: Broadway-7th Avenue | NR | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 13.0 |
| 64 | 2017 Mainline Track Repl: Concourse | NR | 0.0 | 0.0 | 32.5 | 0.0 | 0.0 | 0.0 | 32.5 |
| 65 | 2017 Mainline Track Repl: Liberty | NR | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 2.2 |
| 66 | 2017 Mainline Track Repl: Flushing | NR | 0.0 | 0.0 | 41.5 | 0.0 | 0.0 | 0.0 | 41.5 |
| 67 | 2017 Mainline Track Repl: Myrtle | NR | 0.0 | 0.0 | 19.1 | 0.0 | 0.0 | 0.0 | 19.1 |
| 68 | 2017 Mainline Track Repl: White Plains Rd | NR | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 | 0.0 | 11.0 |
| 69 | Continuous Welded Rail (SAP) | NR | 0.0 | 0.0 | 0.0 | 47.0 | 4.7 | 0.0 | 51.7 |
| 70 | 2018 Mainline Track Repl: Astoria | NR | 0.0 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 17.3 |
| 71 | 2018 Mainline Track Repl: Flushing | NR | 0.0 | 0.0 | 0.0 | 15.6 | 0.0 | 0.0 | 15.6 |
| 72 | 2018 Mainline Track Repl: Jamaica | NR | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 0.0 | 29.3 |
| 73 | 2018 Mainline Track Repl: Brighton | NR | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 2.4 |
| 74 | 2018 Mainline Track Repl: Dyre | NR | 0.0 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 4.4 |
| 75 | 2018 Mainline Track Repl: Pelham | NR | 0.0 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 6.4 |
| 76 | 2018 Mainline Track Repl: Eastern Parkway | NR | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | 15.9 |
| 77 | 2018 Mainline Track Repl: Broadway-7th Avenue | NR | 0.0 | 0.0 | 0.0 | 13.9 | 0.0 | 0.0 | 13.9 |
| 78 | 2018 Mainline Track Repl: Canarsie | NR | 0.0 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | 8.9 |
| 79 | 2018 Mainline Track Repl: Concourse | NR | 0.0 | 0.0 | 0.0 | 12.4 | 0.0 | 0.0 | 12.4 |
| 80 | 2018 Mainline Track Repl: 6th Ave/Culver | NR | 0.0 | 0.0 | 0.0 | 21.7 | 0.0 | 0.0 | 21.7 |
| 81 | 2018 Mainline Track Repl: West End | NR | 0.0 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 4.9 |
| 82 | 2018 Mainline Track Repl: Lexington | NR | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 3.2 |
| 83 | 2018 Mainline Track Repl: Archer Ave | NR | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 6.6 |
| 84 | 2018 Mainline Track Repl: Lenox-White Plains Rd | NR | 0.0 | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 | 9.3 |
| 86 | 2018 Mainline Track Repl: Times Square Shuttle | NR | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 0.0 | 5.7 |
| 87 | 2018 Mainline Track Repl: Brighton Line, BMT | NR | 0.0 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | 14.7 |
| 88 | 2018 Mainline Track Repl: 4th Avenue Line, BMT | NR | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 22.2 |
| 90 | 2019 Mainline Track Repl: Myrtle | NR | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 4.2 |
| 91 | 2019 Mainline Track Repl: Manhattan Bridge | NR | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 6.0 |
| 92 | 2019 Mainline Track Repl: LWP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | 5.2 |
| 93 | 2019 Mainline Track Repl: Astoria | NR | 0.0 | 0.0 | 0.0 | 0.0 | 14.8 | 0.0 | 14.8 |
| 94 | 2019 Mainline Track Repl: Flushing | NR | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 0.0 | 4.6 |
| 95 | 2019 Mainline Track Repl: Jamaica-Nassau Cut | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 |
| 97 | 2019 Mainline Track Repl: Pelham | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 3.7 |
| 99 | 2019 Mainline Track Repl: Jerome | NR | 0.0 | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 6.6 |
| A2 | Continuous Weld Rail Ph 2 (SAP) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.3 | 19.3 |
| A3 | Myrtle Av Line (U69 Plates) | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 |
| Element Total 02 | | | \$67.7 | \$602.4 | \$390.7 | \$315.9 | \$89.2 | \$29.9 | \$1,495.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

**TRACK
T - 705**

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|---------------|---------------|----------------|----------------|----------------|----------------|---------------|--------------------|
| 03 MAINLINE SWITCH REPLACEMENT | | | | | | | | |
| 01 2015 Mainline Switch Repl: Design/Support | NR | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 02 2016 Mainline Switch Repl: Design/Support | NR | 0.0 | 12.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12.4 |
| 03 2017 Mainline Switch Repl: Design/Support | NR | 0.0 | 0.8 | 3.9 | 0.0 | 0.0 | 0.0 | 4.8 |
| 04 2018 Mainline Switch Repl: Design/Support | NR | 0.0 | 0.0 | 1.1 | 8.4 | 0.0 | 0.0 | 9.5 |
| 05 2019 Mainline Switch Replacement | NR | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 3.3 |
| 06 2020 Mainline Switch Replacement DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.8 |
| 07 2015 Mainline Switch Repl: Brighton | NR | 1.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 |
| 08 2015 Mainline Switch Repl: Queens Blvd | NR | 1.1 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 |
| 09 2015 Mainline Switch Repl: 8th Avenue | NR | 0.4 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 |
| 10 2015 Mainline Switch Repl: Broadway-7th Avenue | NR | 0.0 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10.6 |
| 11 2015 Mainline Switch Repl: Dyre | NR | 1.4 | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 |
| 12 2016 Mainline Switch Repl: Jamaica | NR | 0.0 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 |
| 13 2016 Mainline Switch Repl: 6th Avenue | NR | 0.0 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 |
| 14 2016 Mainline Switch Repl: Pelham | NR | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 |
| 15 2016 Mainline Switch Repl: Dyre | NR | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 16 2016 Mainline Switch Repl: Queens Blvd | NR | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 |
| 17 2015 Mainline Switch Repl: 6th Avenue | NR | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 18 2016 Mainline Switch Repl: 8th Avenue | NR | 0.0 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 11.5 |
| 19 2016 Mainline Switch Repl: Broadway-7th Avenue | NR | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 |
| 20 2016 Mainline Switch Repl: Flushing | NR | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 | 0.0 | 11.6 |
| 21 2017 Mainline Switch Repl: Brighton | NR | 0.0 | 0.0 | 6.8 | 0.0 | 0.0 | 0.0 | 6.8 |
| 22 2017 Mainline Switch Repl: Astoria | NR | 0.0 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 19.7 |
| 23 2017 Mainline Switch Repl: Eastern Parkway | NR | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 24 2017 Mainline Switch Repl: 7th Avenue | NR | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 | 0.0 | 15.1 |
| 25 2017 Mainline Switch Repl: Broadway-7th Avenue | NR | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 | 0.0 | 9.3 |
| 26 2017 Mainline Switch Repl: Lenox-White Plains Rd | NR | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | 0.0 | 12.8 |
| 27 2018 Mainline Switch Repl: Jamaica | NR | 0.0 | 0.0 | 0.0 | 13.8 | 0.0 | 0.0 | 13.8 |
| 28 2018 Mainline Switch Repl: Astoria | NR | 0.0 | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 | 11.0 |
| 29 2018 Mainline Switch Repl: Canarsie | NR | 0.0 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | 7.4 |
| 30 2018 Mainline Switch Repl: 6th Ave/Culver | NR | 0.0 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | 15.3 |
| 31 2018 Mainline Switch Repl: Lenox-White Plains Rd | NR | 0.0 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | 14.7 |
| 32 2018 Mainline Switch Repl: White Plains Rd | NR | 0.0 | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 8.6 |
| 33 2018 Mainline Switch Repl: 4th Avenue Line, BMT | NR | 0.0 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 9.1 |
| 34 2018 Mainline Switch Repl: Culver (Ditmas) | NR | 0.0 | 0.0 | 0.0 | 10.6 | 0.0 | 0.0 | 10.6 |
| 37 2019 Mainline Switch Repl: 6th Ave | NR | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 |
| 38 2019 Mainline Switch Repl: Canarsie | NR | 0.0 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | 9.8 |
| 39 2019 Mainline Switch Repl: Bway-7th Ave. | NR | 0.0 | 0.0 | 0.0 | 0.0 | 24.3 | 0.0 | 24.3 |
| 40 2019 Mainline Switch Repl: Queens Blvd. | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 3.6 |
| Element Total 03 | | \$14.9 | \$98.6 | \$80.8 | \$113.1 | \$40.3 | \$0.0 | \$347.7 |
| Category Total 705 | | \$82.6 | \$701.0 | \$471.6 | \$429.0 | \$129.5 | \$29.9 | \$1,843.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

LINE EQUIPMENT

T - 706

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|---------------|--------------|---------------|----------------|---------------|--------------|-----------------|
| 05 LINE EQUIPMENT | | | | | | | | |
| 01 Tun Lighting: Various Locations | SGR | 20.4 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 20.5 |
| 02 Replace Vent Plant Motor Control Sys Var Locs | SGR | 0.7 | 0.5 | 5.6 | 0.0 | 0.0 | 0.0 | 6.9 |
| 03 Replace Supervisory Vent Controls - Var Locs | SGR | 1.2 | 0.0 | 0.8 | 26.1 | 0.2 | 1.2 | 29.3 |
| 05 Rehab Vent Plant Damper System - Var Locs DES | SGR | 0.0 | 1.8 | 0.0 | 2.2 | 0.1 | 0.0 | 4.1 |
| 06 Rehab Forsyth St Vent Plant | SGR | 0.0 | 2.5 | 3.2 | 81.9 | 1.0 | 4.2 | 92.7 |
| 07 Ventilation System Strategy Study | SGR | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 |
| 08 Construct Pump Room: Rockwell Place 4AV | SGR | 0.0 | 0.0 | 0.0 | 2.0 | 7.4 | 0.1 | 9.4 |
| 09 Repl Supervisory Vent Controls - 2 Locs / CNR | SGR | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 |
| 10 Head End Fan Control at BCC DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 |
| 11 Replace Supervisory Vent Controls- 2 Loc - FLS DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| 14 Tunnel Lighting: Roosevelt Av to Elmhurst Av QBL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 0.0 | 12.7 |
| Element Total 05 | | \$22.2 | \$4.9 | \$13.6 | \$112.1 | \$22.8 | \$5.5 | \$181.1 |
| Category Total 706 | | \$22.2 | \$4.9 | \$13.6 | \$112.1 | \$22.8 | \$5.5 | \$181.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|---|---------------|------------------------------|-------|------|------|------|-----------|-------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 03 LINE STRUCTURE REHABILITATION | | | | | | | | | |
| 01 Struct Rehab/Overcoating - E 180 St Abut WPR | NR | 0.9 | 0.0 | 0.0 | 0.2 | 0.0 | 69.2 | 70.4 | |
| 02 Struct Replacement: Bridge over Atlantic RR MYT | NR | 1.2 | 14.1 | 0.3 | 0.0 | 0.0 | 0.0 | 15.6 | |
| 03 Struct Rehab: Livonia Yard Overpass & Retain Wall | NR | 0.0 | 1.4 | 0.0 | 25.1 | 0.2 | 0.3 | 27.0 | |
| 04 Struct Replacement: Viaduct and Deck MYT | NR | 4.5 | 109.0 | 6.6 | 1.0 | 0.0 | 0.0 | 121.0 | |
| 05 Struct Repair: Over land Section RKY DES | NR | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.6 | 2.6 | |
| 06 Rehab Emergency Exits (ICC) - Various Locs DES | NR | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | |
| 07 Rehab Emergency Exits (ICC) - Various Locs | NR | 0.0 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 | 16.5 | |
| 08 Rehab Emergency Exits (3rd Party) - Var Locs | NR | 0.0 | 0.0 | 0.7 | 3.6 | 4.0 | 19.5 | 27.9 | |
| 10 Overcoat: 17 Bridges & Flyover at E 180 St DYR | SGR | 2.8 | 0.0 | 0.0 | 0.0 | 0.2 | 61.2 | 64.2 | |
| 11 Overcoat: Williamsburg Bridge - Myrtle Av JAM DES | SGR | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | |
| 12 Overcoat: 157 St Portal - 162 St JER | SGR | 0.8 | 0.0 | 9.1 | 0.3 | 0.0 | 0.0 | 10.2 | |
| 13 Overcoat: 72 St - 104 St FLS | SGR | 1.2 | 0.0 | 0.0 | 56.9 | 1.4 | 0.0 | 59.6 | |
| 14 Overcoat: Myrtle Av - DeSales JAM DES | SGR | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.1 | 1.0 | |
| 15 Overcoat: East New York Leads & Loops DES | SGR | 0.0 | 1.0 | 0.1 | 0.0 | 0.0 | 0.0 | 1.1 | |
| 16 Overcoat: Broadway - End of Line MYR | SGR | 1.6 | 0.0 | 1.9 | 0.0 | 33.7 | 0.3 | 37.5 | |
| 17 Overcoat: 48 St - 72 St FLS | SGR | 0.0 | 0.0 | 0.6 | 0.4 | 54.5 | 1.6 | 57.1 | |
| 20 Struct Repair: Ventilators Between Stations DES | SGR | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 1.2 | |
| 21 Struct Rehab: 4AV - Ph2 | SGR | 0.0 | 0.0 | 66.8 | 0.1 | 0.8 | 2.2 | 70.0 | |
| 22 Overcoat: 9 Av Portal to 79 Street WST DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 | 0.8 | |
| 23 LSCR: Brooklyn (EPK) | SGR | 0.0 | 1.0 | 3.1 | 1.6 | 0.1 | 76.8 | 82.7 | |
| 24 LSCR: Manhattan & Queens (LEX, QBL, BCT) DES | SGR | 0.0 | 1.0 | 1.3 | 0.0 | 0.0 | 0.0 | 2.3 | |
| 25 LSCR: Brooklyn (CUL, BRT) DES | SGR | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.2 | 1.1 | |
| 26 LSCR: Brooklyn (4AV) DES | SGR | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | |
| 27 Rehab Emergency Exits (ICC) - 4 Locs | SGR | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | |
| 28 Rehab Emergency Exits (ICC) - 3 Locs | SGR | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | |
| 29 Repair LIRR Structure - 8 Av SEA | SGR | 0.0 | 0.0 | 0.1 | 0.0 | 1.3 | 0.0 | 1.4 | |
| 30 Rehab Emergency Exits (ICC) - 2 Locs | SGR | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | |
| 31 LSCR: Bronx (BXC) DES | SGR | 0.9 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.9 | |
| 32 LSCR: Downtown Manhattan (BWY, 8AV) DES | SGR | 3.5 | 0.9 | 0.0 | 0.0 | 0.0 | 0.2 | 4.5 | |
| 33 LSCR: Uptown Manhattan (BW7, 8AV) DES | SGR | 0.4 | 0.3 | 1.1 | 0.0 | 0.0 | 0.0 | 1.8 | |
| 37 LSCR: 1 Av, Bedford Av CNR | SGR | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | |
| 38 LSCR: Hoyt-Schermerhorn Benchwall (BCT) | SGR | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 | |
| 39 LSCR: Component Repairs DES | SGR | 0.0 | 0.0 | 0.7 | 3.1 | 2.5 | 0.0 | 6.3 | |
| 40 Struct Rehab: Livonia Yd Abut/Retain Walls [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 2.4 | 0.1 | 0.0 | 2.5 | |
| 41 Vents Between Stations: E192 St-E198 St BXC [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.2 | 2.8 | 0.1 | 3.2 | |
| 42 Vents Btwn Stns: E198 St-E205 St BXC [SBDP] DES | SGR | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | |
| 43 Struct Repair: 61st-Woodside FLS DES | SGR | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.1 | 3.2 | |
| 44 Repairing 'A' and 'B' Column Base Conditions WPR | SGR | 0.0 | 0.0 | 0.0 | 0.6 | 20.3 | 0.1 | 21.0 | |
| 45 Culver Line Rehabilitation Additional Work DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.3 | |
| 46 Replace Elec/Mech Equip - S Channel Bridge RKY DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 1.8 | 2.5 | |
| 47 Elevated Structures Netting: Various Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 16.5 | 0.0 | 16.5 | |
| 48 Overcoat: 79 St - 24th Ave WST DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.4 | |
| 49 Overcoat: 24th Ave - Stillwell Terminal WST DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.4 | |
| 51 Westchester Bridges Rehabilitation PEL DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 | |
| 52 Overcoat: Queensboro Plaza - 33 St FLS DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* | |
| 53 Contract Support Var Superstorm Sandy Projects | NR | 0.0 | 0.0 | 0.0 | 0.0 | 20.3 | 29.7 | 50.0 | |
| 54 Plenum Plate Demolition & Structure Rehab EPK DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 | |
| 55 LL Structural Repairs Nevins St EPK DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 | |
| 56 Additional Design - 14th St Corridor | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 1.7 | |
| 57 East 180 Street Flyover / Dyre Av | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

LINE STRUCTURES

T - 707

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--------------------------------|---------------|--------|---------|---------|---------|---------|-----------|--------------------|
| Element Total | 03 | \$18.8 | \$142.9 | \$113.7 | \$100.0 | \$162.6 | \$272.4 | \$810.4 |
| Category Total | 707 | \$18.8 | \$142.9 | \$113.7 | \$100.0 | \$162.6 | \$272.4 | \$810.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|--|---------------|---------------------------------|----------------|----------------|----------------|----------------|----------------|------------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 03 SIGNAL MODERNIZATION | | | | | | | | | |
| 01 CBTC: QBL West Ph2 (50 St - Union Tpke) | SGR | 7.3 | 425.9 | 29.3 | 0.4 | 2.1 | 11.5 | 476.5 | |
| 02 CBTC Technical Support Contract FLS | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.1 | |
| 04 CBTC: 8AV (59 St - High St) | SGR | 0.0 | 1.7 | 1.5 | 5.3 | 8.5 | 202.2 | 219.2 | |
| 06 Install Automatic Signals for Work Trains CNR | SGR | 1.0 | 0.1 | 3.8 | 0.0 | 0.0 | 0.0 | 4.9 | |
| 07 Interlocking Modernization: Ditmas CUL | SGR | 0.0 | 1.1 | 0.9 | 0.0 | 120.0 | 0.3 | 122.2 | |
| 08 Interlocking Modernization: Kings Highway CUL | SGR | 6.0 | 145.3 | 5.9 | 0.4 | 0.0 | 0.2 | 157.9 | |
| 19 Signal Control Line Modifications, Ph6 | NR | 12.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.8 | |
| 21 AC to DC Line Relay Upgrade Ph2 - FUL | NR | 10.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.2 | |
| 22 AC to DC Line Relay Upgrade BCT | NR | 0.0 | 0.0 | 25.2 | 0.0 | 0.0 | 0.0 | 25.2 | |
| 23 Signal Key-By Modifications, Ph4 | NR | 0.0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.4 | 18.4 | |
| 24 Code Cable Replacement BW7 | NR | 0.0 | 0.0 | 0.4 | 1.2 | 0.1 | 39.5 | 41.3 | |
| 25 Signal Room Fire Suppression, Phase 2 | SGR | 0.0 | 1.5 | 0.8 | 18.8 | 0.4 | 0.2 | 21.6 | |
| 26 Life Cycle Replacement of Code Systems | NR | 0.0 | 0.0 | 0.4 | 0.0 | 1.0 | 50.0 | 51.4 | |
| 27 Life Cycle Mod - Speed Enforcement Systems | NR | 0.0 | 0.0 | 0.5 | 0.0 | 1.1 | 63.3 | 65.0 | |
| 32 CBTC: CUL (Church Av to W8 St) | SI | 0.0 | 0.8 | 4.3 | 0.7 | 124.5 | 9.9 | 140.1 | |
| 33 Interlocking Modernization: Ave X CUL | SGR | 0.0 | 1.2 | 1.5 | 0.0 | 176.5 | 8.3 | 187.5 | |
| 35 Interlocking Modernization: 30 St & 42nd St / 8AV | SGR | 0.0 | 2.8 | 0.1 | 1.4 | 0.3 | 254.3 | 258.9 | |
| 37 Signals Improvements (SAP) | SGR | 0.0 | 0.0 | 56.9 | 127.4 | 2.5 | 0.0 | 186.8 | |
| 39 Upgrade/Modernization of Signal Technology (SAP) | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 54.7 | 6.6 | 61.3 | |
| 40 CBTC: Queens Blvd East and Interlockings DES | SGR | 0.0 | 0.0 | 0.0 | 1.8 | 1.1 | 0.0 | 3.0 | |
| 41 CBTC: Lexington Ave Line and Interlockings DES | SGR | 0.0 | 0.0 | 0.0 | 3.0 | 2.4 | 0.0 | 5.4 | |
| 42 CBTC: Carbone Equipment Purchase | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 67.4 | 18.2 | 85.6 | |
| 43 2018 M/L Switch Repl: 7 Switches CBTC CUL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 39.5 | 0.0 | 39.5 | |
| 44 2019 M/L Switch Repl: 10 Switches CBTC 8AV | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.6 | 27.6 | |
| 45 2019 M/L Switch Repl: 12 Switches Kings Hwy CUL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 18.7 | 0.0 | 18.7 | |
| 46 Ultra-Wideband (UWB)-Based Train Control | SI | 0.0 | 0.0 | 0.0 | 0.0 | 51.4 | 1.8 | 53.2 | |
| 47 CBTC: Crosstown Line and 3 Interlockings DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.1 | 0.6 | |
| 48 Mechanical Plug-In Timer Relays Replacement (SAP) | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 2.7 | |
| 49 Signal Quality Enhancements (SAP) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 22.4 | 24.4 | |
| 50 CBTC QBL West Phase 1 & 2 | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49.7 | 49.7 | |
| Element Total 03 | | \$37.1 | \$599.4 | \$131.5 | \$160.5 | \$674.9 | \$770.4 | \$2,373.7 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

SIGNALS & COMMUNICATIONS

T - 708

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|---|---------------|---------------------------------|----------------|----------------|----------------|----------------|----------------|------------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 06 COMMUNICATIONS SYSTEMS | | | | | | | | | |
| 02 Upgrade Async Network to SONET, Rings A and C | NR | 0.0 | 0.7 | 29.1 | 0.1 | 0.7 | 0.3 | 30.9 | |
| 03 PBX Upgrade | NR | 0.0 | 0.0 | 53.0 | 0.3 | 0.0 | 0.5 | 53.8 | |
| 04 Fiber Optic Cable Replacement Ph2 | SGR | 0.0 | 0.0 | 0.0 | 12.3 | 1.0 | 11.0 | 24.4 | |
| 05 Copper Cable Upgrade/Replacement Ph4 | SGR | 0.7 | 7.1 | 0.4 | 0.1 | 2.0 | 0.0 | 10.4 | |
| 06 Antenna Cable Replacement | SGR | 2.5 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 8.3 | |
| 07 UHF T-Band Radio System Replacement | NR | 0.1 | 4.1 | 0.0 | 0.0 | 0.0 | 3.1 | 7.4 | |
| 10 Help Point: 64 Stations (Transit Wireless) | SI | 26.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 27.9 | |
| 11 Help Point: 28 Stations | SI | 13.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13.5 | |
| 13 PA/CIS Electronics Replacement CNR | NR | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | |
| 14 ISIM-B Module 3: Rail Traffic Systems | SI | 0.0 | 0.0 | 0.0 | 88.8 | 0.0 | 2.6 | 91.3 | |
| 17 LiftNet Transition to Ethernet | NR | 1.1 | 0.0 | 0.2 | 7.5 | 0.7 | 0.5 | 9.9 | |
| 18 Platform Safety Technology Rollout | SI | 0.8 | 3.3 | 7.6 | 0.5 | 0.1 | 0.0 | 12.3 | |
| 19 Comm Room Upgrade and Expansion Ph2 [SBDP] DES | SGR | 0.0 | 0.0 | 1.5 | 0.0 | 4.1 | 0.0 | 5.7 | |
| 20 Help Point: 49 Stations | SI | 4.8 | 8.4 | 17.9 | 0.2 | 0.0 | 0.0 | 31.3 | |
| 21 Help Point: 2 Stations / West End [SBDP] | SI | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | |
| 22 Help Point: 2 Stations / Jamaica [SBDP] | SI | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | |
| 23 Help Point: 2 Stations / Liberty [SBDP] | SI | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | |
| 24 Help Point: 2 Stns / Culver and West End [SBDP] | SI | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | |
| 25 Help Point: Simpson St, Prospect Av / WPR [SBDP] | SI | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | |
| 26 Help Point: West 8 St / CIT [SBDP] | SI | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | |
| 27 Help Point: Myrtle-Wyckoff Avs / Myrtle [SBDP] | SI | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 | |
| 28 Help Point: 2 Stations / Jerome [SBDP] | SI | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | |
| 29 Help Point: 2 Stations / Flushing [SBDP] | SI | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 1.3 | |
| 30 Help Point: 2 Stations / Flushing & BW7 [SBDP] | SI | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 1.3 | |
| 31 Help Point: Pelham Pkwy, E Tremont Av / WPR [SBDP] | SI | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | |
| 32 Help Point: 39 Stations (I/H) | SI | 0.0 | 19.6 | 0.4 | 0.0 | 0.0 | 0.0 | 20.0 | |
| 33 Help Point: 49 Stations (Transit Wireless) | SI | 0.0 | 13.8 | 0.6 | 0.0 | 0.0 | 0.0 | 14.4 | |
| 34 Help Point: Material Purchase | SI | 0.0 | 12.4 | 0.2 | 0.0 | 0.0 | 0.0 | 12.5 | |
| 35 Connection-Oriented Ethernet (COE), Core | NR | 0.0 | 2.3 | 2.1 | 0.1 | 22.4 | 0.0 | 27.0 | |
| 36 Connection-Oriented Ethernet (COE), Stations | NR | 0.0 | 3.7 | 7.6 | 0.0 | 0.1 | 19.3 | 30.8 | |
| 37 Connection-Oriented Ethernet (COE), PSIM | NR | 0.0 | 1.5 | 2.8 | 0.1 | 2.3 | 8.1 | 14.9 | |
| 38 Help Point: Ocean Pkwy / BRT [SBDP] | SI | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 | |
| 40 B Division Beacon Train Arrival System, Ph2 | SI | 0.0 | 0.0 | 59.4 | 0.0 | 0.1 | 0.0 | 59.5 | |
| 44 Police Radio System: Enhance Coverage | SGR | 0.0 | 1.7 | 1.1 | 11.5 | 0.9 | 2.2 | 17.5 | |
| 45 Upgrade Async Network to SONET, Ring F DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.3 | |
| 46 Antenna Cable: Next Generation Pilot & Testing | SI | 0.0 | 0.0 | 0.0 | 10.4 | 0.3 | 0.2 | 10.9 | |
| 47 Connection-Oriented Ethernet (COE) DES | NR | 0.0 | 0.0 | 0.0 | 2.8 | 0.2 | 0.0 | 2.9 | |
| 48 Police Radio Sys: Enhance Coverage-Steinway Tube | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 | 5.5 | |
| 49 COE at 88 Stations, Phase 3B-1 [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 7.0 | |
| 50 COE at 265 Stations, Ph 3B-2 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.8 | 19.8 | |
| 51 Help Point: Upgrades and CAI Removals | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 19.1 | 1.1 | 20.2 | |
| 52 PA/CIS Upgrade Ph2 CNR DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 0.1 | 4.3 | |
| 53 PID CCTV: 37 Stations SBDP DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 2.6 | 3.4 | |
| 54 PID CCTV: Various Locs (D-B) DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 | |
| 55 Connection-Oriented Ethernet (COE) Phase 3C DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.5 | 1.4 | |
| Element Total 06 | | \$49.5 | \$90.7 | \$194.1 | \$135.0 | \$60.6 | \$84.6 | \$614.5 | |
| Category Total 708 | | \$86.6 | \$690.1 | \$325.6 | \$295.5 | \$735.5 | \$855.0 | \$2,988.2 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

TRACTION POWER

T - 709

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|---------------|----------------|----------------|---------------|----------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| 02 SUBSTATIONS | | | | | | | | |
| 01 Substation Renewal: Burnside Av BXC | SGR | 0.0 | 0.8 | 1.2 | 18.2 | 0.4 | 0.3 | 21.0 |
| 02 Substation Renewal: Av Z CUL | SGR | 0.0 | 1.7 | 1.6 | 29.7 | 0.8 | 0.8 | 34.6 |
| 03 Substation Rnwl & New Rectifier: Centrl SS 6AV | SGR | 0.0 | 0.0 | 2.6 | 3.6 | 39.0 | 1.7 | 46.9 |
| 04 Substation Roof & Encl: Wash Heights 8AV [SBDP] | SGR | 0.0 | 0.0 | 1.5 | 0.0 | 6.3 | 0.6 | 8.4 |
| 05 Replace 25Hz Freq Converters - Various Locs | SGR | 0.2 | 0.4 | 0.0 | 18.2 | 0.1 | 0.1 | 19.1 |
| 06 Replace HT Switchgear - Various Locs | SGR | 0.0 | 1.7 | 1.8 | 24.6 | 1.2 | 1.1 | 30.4 |
| 08 Substation Roof & Enclosure: Jerome-E 162 St | SGR | 0.7 | 6.0 | 0.1 | 0.0 | 0.0 | 0.0 | 6.8 |
| 09 Substation Roof & Encl: Gates-Ridgewood [SBDP] | SGR | 1.3 | 0.0 | 0.0 | 3.9 | 0.4 | 0.0 | 5.7 |
| 10 Install Low-Resistance Contact Rail - CNR Tube | SI | 0.0 | 0.0 | 28.3 | 0.0 | 0.0 | 0.7 | 28.9 |
| 11 Three New Substations CNR DES | SI | 6.4 | 0.1 | 0.4 | 0.0 | 0.0 | 0.0 | 6.9 |
| 15 Supplemental Negative Cables QBL | SI | 0.0 | 0.0 | 35.0 | 17.2 | 0.0 | 0.1 | 52.3 |
| 18 Install Low-Resistance Contact Rail QBL | SI | 0.0 | 0.2 | 1.6 | 45.2 | 0.3 | 0.1 | 47.4 |
| 19 New Substation: Canal St 8AV | SI | 0.0 | 0.0 | 1.0 | 4.1 | 0.3 | 75.3 | 80.7 |
| 20 New Substation: 27 St 8AV DES | SI | 0.0 | 0.0 | 0.8 | 1.8 | 1.8 | 0.0 | 4.4 |
| 21 New Substation: 14 St-Avenue B CNR | SI | 0.0 | 0.0 | 61.4 | 9.5 | 0.6 | 10.2 | 81.8 |
| 22 New Substation: Maspeth Av-Humboldt St CNR | SI | 0.0 | 0.0 | 44.3 | 0.3 | 0.8 | 6.1 | 51.5 |
| 23 New Substation: Harrison PI CNR | SI | 0.0 | 0.0 | 51.2 | 0.4 | 0.5 | 6.8 | 58.8 |
| 24 Substation Roof & Enclosure: Stanton St [SBDP] | SGR | 0.0 | 0.0 | 2.9 | 0.1 | 0.1 | 0.0 | 3.1 |
| 25 Substation Renewal: Washington Heights / 8AV DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.1 | 0.7 |
| 26 Village Substation Renewal DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.9 |
| 27 Avenue O Substation Renewal - CUL DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.3 |
| 28 Priority Repairs, 78 St Substation QBL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 2.2 |
| 29 New Substations QBL East DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| 30 Replace DC Lineup 86th Av QBL DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.4 |
| Element Total 02 | | \$8.6 | \$11.0 | \$235.7 | \$176.8 | \$57.4 | \$106.4 | \$595.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

TRACTION POWER

T - 709

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|---------------|----------------|----------------|---------------|----------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| 04 POWER DISTRIBUTION | | | | | | | | |
| 01 Rehab CBH # 586 - 18 Av CUL | SGR | 0.0 | 0.9 | 0.6 | 9.3 | 0.4 | 0.0 | 11.1 |
| 03 Rehab CBH # 210 - 239 St WPR | SGR | 1.0 | 1.0 | 16.4 | 0.0 | 0.0 | 0.0 | 18.4 |
| 04 Rehab CBH # 86 - Wilson Av CNR | SGR | 0.6 | 0.0 | 4.8 | 0.0 | 0.0 | 0.2 | 5.6 |
| 06 Rehab CBH # 85 & New Ducts: Bedfrd-N 6 St SS CNR | SGR | 0.7 | 0.3 | 11.5 | 0.0 | 0.2 | 0.6 | 13.4 |
| 07 Rehab CBH # 5 - 53 St BWY | SGR | 0.0 | 0.8 | 0.6 | 11.2 | 0.3 | 0.1 | 13.0 |
| 10 Rehab Various CBH Enclosures DES | SGR | 0.0 | 0.0 | 0.0 | 0.8 | 1.5 | 0.0 | 2.2 |
| 11 Rehab Ducts: Stanton St. Substation DES | NR | 0.6 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 |
| 12 Replace Negative Cables 4AV Ph 3 DES | SGR | 0.0 | 0.0 | 1.2 | 0.2 | 0.5 | 0.0 | 1.9 |
| 13 Upgrade SCADA System DES | SGR | 0.0 | 0.0 | 1.3 | 2.8 | 0.2 | 0.2 | 4.4 |
| 14 Repl Control & Bat Cables: Substation CZs | SGR | 0.0 | 1.4 | 0.0 | 29.4 | 0.0 | 0.4 | 31.2 |
| 15 Reconstruct CBH # 392 Flushing River Bridge FLS | SGR | 0.0 | 0.0 | 0.3 | 0.8 | 13.4 | 0.5 | 15.0 |
| 17 Replace Negative Cables 4AV Ph 2 | NR | 0.0 | 16.2 | 0.2 | 0.0 | 0.0 | 0.0 | 16.4 |
| 18 Protection of Cables DYR DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| 21 Rehab CBH Enclosure: CBH 76 - Myrtle Av JAM | SGR | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 2.1 |
| 22 New 84C Contact Rail on Lexington Ave Line DES | SGR | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 1.3 |
| 23 New Negative Side Feeders on Lex Ave Line DES | SGR | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |
| 24 New Negative Side Feeders on Queens Blvd DES | SGR | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.1 | 1.4 |
| 25 New 84C Contact Rail on QBL East project DES | SGR | 0.0 | 0.0 | 0.0 | 1.1 | 0.2 | 0.0 | 1.2 |
| 26 Negative Cables: 4th AV/ 9th St to Pacific St DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 27 Rehab CBH # 296 - Nostrand Avenue U/L DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| 28 Rehab CBH #93 - 120 St DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 |
| 29 Rehab CBH #536 - 98th St. DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 30 New 84C Contact Rail on 8 Av Line DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 |
| 31 New Negative Side Feeders on 8 Av Line DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.8 |
| Element Total 04 | | \$2.9 | \$21.1 | \$37.0 | \$61.6 | \$20.2 | \$2.1 | \$144.9 |
| Category Total 709 | | \$11.5 | \$32.2 | \$272.7 | \$238.4 | \$77.6 | \$108.5 | \$740.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

SHOPS AND YARDS

T - 710

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|--------------------------------|--|---------------------------------|---------------|---------------|---------------|----------------|---------------|----------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 04 SHOPS AND YARDS | | | | | | | | | |
| 01 | DCE Shop Components Ph 1: 180 St, CI, PEL | SGR | 1.0 | 0.0 | 1.5 | 0.0 | 31.5 | 0.0 | 34.0 |
| 02 | 207th St Maint & OH Shop Roof & Component Repl | SGR | 1.1 | 0.0 | 1.2 | 47.3 | 9.2 | 0.7 | 59.5 |
| 03 | DCE Shop Components Ph 2: 239 St, Concourse, ENY | SGR | 0.0 | 1.4 | 1.5 | 40.8 | 5.3 | 0.4 | 49.4 |
| 04 | DCE Shop Components Ph 3: Jerome | SGR | 0.0 | 0.0 | 0.4 | 0.6 | 3.4 | 0.9 | 5.2 |
| 05 | DCE Shop Components Ph 4: 207 St Admin | SGR | 0.0 | 1.0 | 0.8 | 0.0 | 22.3 | 0.1 | 24.2 |
| 06 | Rehab Livonia Maintenance Shop, Ph 1 DES | SGR | 0.0 | 2.3 | 0.0 | 1.4 | 0.0 | 0.0 | 3.7 |
| 07 | Upgrade Central Electronics Shop: Woodside | SGR | 1.1 | 0.0 | 1.2 | 13.7 | 0.1 | 0.0 | 16.1 |
| 08 | Upgrade Cable Shop, Ph 1 DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 3.6 |
| 09 | Heavy Shop Equipment | NR | 1.2 | 0.0 | 0.0 | 0.3 | 0.0 | 1.3 | 2.8 |
| 10 | 2015 Yard Track Replacement | SGR | 0.2 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 1.0 |
| 11 | 2016 Yard Track Replacement | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 4.5 |
| 12 | 2017 Yard Track Replacement | SGR | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 2.9 |
| 13 | 2018 Yard Track Replacement | SGR | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 |
| 15 | 2020 Yard Track Replacement DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 16 | 2015 Yard Switch Replacement | SGR | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| 17 | 2016 Yard Switch Replacement | SGR | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 18 | 2017 Yard Switch Replacement | SGR | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 |
| 19 | 2018 Yard Switch Replacement | SGR | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 |
| 22 | Yard Lighting: 207th St Yard | SGR | 2.0 | 0.0 | 24.1 | 0.0 | 0.0 | 0.0 | 26.1 |
| 23 | Yard Lighting: CI Yard Design and Ph 1 Site Prep | SGR | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| 24 | Yard Fencing: 2 Locations (38 St and Linden Yard) | NR | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 |
| 28 | Car Cleaning Facility Component Repairs DES | NR | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| 29 | Struc. Remed. at E 180 St Maint. Fac. & Ret Wall | SGR | 0.3 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.3 |
| 30 | DCE Shops Industrial Engineering Study | SI | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 3.1 |
| 37 | Installation of 600 VDC Feed & Equip: 207 St Shop | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| 38 | Installation of Utilities & Equip: 207 St Shop | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| 39 | Windows Replacement: 207 St OH Shop | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 40 | Rehab Livonia Maintenance Shop, Ph 1 HVAC [NYPA] | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 41 | New Railcar Receiving Improvements | SI | 0.0 | 0.0 | 0.0 | 4.1 | 0.2 | 116.6 | 121.0 |
| 42 | Yard Lighting: Coney Island, Stillwell, Culver DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 |
| 43 | DCE Car Washer Comp Repair: Canarsie & Jamaica DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.1 | 1.8 |
| 44 | Yard Lighting: Fresh Pond DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.1 | 0.5 |
| 45 | Component Repairs: 207 St OH Facility DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.5 |
| Element Total 04 | | | \$19.6 | \$11.2 | \$43.2 | \$112.4 | \$79.9 | \$123.9 | \$390.2 |
| Category Total 710 | | | \$19.6 | \$11.2 | \$43.2 | \$112.4 | \$79.9 | \$123.9 | \$390.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

DEPOTS

T - 712

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years | |
|--|--|---------------------------------|--------------|---------------|---------------|---------------|---------------|--------------------|----------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 03 DEPOT REHAB AND RECONSTRUCTION | | | | | | | | | |
| 01 | Artic Modification: ENY Depot | SI | 0.0 | 1.1 | 2.3 | 0.0 | 14.2 | 0.2 | 17.7 |
| 02 | Roof: Gun Hill Depot | NR | 0.4 | 0.5 | 9.9 | 0.1 | 0.0 | 0.0 | 10.8 |
| 03 | Roof, HVAC: Queens Village Depot DES | NR | 1.1 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 3.2 |
| 04 | Chassis Wash: Grand Ave Depot [SBDP] | SI | 0.0 | 0.3 | 0.0 | 0.0 | 1.2 | 0.2 | 1.7 |
| 05 | Windows, HVAC: Casey Stengel Depot DES | NR | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.4 |
| 06 | Generator: Yukon Depot | NR | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 11.7 | 11.8 |
| 07 | Roof, Office, HVAC: Fresh Pond Depot | NR | 0.0 | 0.0 | 0.2 | 0.5 | 0.0 | 19.3 | 20.0 |
| 08 | Paving: Manhattanville Depot DES | NR | 0.0 | 0.4 | 0.4 | 0.0 | 0.0 | 0.0 | 0.8 |
| 10 | New Depot: Jamaica DES | NR | 0.0 | 0.2 | 0.0 | 0.0 | 2.4 | 0.1 | 2.7 |
| 11 | Office Upgrade: Zerega Consolid Maint Fac [SBDP] | NR | 1.3 | 0.5 | 0.0 | 1.7 | 0.0 | 0.0 | 3.5 |
| 12 | Chassis Wash: Gun Hill Depot [SBDP] | NR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| 13 | Artic Modification: Jackie Gleason Depot [SBDP] | SI | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| 14 | HVAC: Manhattanville Depot | NR | 0.0 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 15.4 |
| 15 | HVAC: Zerega Consolidated Maintenance Facility | NR | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 0.0 | 8.1 |
| 16 | Rf Topping & Expsion Joints: Kingsbridge Depot DES | NR | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 |
| 17 | Rf Topping & Expansion Joints: MJ Quill Depot DES | NR | 0.0 | 0.0 | 0.1 | 0.3 | 0.0 | 0.0 | 0.4 |
| 19 | Roof: Queens Village Depot | NR | 0.0 | 0.0 | 0.0 | 0.2 | 6.0 | 0.0 | 6.2 |
| 20 | Artic Maint Bays: Jackie Gleason Depot [SBDP] | SI | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| 21 | Artic Modification Windows/Façade: ENY Depot | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.1 | 18.1 |
| 22 | Modular Office: ENY Depot [SBFP] | SI | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 0.1 | 5.0 |
| 23 | Jamaica Depot: Demo Lots #68 & #72 [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.1 | 0.9 | 0.0 | 1.0 |
| 24 | Paving: Manhattanville Depot Parking Levels [SBMP] | NR | 0.0 | 0.0 | 0.0 | 4.3 | 0.1 | 0.0 | 4.4 |
| 25 | Paving: Manhattanville Depot Ramps | NR | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 0.0 | 4.0 |
| 26 | Roof: Fresh Pond Depot | NR | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.3 | 5.3 |
| 27 | Depot Components: East New York (NYPA) DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.1 |
| Element Total 03 | | | \$3.1 | \$3.0 | \$12.9 | \$28.5 | \$46.7 | \$51.0 | \$145.2 |
| 04 DEPOT IMPROVEMENTS | | | | | | | | | |
| 01 | 6 Bus Washers: 3 Depots DES | SGR | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 02 | Paint Booth Upgrade [SBDP] | NR | 0.0 | 0.0 | 2.3 | 0.2 | 0.1 | 0.0 | 2.6 |
| 03 | Select Bus Service 2015-19 | SI | 0.0 | 6.1 | 11.2 | 2.6 | 0.5 | 3.8 | 24.1 |
| 04 | SBS: Traffic Signal Priority, Ph 2 | SI | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 05 | Storage Tanks: 4 Depots DES | NR | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 |
| 07 | Shoreline Upgrade: Kingsbridge Depot | SI | 0.5 | 0.3 | 2.9 | 0.1 | 0.0 | 0.0 | 3.9 |
| 08 | Elevator Upgrades: JG,GH,MTV,CS,ENY | NR | 1.1 | 0.0 | 1.5 | 19.3 | 0.0 | 0.1 | 22.1 |
| 10 | North Shore BRT: Environmental and Design | SI | 0.0 | 0.0 | 0.0 | 5.5 | 0.0 | 0.8 | 6.3 |
| 12 | Portable Lift Replacement | NR | 0.0 | 0.4 | 4.6 | 0.1 | 0.0 | 0.0 | 5.1 |
| 13 | Bus Washer: Zerega Consolidated Maint Facil [SBDP] | NR | 0.0 | 0.3 | 1.1 | 0.0 | 0.0 | 0.0 | 1.4 |
| 14 | Chassis Wash: Casey Stengel Depot [SBDP] | NR | 0.0 | 0.3 | 0.0 | 2.0 | 0.0 | 0.0 | 2.3 |
| 15 | 2 Bus Washers: Fresh Pond Depot [SBDP] | NR | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 16 | 2 Bus Washers: Jackie Gleason Depot [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 3.6 |
| 18 | Automated Fuel Management System Upgrade | NR | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 1.7 | 2.0 |
| 19 | Queens Depot Property & Environmental Prep | SI | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 |
| 22 | Storage Tanks: Jackie Gleason and Castleton Depots | NR | 0.0 | 0.0 | 8.5 | 0.2 | 0.1 | 0.0 | 8.8 |
| Element Total 04 | | | \$5.9 | \$11.5 | \$36.5 | \$30.5 | \$4.2 | \$6.4 | \$95.0 |
| Category Total 712 | | | \$9.0 | \$14.5 | \$49.3 | \$59.0 | \$50.9 | \$57.5 | \$240.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

SERVICE VEHICLES

T - 713

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|--------------|--------------|---------------|--------------|--------------|----------------|-----------------|
| 02 SERVICE VEHICLES | | | | | | | | |
| 06 Purchase 2 Signal Supply Cars DES | SGR | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 07 Purchase 27 Refuse Flats DES | NR | 1.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 08 Purchase 12 3-Ton Crane Cars | NR | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 31.4 | 32.8 |
| 10 Track Inspn Car: Platform Meas/Video Recording Sys | SI | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 |
| 11 Purchase Locomotives | SGR | 2.0 | 0.0 | 0.3 | 0.0 | 0.0 | 253.8 | 256.1 |
| 12 Purchase 202 Non-Revenue Vehicles | NR | 0.0 | 0.8 | 33.0 | 0.0 | 0.0 | 0.0 | 33.8 |
| 13 Purchase Various Non-Revenue Vehicles | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 | 11.4 |
| 14 Purchase 53 Non-Revenue Vehicles (SAP) | SI | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 | 0.0 | 8.5 |
| 15 Conversion of 10 R77E Locomotives | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.3 | 34.3 |
| Element Total 02 | | \$5.3 | \$6.6 | \$33.3 | \$8.5 | \$0.0 | \$331.0 | \$384.6 |
| Category Total 713 | | \$5.3 | \$6.6 | \$33.3 | \$8.5 | \$0.0 | \$331.0 | \$384.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

MISC./EMERGENCY

T - 716

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|---------------|---------------|----------------|---------------|---------------|----------------|-----------------|
| 02 MISCELLANEOUS | | | | | | | | |
| 01 All-Agency Liability Insurance & Deductible | | 0.0 | 1.3 | 1.7 | 1.6 | 1.5 | 0.3 | 6.4 |
| 03 2015 Capital Revolving Fund | | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 04 2016 Capital Revolving Fund | | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 05 2017 Capital Revolving Fund | | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 06 2018 Capital Revolving Fund | | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 |
| 07 2019 Capital Revolving Fund | | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 5.0 |
| 98 Owner Controlled Insurance Program | | 0.0 | 0.0 | 165.3 | 0.0 | 0.0 | 0.0 | 165.3 |
| 99 Authority-Wide Contingency: 2015-2019 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 298.6 | 298.6 |
| Element Total 02 | | \$0.0 | \$11.3 | \$172.0 | \$6.6 | \$6.5 | \$298.8 | \$495.3 |
| 04 MANAGEMENT INFORMATION SYSTEMS | | | | | | | | |
| 01 Upgrade Copper Cable: Livingston Plaza | NR | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 5.0 |
| 02 Data Storage and Server Enhancements at 2 Bwy/LP | SI | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 06 CADD-BIM-DMS Disaster Recovery-Bus. Continuity | SI | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| 08 Enterprise Asset Management (EAM) | | 0.0 | 6.4 | 0.0 | 20.6 | 13.4 | 0.6 | 41.0 |
| Element Total 04 | | \$0.0 | \$6.4 | \$5.0 | \$21.3 | \$18.4 | \$0.6 | \$51.8 |
| 05 ENGINEERING SERVICES | | | | | | | | |
| 01 Scope Development | | 1.5 | 2.7 | 8.8 | 6.2 | 14.6 | 4.2 | 37.9 |
| 03 Engineering Services | | 3.1 | 0.0 | 12.0 | 13.4 | 30.4 | 7.0 | 65.9 |
| 04 MTA Independent Engineering Consultant | | 0.0 | 9.7 | 0.0 | 0.0 | 3.5 | 2.6 | 15.8 |
| 05 General Order Support: Traffic Checkers | | 9.0 | 9.0 | 9.0 | 9.2 | 15.4 | 0.0 | 51.6 |
| 06 Value Engineering Services | | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 08 Construction Support Services | | 0.0 | 5.6 | 0.0 | 5.4 | 0.0 | 0.0 | 11.0 |
| 10 Boring Services: Bk/Q/SI | NR | 0.0 | 0.1 | 1.9 | 0.0 | 0.0 | 0.0 | 2.0 |
| 11 Boring Services: M/Bx | NR | 0.0 | 0.1 | 2.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| 12 Test Pits | NR | 0.0 | 0.1 | 0.0 | 10.6 | 0.0 | 0.0 | 10.8 |
| 15 Utica Avenue Subway Extension Study | SI | 0.0 | 0.0 | 0.0 | 0.3 | 4.0 | 0.0 | 4.3 |
| 18 Broadway Jnct. JAM Enhancements DES | SI | 0.0 | 0.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.9 |
| 19 Marcy Ave JAM Enhancements DES | SI | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 1.3 |
| 20 Staten Island West Shore Light Rail Alt Analysis | | 0.0 | 0.0 | 0.0 | 0.6 | 2.3 | 1.1 | 4.0 |
| 21 Union St 4AV Enhancements DES | SI | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 22 Flushing-Main St FLS Enhancements DES | SI | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 |
| 23 Queensboro Plaza FLS Enhancements DES | SI | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 24 Vernon-Jackson Ave FLS Enhancements DES | SI | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 25 East Broadway 6AV Enhancements DES | SI | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.3 |
| 26 170 St. JER Enhancements DES | SI | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| Element Total 05 | | \$13.6 | \$28.5 | \$36.5 | \$45.9 | \$70.1 | \$14.9 | \$209.5 |
| 06 ENVIRONMENTAL AND SAFETY | | | | | | | | |
| 01 Fire Alarm System Replacement - 3 Locs | NR | 0.5 | 1.2 | 17.3 | 0.1 | 0.4 | 0.1 | 19.6 |
| 05 Consultant Services-USTs & Remediation | NR | 0.0 | 0.0 | 0.0 | 5.8 | 0.5 | 0.2 | 6.5 |
| 08 Flatbush Depot Remediation Sys SBDP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.1 |
| 09 Kingsbridge Depot Remediation Sys SBDP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| Element Total 06 | | \$0.5 | \$1.2 | \$17.3 | \$5.9 | \$0.9 | \$2.4 | \$28.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

MISC./EMERGENCY

T - 716

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|---|---------------|------------------------------|------------------|------------------|------------------|------------------|------------------|-----|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 07 EMPLOYEE FACILITIES | | | | | | | | | |
| 01 Rehab: PD Office 14 St - Union Square DES | SGR | 0.0 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 |
| 02 URT Phase 3 DES | SI | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.5 | | 2.1 |
| 03 Emp Fac Consolidation: 2 Av 6AV DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | | 0.8 |
| 04 Emp Fac Component Repairs: 7 Locs / Manhattan | SGR | 2.5 | 0.3 | 0.9 | 0.0 | 0.0 | 0.0 | | 3.8 |
| 05 Emp Fac Component Repairs: 3 Locs (ICC) | SGR | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.5 |
| 07 Emp Fac Line Repairs: 10 Locs 8AV (Downtown) | SGR | 0.0 | 0.0 | 2.9 | 0.1 | 0.0 | 0.0 | | 2.9 |
| 14 Livingston Plz Elec, Mechanical, Generator Phase A | NR | 0.9 | 3.5 | 0.2 | 25.2 | 0.6 | 0.0 | | 30.4 |
| 16 RCC and PCC Power Upgrade | NR | 0.0 | 0.0 | 61.9 | 0.4 | 0.4 | 0.3 | | 63.0 |
| 18 Consolidated Rev Fac: Security Syst Upgrade [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.4 | 0.9 | 0.1 | | 1.4 |
| 21 EDR Rprs: DO #20 - Briarwood-Van Wyck | SGR | 0.0 | 0.8 | 0.0 | 7.1 | 0.0 | 0.0 | | 8.0 |
| 23 Tiffany Warehouse Exterior Wall Structural Repair | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 18.5 | | 18.7 |
| 25 Emp Fac Rehab: Rest Rooms & Fac Var Locs [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 0.0 | | 5.7 |
| 26 IESS Wrap-Up Construction (Penn & TSQ) | SI | 0.0 | 0.0 | 0.2 | 0.0 | 37.6 | 0.3 | | 38.1 |
| 27 Roof Replacement: Tiffany Central Warehouse | SGR | 0.0 | 0.0 | 0.1 | 0.7 | 0.3 | 17.4 | | 18.5 |
| 28 EMD Facility: Hoyt-Schermerhorn FUL DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.1 | | 1.5 |
| 29 RTO Facility Repair: 3 Avenue-138 Street PEL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 14.1 | | 15.3 |
| 30 Elev & Escalator Training Facility Expansion DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.3 | | 1.0 |
| 31 CCTV for PID 3 Locations BW7 [SBDP] | SI | 0.0 | 0.0 | 0.0 | 0.1 | 0.3 | 0.0 | | 0.4 |
| 32 IESS Wrap-Up Construction (Grand Ctrl & 63 St) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 26.6 | 0.5 | | 27.1 |
| 33 Emp Fac Component Repairs at Various Stations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 0.0 | | 3.9 |
| 34 Livingston Plz Elec, Mechanical, Generator Ph B DES | SI | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | | 2.5 |
| 35 Emp Fac Line Repairs: 10 Locs 8AV (Uptown) | SGR | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | | 2.4 |
| 37 Fare Evasion Cameras | SI | 0.0 | 0.0 | 0.0 | 0.0 | 22.5 | 0.9 | | 23.4 |
| 38 EDR Water Remedy/Equipmt Replace Prospect Pk BRT DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.1 | | 1.2 |
| 39 CCTV PID - 28 St BW7 SBDP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | | 1.5 |
| 40 CCTV PID - 23 St BW7 SBDP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | | 1.4 |
| 41 CCTV PID - 18 St BW7 SBDP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | | 1.1 |
| 42 Emp Fac Component Repairs: 6 Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | | 4.5 |
| Element Total 07 | | \$3.5 | \$10.7 | \$66.3 | \$40.6 | \$104.0 | \$61.5 | | \$286.6 |
| Category Total 716 | | \$17.6 | \$58.1 | \$297.1 | \$120.3 | \$199.8 | \$378.3 | | \$1,071.3 |
| TOTAL PROGRAM | | \$335.7 | \$1,925.0 | \$3,401.3 | \$4,162.4 | \$2,195.5 | \$4,237.9 | | \$16,257.7 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Staten Island Railway

STATEN ISLAND RAILWAY

S - 707

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--|------------|--------------|---------------|---------------|----------------|---------------|---------------|-----------------|
| 01 SIR: MISCELLANEOUS | | | | | | | | |
| 01 SIR: Replace Car Fleet | NR | 0.0 | 0.0 | 0.0 | 257.0 | 0.1 | 0.4 | 257.5 |
| 02 SIR Station Component Program | SGR | 0.0 | 0.0 | 0.6 | 1.3 | 16.7 | 0.3 | 18.9 |
| 03 SIR Mainline Track Replacement | SGR | 0.0 | 0.0 | 0.0 | 43.5 | 5.3 | 0.1 | 48.9 |
| 04 UHF T-Band Radio System Replacement, SIR | NR | 0.1 | 3.8 | 0.1 | 0.0 | 0.2 | 39.9 | 44.2 |
| 05 New Power Substation: Tottenville | SI | 2.0 | 0.2 | 24.7 | 0.0 | 0.2 | 0.0 | 27.1 |
| 06 New Power Substation: New Dorp | SI | 2.3 | 0.2 | 21.4 | 0.1 | 0.1 | 0.3 | 24.4 |
| 07 New Power Substation: Clifton | SI | 2.4 | 0.1 | 27.5 | 0.2 | 0.2 | 0.3 | 30.6 |
| 08 SIR: Install Customer Information Signs | SI | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 10 Rehabilitation of Amboy Rd Bridge | NR | 0.0 | 0.3 | 0.7 | 7.1 | 0.2 | 0.0 | 8.3 |
| 11 Relocate HQ to Clifton Shop | SI | 0.0 | 8.9 | 0.1 | 0.0 | 0.0 | 0.0 | 9.0 |
| 12 Enhanced Stn Init: Richmond Valley SIR [SBDP] | NR | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | 5.4 |
| 13 SIR Clifton Yard Track and Switch Replacement | SGR | 0.0 | 0.0 | 0.0 | 15.7 | 0.1 | 0.1 | 16.0 |
| 14 Track and Switch Rehabilitation: SIR Mainline DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.1 | 0.4 |
| Element Total 01 | | \$6.8 | \$14.6 | \$75.0 | \$330.5 | \$23.5 | \$41.6 | \$491.8 |
| Category Total 707 | | \$6.8 | \$14.6 | \$75.0 | \$330.5 | \$23.5 | \$41.6 | \$491.8 |
| TOTAL PROGRAM | | \$6.8 | \$14.6 | \$75.0 | \$330.5 | \$23.5 | \$41.6 | \$491.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit Agency Summary

| AGENCY | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| TOTAL New York City Transit | \$335.7 | \$1,925.0 | \$3,401.3 | \$4,162.4 | \$2,195.5 | \$4,237.9 | \$16,257.7 |
| TOTAL Staten Island Railway | \$6.8 | \$14.6 | \$75.0 | \$330.5 | \$23.5 | \$41.6 | \$491.8 |
| TOTAL NEW YORK CITY TRANSIT AGENCY PROGRAM | \$342.5 | \$1,939.5 | \$3,476.2 | \$4,492.9 | \$2,219.0 | \$4,279.4 | \$16,749.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

ROLLING STOCK

L - 701

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--------------------------------|---------------|--------------|--------------|----------------|--------------|---------------|----------------|--------------------|
| 01 REVENUE EQUIPMENT | | | | | | | | |
| ME M-9 Procurement | NR | 0.0 | 0.0 | 319.6 | 0.0 | 63.3 | 0.0 | 382.9 |
| MN M-9A Procurement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 243.0 | 243.0 |
| Element Total 01 | | \$0.0 | \$0.0 | \$319.6 | \$0.0 | \$63.3 | \$243.0 | \$625.9 |
| Category Total 701 | | \$0.0 | \$0.0 | \$319.6 | \$0.0 | \$63.3 | \$243.0 | \$625.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

STATIONS

L - 702

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|---------------------------------|--|---------------------------------|--------------|---------------|----------------|----------------|----------------|----------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 04 STATION AND BUILDINGS | | | | | | | | | |
| EJ | Huntington Station E. Pedestrian Overpass [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 |
| U8 | ESA - Biltmore Room GCT | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 |
| U9 | Jamaica Station - Planning & Engineering | SI | 0.0 | 0.0 | 1.8 | 3.9 | 0.0 | 4.3 | 10.0 |
| UA | Station Component Replacement | NR | 0.0 | 0.0 | 1.0 | 0.3 | 0.0 | 3.8 | 5.1 |
| UG | Mets-Willets Point Station DES | SI | 0.0 | 0.0 | 0.0 | 9.5 | 0.0 | 0.5 | 10.0 |
| UJ | Enhanced Station Initiative: Shared Des & 2 Stns | NR | 0.0 | 7.3 | 13.3 | 2.5 | 0.0 | 0.1 | 23.2 |
| UM | Murray Hill Station - New Elevators | SI | 0.0 | 1.7 | 9.2 | 0.0 | 0.2 | 0.0 | 11.1 |
| UN | Nostrand Ave. Station Rehabilitation | NR | 0.0 | 0.5 | 28.9 | 0.0 | 0.0 | 0.0 | 29.4 |
| UO | East Yaphank Station | SI | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 18.3 | 24.1 |
| UP | Port Washington Station Improvements DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| UQ | Babylon Station Platform Replacement DES | NR | 0.0 | 0.0 | 0.0 | 1.0 | 1.3 | 1.7 | 4.0 |
| UV | New Fare Payment System | SI | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 1.3 | 8.9 |
| UW | GCT/ESA Unified Trash Facility | SI | 2.9 | 1.9 | 0.0 | 0.0 | 0.0 | 11.3 | 16.1 |
| V3 | Laurelton & Locust Manor Station Imprvmnts [SBDP] | NR | 0.0 | 0.0 | 2.8 | 2.1 | 0.4 | 0.2 | 5.5 |
| V5 | Enhanced Station Initiative: 8 Stations | NR | 0.0 | 0.0 | 0.0 | 96.4 | 0.0 | 0.7 | 97.2 |
| V6 | Enhanced Station Initiative: Stewart Manor [SBDP] | NR | 0.0 | 0.0 | 1.1 | 0.8 | 0.0 | 0.0 | 1.9 |
| V7 | Enhanced Station Initiative: Port Jefferson | NR | 0.0 | 0.0 | 3.5 | 0.4 | 0.0 | 0.1 | 3.9 |
| V8 | Enhanced Station Initiative: Port Jefferson [SBDP] | NR | 0.0 | 0.0 | 0.6 | 2.1 | 0.0 | 0.0 | 2.7 |
| V9 | Enhanced Station Initiative: 6 Stations | NR | 0.0 | 0.0 | 0.0 | 22.3 | 0.0 | 0.0 | 22.3 |
| VH | Ronkonkoma Garage Stairs Rehab [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 2.1 |
| VT | St. Albans Station Renewal [SBDP] | NR | 0.0 | 0.0 | 0.0 | 4.1 | 0.9 | 0.0 | 5.0 |
| VU | Station Signage Replacement 9 Locations [SBDP] | NR | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 1.8 |
| VV | Lynbrook Station Improvements [SBDP] | NR | 0.0 | 0.0 | 0.0 | 3.1 | 7.0 | 0.5 | 10.7 |
| VW | Amityville Platform Canopy Roof [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.2 | 1.1 | 0.0 | 1.3 |
| VX | Hempstead Fencing & Lighting Upgrade [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 1.9 |
| VY | Atlantic Terminal Leak Remed & Comp Renewal DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 1.0 | 1.8 |
| VZ | Elmont Station | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 105.5 | 105.5 |
| Element Total 04 | | | \$2.9 | \$11.4 | \$69.7 | \$156.4 | \$13.7 | \$161.5 | \$415.5 |
| 05 PARKING | | | | | | | | | |
| V1 | Parking Rehabilitation | NR | 0.0 | 0.0 | 1.0 | 0.5 | 1.4 | 1.9 | 4.8 |
| Element Total 05 | | | \$0.0 | \$0.0 | \$1.0 | \$0.5 | \$1.4 | \$1.9 | \$4.8 |
| 06 PENN STATION | | | | | | | | | |
| EF | PSNY-33rd Corridor (Phase 1B Construction) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44.0 | 44.0 |
| EG | PSNY-33rd Corridor (Phase 2 Construction) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 435.4 | 435.4 |
| VM | Empire State Development Corp. | SI | 0.0 | 0.0 | 10.7 | 0.0 | 0.0 | 0.0 | 10.7 |
| VN | PSNY-33rd Corridor (Ph1A Constr. & Shared Support) | SI | 0.0 | 0.0 | 0.0 | 24.4 | 134.7 | 17.2 | 176.3 |
| VP | Penn Sta Elevator/Escalator Renewal | NR | 0.0 | 0.0 | 8.8 | 1.3 | 0.0 | 0.0 | 10.1 |
| VQ | Penn Station Customer Facilities DES | NR | 0.0 | 3.6 | 0.8 | 0.0 | 0.1 | 0.0 | 4.6 |
| VR | Penn Station Complex Improvements | SI | 0.0 | 11.1 | 0.0 | 0.3 | 0.0 | 0.2 | 11.6 |
| VS | Moynihan Train Hall | SI | 0.0 | 0.0 | 98.4 | 0.7 | 12.3 | 4.7 | 116.1 |
| Element Total 06 | | | \$0.0 | \$14.6 | \$118.8 | \$26.6 | \$147.2 | \$501.5 | \$808.7 |
| Category Total 702 | | | \$2.9 | \$26.0 | \$189.5 | \$183.5 | \$162.2 | \$664.9 | \$1,229.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

**TRACK
L - 703**

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--|------------|---------------|----------------|----------------|----------------|----------------|--------------|-----------------|
| 01 ANNUAL TRACK REHAB PROGRAM | | | | | | | | |
| W9 Brentwood Freight Siding | SI | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 3.8 |
| WA 2015 Annual Track Program | NR | 64.4 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 64.7 |
| WB 2016 Annual Track Program | NR | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 66.7 |
| WC 2017 Annual Track Program | NR | 0.0 | 0.0 | 74.8 | 0.0 | 0.0 | 0.0 | 74.8 |
| WD 2018 Annual Track Program | NR | 0.0 | 0.0 | 0.0 | 63.3 | 0.1 | 0.0 | 63.4 |
| WE 2019 Annual Track Program | NR | 0.0 | 0.0 | 0.0 | 0.0 | 79.8 | 0.0 | 79.8 |
| WF Right Of Way Fencing | SI | 0.0 | 0.0 | 2.8 | 0.7 | 0.6 | 0.0 | 4.1 |
| WG Construction Equipment - Phase I | NR | 0.0 | 0.0 | 0.0 | 1.0 | 2.3 | 1.1 | 4.4 |
| WH Retaining Walls / Right of Way Projects | NR | 0.0 | 9.8 | 0.0 | 0.0 | 0.2 | 0.0 | 10.0 |
| WJ Construction Equipment - Phase II | NR | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 1.4 |
| Element Total 01 | | \$64.4 | \$76.8 | \$79.0 | \$65.1 | \$86.7 | \$1.1 | \$373.1 |
| 04 OTHER TRACK IMPROVEMENTS | | | | | | | | |
| WU Jamaica Capacity Improvements Ph 2 DES | SI | 0.0 | 0.0 | 28.2 | 11.2 | 2.3 | 7.4 | 49.1 |
| WV Amtrak Territory Investments | SI | 0.0 | 24.2 | 0.0 | 18.3 | 19.3 | 0.5 | 62.3 |
| WX Double Track Ph 2 | SI | 0.0 | 208.5 | 110.6 | 12.8 | 0.0 | 0.0 | 331.8 |
| Element Total 04 | | \$0.0 | \$232.7 | \$138.8 | \$42.3 | \$21.6 | \$7.9 | \$443.3 |
| Category Total 703 | | \$64.4 | \$309.5 | \$217.8 | \$107.4 | \$108.4 | \$8.9 | \$816.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

LINE STRUCTURES

L - 704

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|--------------|---------------|---------------|--------------|---------------|--------------|-----------------|
| 01 BRIDGES | | | | | | | | |
| BM Wreck Lead Rehabilitation DES | SGR | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 |
| BQ Bridge Program - Buckram Road | SGR | 0.0 | 3.3 | 12.2 | 0.0 | 0.0 | 0.0 | 15.5 |
| BR Main Line Bridge - Post Ave. | SGR | 0.0 | 14.0 | 1.2 | 0.0 | 0.0 | 0.0 | 15.2 |
| BS Bridge Waterproofing | SGR | 0.0 | 0.8 | 4.9 | 0.0 | 0.0 | 2.3 | 8.0 |
| BT Removal of Montauk Cut-Off Viaduct | SGR | 0.0 | 0.4 | 5.3 | 0.0 | 0.0 | 0.0 | 5.7 |
| BU Mentor Allowance - Line Structures | SGR | 0.0 | 0.0 | 1.4 | 2.5 | 5.2 | 5.6 | 14.8 |
| BV North Main Street & Accabonac Road | SGR | 0.0 | 6.3 | 6.3 | 1.6 | 9.2 | 0.0 | 23.3 |
| BW Flushing Main Street Bridge | SGR | 0.0 | 0.5 | 2.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| BX Springfield Blvd & Union Tpke | SGR | 0.0 | 0.0 | 2.0 | 4.3 | 0.0 | 0.0 | 6.2 |
| BZ Webster Ave Bridge DES | SGR | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| C3 Lynbrook & Rockville Centre Renewals | SGR | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.4 | 6.0 |
| C4 Cherry Valley Road Bridge DES | SGR | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.3 | 1.6 |
| C5 Atlantic Ave Hatchways DES | SGR | 0.0 | 0.0 | 0.3 | 0.4 | 0.0 | 0.0 | 0.7 |
| C6 Bridge Painting | SGR | 0.0 | 0.0 | 2.3 | 0.0 | 0.6 | 0.0 | 3.0 |
| C8 ROW Improvements: Franklin Ave & Murray Hill DES | SGR | 0.0 | 0.0 | 0.4 | 0.5 | 0.0 | 0.3 | 1.2 |
| D4 Lynbrook & Rockville Centre Renewals [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 8.6 | 0.0 | 8.6 |
| D6 Buckram Road Bridge Landscaping [SBDP] | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| Element Total 01 | | \$0.0 | \$25.3 | \$46.9 | \$9.2 | \$23.8 | \$9.0 | \$114.3 |
| Category Total 704 | | \$0.0 | \$25.3 | \$46.9 | \$9.2 | \$23.8 | \$9.0 | \$114.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

COMMUNICATIONS AND SIGNALS

L - 705

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--|------------|---------------|---------------|----------------|---------------|--------------|---------------|-----------------|
| 01 COMMUNICATIONS IMPROVEMENTS | | | | | | | | |
| SD Fiber Optic Network | NR | 0.0 | 34.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34.5 |
| SE Comm. Pole Line | NR | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 |
| SF Improve Radio Coverage/FCC Mandate | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| SJ LIRR Public Address System | NR | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 |
| SN Penn Station Radio Retrofit/ERT Antenna | NR | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.9 | 6.5 |
| SR Station Platform CCTV Cameras | SI | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 |
| Element Total 01 | | \$0.0 | \$40.1 | \$10.5 | \$0.0 | \$0.0 | \$1.0 | \$51.7 |
| 02 SIGNAL IMPROVEMENTS | | | | | | | | |
| LH Babylon Interlocking Renewal | NR | 0.0 | 2.1 | 5.4 | 1.1 | 0.0 | 24.0 | 32.6 |
| LJ Signal Normal Replacement Program | NR | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 |
| LK Positive Train Control (PTC) | SI | 47.7 | 0.0 | 108.1 | 21.9 | 4.4 | 1.3 | 183.4 |
| LM Hunt to Post DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 2.4 | 5.0 |
| LN Babylon to Patchogue | NR | 0.0 | 0.0 | 1.7 | 14.4 | 1.3 | 28.5 | 45.9 |
| LP Lightning Protection | SI | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 4.2 |
| LQ Centralized Train Control | SI | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 7.5 |
| Element Total 02 | | \$47.7 | \$32.1 | \$119.5 | \$44.8 | \$8.4 | \$56.1 | \$308.6 |
| Category Total 705 | | \$47.7 | \$72.3 | \$130.0 | \$44.8 | \$8.4 | \$57.1 | \$360.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

SHOPS AND YARDS

L - 706

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|---------------|--------------|----------------|---------------|--------------|---------------|-----------------|
| 01 SHOPS AND YARDS | | | | | | | | |
| YG Diesel Locomotive Shop Improvements | NR | 0.0 | 0.0 | 95.6 | 6.6 | 0.0 | 0.0 | 102.2 |
| YH Rolling Stock Support Equipment | NR | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.9 |
| YR Mid Suffolk Yard Improvements | SI | 0.0 | 0.0 | 44.9 | 1.2 | 0.4 | 2.8 | 49.3 |
| YS New Huntington/Port Jeff Branch Electric Yard | SI | 0.0 | 0.0 | 0.3 | 0.0 | 2.1 | 1.6 | 4.0 |
| Element Total 01 | | \$14.9 | \$0.0 | \$140.8 | \$7.8 | \$2.5 | \$4.4 | \$170.4 |
| 04 EMPLOYEE FACILITIES | | | | | | | | |
| 62 Huntington Station HVAC Replacement - L [SBDP] | NR | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.4 |
| 63 Employee Facility Consolidation | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 20.3 | 20.6 |
| 64 Rolling Stock HVAC Unit Rotating Machine [SBDP] | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.4 | 0.7 |
| 65 Morris Pk Building 3 Elevator Renewal [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 4.5 |
| 68 HSF Loading Dock and Pine Aire Parking Grp D SBDP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.0 |
| 69 HSF Loading Dock Exhaust and HVAC Replacement SBDP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.9 |
| YJ Mentor Allowance - Shops & Yards | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.8 |
| YM Ronkonkoma Yard Asphalt Restoration - K [SBDP] | NR | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 |
| YP Rehab of Employee Facilities -H (5 Locs) [SBDP] | NR | 0.0 | 0.0 | 0.6 | 0.7 | 0.0 | 0.0 | 1.3 |
| YQ Sewer & Facility Improvements - C (3 Locs) [SBDP] | NR | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 1.9 |
| YU Hillside Buildings- Lightning Protection [SBDP] | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 1.5 |
| YV Hillside & Other Employee Facility Improvements | NR | 0.0 | 0.0 | 1.1 | 2.5 | 0.0 | 0.5 | 4.1 |
| YW Rehabilitation Of Employee Facilities | NR | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 |
| YX Fire Protection Improvements | NR | 0.0 | 0.0 | 0.0 | 1.8 | 0.6 | 2.6 | 5.0 |
| YZ Morris Park Communication Building- I [SBDP] | NR | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.1 | 1.3 |
| Element Total 04 | | \$0.0 | \$0.0 | \$2.4 | \$9.6 | \$2.6 | \$33.1 | \$47.7 |
| Category Total 706 | | \$14.9 | \$0.0 | \$143.2 | \$17.4 | \$5.1 | \$37.5 | \$218.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

POWER L - 707

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|---------------|--------------|---------------|---------------|---------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| 01 POWER | | | | | | | | |
| XA Meadowbrook Substation Replacement | NR | 0.0 | 6.7 | 0.9 | 14.0 | 1.1 | 0.0 | 22.7 |
| XB Substation Components | NR | 0.0 | 10.8 | 0.0 | 12.4 | 0.2 | 0.0 | 23.3 |
| XC 3rd Rail - 2000 Million Cubic Meter Cable | NR | 0.0 | 1.0 | 0.0 | 0.0 | 1.2 | 0.0 | 2.2 |
| XD 3rd Rail - Disconnect Switches | NR | 0.0 | 0.6 | 0.0 | 0.0 | 0.8 | 0.0 | 1.3 |
| XE 3rd Rail - Protection Board | NR | 0.0 | 3.0 | 0.0 | 0.0 | 2.6 | 0.0 | 5.6 |
| XF 3rd Rail -Composite Rail | NR | 0.0 | 3.6 | 0.0 | 0.0 | 3.5 | 0.0 | 7.1 |
| XG 3rd Rail - Feeder Cable Upgrade | NR | 0.0 | 1.0 | 0.0 | 0.0 | 1.9 | 0.0 | 2.9 |
| XH Negative Reactor Upgrade | NR | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| XJ Substation Battery Replacement | NR | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| XK Signal PowerMotor Generator Replacement | NR | 0.0 | 4.7 | 0.0 | 1.1 | 0.0 | 0.0 | 5.9 |
| XL DC Relay Controls Replacement | NR | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 |
| XM Signal Power Line Replacement | NR | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 |
| XN Power Pole Replacement | NR | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 |
| XP Atlantic Avenue Tunnel Lighting | NR | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 2.4 |
| XQ 4,160 Volt Feeders | NR | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 |
| XR New Substations DES | SI | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| XU Substation Replacement Pkg 2: Construction | NR | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 18.2 | 23.8 |
| XX Hall & Babylon Signal Power Motor Generator Repl. | NR | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 15.8 | 21.1 |
| Element Total 01 | | \$0.0 | \$43.0 | \$3.2 | \$27.5 | \$22.3 | \$34.0 | \$130.0 |
| Category Total 707 | | \$0.0 | \$43.0 | \$3.2 | \$27.5 | \$22.3 | \$34.0 | \$130.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

MISCELLANEOUS

L - 709

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|----------------|----------------|------------------|----------------|----------------|------------------|------------------|
| 04 MISCELLANEOUS | | | | | | | | |
| N5 20 Substations Chlordane Remediation - Ph2 | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.0 |
| NJ Program Development | | 0.0 | 0.0 | 0.8 | 1.0 | 11.7 | 0.9 | 14.4 |
| NK Insurance | | 0.0 | 0.1 | 0.2 | 0.2 | 0.2 | 0.0 | 0.7 |
| NL Independent Engineer | | 0.0 | 6.0 | 0.0 | 0.0 | 1.9 | 1.4 | 9.3 |
| NN OCIP | | 0.0 | 0.0 | 9.3 | 3.8 | 2.0 | 0.0 | 15.1 |
| NP Program Contingency | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.5 | 27.5 |
| NQ Program Administration | | 20.2 | 21.3 | 22.5 | 22.9 | 19.6 | 0.0 | 106.4 |
| NR EAM Reserve | | 0.0 | 1.2 | 4.2 | 2.6 | 0.0 | 0.0 | 8.0 |
| NS PCB Clean-Up - Penn Station Tracks | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 |
| Element Total 04 | | \$20.2 | \$28.5 | \$37.0 | \$30.5 | \$35.3 | \$32.8 | \$184.3 |
| Category Total 709 | | \$20.2 | \$28.5 | \$37.0 | \$30.5 | \$35.3 | \$32.8 | \$184.3 |
| TOTAL PROGRAM | | \$150.0 | \$504.7 | \$1,087.3 | \$420.4 | \$428.8 | \$1,087.1 | \$3,678.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

ROLLING STOCK

M - 701

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--------------------------------|---------------|--------------|--------------|---------------|---------------|--------------|----------------|--------------------|
| 01 REVENUE EQUIPMENT | | | | | | | | |
| 01 Locomotive Purchase | NR | 0.0 | 1.0 | 0.9 | 0.0 | 0.0 | 254.4 | 256.3 |
| 02 M-8 Fleet Purchase | SI | 0.0 | 0.0 | 85.4 | 26.3 | 6.6 | 0.2 | 118.5 |
| 03 EMU Spec Development | NR | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.8 | 4.8 |
| 04 Fleet Support | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.9 |
| Element Total 01 | | \$0.0 | \$1.0 | \$86.3 | \$26.3 | \$8.6 | \$259.4 | \$381.5 |
| Category Total 701 | | \$0.0 | \$1.0 | \$86.3 | \$26.3 | \$8.6 | \$259.4 | \$381.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

STATIONS

M - 702

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|---------------|---------------|----------------|---------------|----------------|----------------|-----------------|
| 01 GRAND CENTRAL TERMINAL | | | | | | | | |
| 01 GCT Trainshed/Tunnel Struct (incl Roof Exp. Jts) | SGR | 0.0 | 4.1 | 13.8 | 1.5 | 39.2 | 2.9 | 61.6 |
| 02 Park Ave Tunnel Fire & Life Safety Improvements | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 4.2 | 4.7 |
| 03 GCT Platform Rehabilitation | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.8 | 1.9 |
| 04 GCT Fire Protection | NR | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.4 |
| 05 GCT Utilities DES | NR | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 4.0 | 4.4 |
| 06 GCT Elevator Improvements - Final Phase DES | NR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| 07 GCT PA Head End and VIS Systems | NR | 0.0 | 0.0 | 57.2 | 0.8 | 0.0 | 1.6 | 59.5 |
| 08 Mentoring - GCT | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 2.8 | 4.3 |
| 09 Replace PAT Emergency Exit Hatches & Stairs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 1.6 |
| 10 270 Park Avenue GCT Trainshed | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 |
| 11 PAT Exit Repairs, E. 59th Street (West end) SBDP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 1.7 |
| Element Total 01 | | \$13.4 | \$4.1 | \$71.0 | \$3.8 | \$53.9 | \$18.0 | \$164.2 |
| 02 OUTLYING STATIONS | | | | | | | | |
| 01 Harlem - 125th Street Improvements | NR | 0.8 | 0.2 | 0.3 | 0.0 | 0.0 | 0.0 | 1.3 |
| 03 Upper Hudson Station Improvements DES | NR | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 04 Harlem Line Station Improvements | NR | 0.0 | 5.0 | 0.0 | 0.0 | 2.1 | 14.1 | 21.2 |
| 05 West of Hudson Station Improvements | NR | 0.0 | 0.0 | 0.0 | 0.4 | 0.1 | 1.2 | 1.6 |
| 06 Station Building Rehabilitation | NR | 0.0 | 0.0 | 0.1 | 0.1 | 0.6 | 0.3 | 1.1 |
| 07 Customer Communication-Stations | SI | 0.0 | 0.0 | 20.6 | 1.8 | 47.2 | 10.5 | 80.0 |
| 08 New Fare Payment | SI | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 1.3 | 6.3 |
| 09 Mentoring Program - Stations | NR | 0.0 | 1.0 | 1.2 | 2.1 | 3.7 | 8.8 | 16.8 |
| 10 Enhanced Station Initiative, 5 Stations | NR | 0.0 | 4.2 | 6.0 | 0.8 | 0.4 | 1.6 | 13.0 |
| 11 Customer Communication - Systems | NR | 0.0 | 0.0 | 11.5 | 0.0 | 1.1 | 0.7 | 13.4 |
| 13 Enhanced Station Initiative | NR | 0.0 | 0.0 | 0.5 | 5.8 | 14.5 | 98.5 | 119.3 |
| 14 East of Hudson Station Priority Repairs | NR | 0.0 | 0.0 | 0.0 | 1.2 | 0.6 | 4.8 | 6.7 |
| 15 Beacon & Southeast Improvements DES | NR | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.2 | 0.8 |
| 16 Port Jervis Station Improvements | NR | 0.0 | 0.0 | 0.0 | 0.9 | 4.1 | 1.8 | 6.8 |
| 17 Purdy's Elevator Improvements | SGR | 0.0 | 0.0 | 0.0 | 0.7 | 1.1 | 6.9 | 8.6 |
| Element Total 02 | | \$0.8 | \$11.6 | \$45.2 | \$14.3 | \$75.5 | \$150.6 | \$298.0 |
| 03 PARKING | | | | | | | | |
| 01 Strategic Facilities | SI | 0.0 | 0.0 | 0.0 | 3.6 | 6.5 | 3.9 | 14.0 |
| 02 Mentoring Program - Strategic Facilities | NR | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 2.6 | 3.5 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$4.6 | \$6.5 | \$6.5 | \$17.5 |
| Category Total 702 | | \$14.2 | \$15.7 | \$116.2 | \$22.7 | \$135.9 | \$175.1 | \$479.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

TRACK AND STRUCTURES

M - 703

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years | |
|---|---|---------------------------------|--------------|---------------|---------------|---------------|----------------|--------------------|----------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 01 TRACK | | | | | | | | | |
| 01 | 2016 Cyclical Track Program | NR | 0.0 | 21.0 | 1.7 | 0.0 | 0.0 | 0.0 | 22.7 |
| 02 | Cyclical Repl. Insulated Joint | NR | 0.0 | 0.8 | 0.0 | 1.2 | 0.0 | 0.0 | 2.0 |
| 03 | Rock Slope Remediation | NR | 0.0 | 7.6 | 0.2 | 0.0 | 0.0 | 0.6 | 8.4 |
| 04 | Turnouts - Mainline/High Speed | NR | 0.0 | 11.4 | 4.5 | 13.3 | 13.2 | 0.0 | 42.4 |
| 05 | GCT Turnouts/Switch Renewal | NR | 3.0 | 4.4 | 4.5 | 4.4 | 5.6 | 2.5 | 24.4 |
| 06 | Turnouts - Yards/Sidings | NR | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.4 |
| 07 | Rebuild Retaining Walls | NR | 0.0 | 0.0 | 1.4 | 0.0 | 2.1 | 0.9 | 4.4 |
| 08 | Systemwide Drainage | NR | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 |
| 09 | Purchase MoW Equipment | NR | 0.0 | 0.8 | 6.7 | 3.4 | 2.0 | 6.7 | 19.7 |
| 10 | 2017 Cyclical Track Program | NR | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 0.1 | 2.2 |
| 11 | 2018 Cyclical Track Program | NR | 0.0 | 0.0 | 0.0 | 20.8 | 0.0 | 0.0 | 20.8 |
| 12 | 2019 Cyclical Track Program | NR | 0.0 | 0.0 | 0.0 | 0.0 | 22.7 | 8.0 | 30.6 |
| 13 | Harlem Third Track Conceptual Planning | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Element Total 01 | | | \$3.0 | \$48.9 | \$19.0 | \$46.6 | \$45.5 | \$23.9 | \$186.9 |
| 02 STRUCTURES | | | | | | | | | |
| 01 | Overhead Bridge Program - E of H | SGR | 0.0 | 3.3 | 12.3 | 0.2 | 42.5 | 7.7 | 66.0 |
| 02 | Bridge Preservation Program | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.2 | 0.6 |
| 03 | Undergrade Bridge Rehabilitation | SGR | 0.0 | 0.0 | 0.3 | 3.6 | 50.4 | 28.3 | 82.7 |
| 06 | Railtop Culverts | SGR | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.1 | 1.7 |
| 07 | Bridge Walkways | NR | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 1.4 | 2.0 |
| 08 | Replace Timbers - Undergrade Bridges | SGR | 0.0 | 2.5 | 1.9 | 0.0 | 1.3 | 0.6 | 6.2 |
| 09 | Harlem River Lift Bridge | NR | 0.0 | 0.0 | 0.2 | 1.5 | 0.1 | 8.6 | 10.3 |
| 10 | Hudson Line Tunnels Inspection - DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.1 | 1.1 |
| 11 | ROW Fencing | SGR | 0.0 | 0.1 | 0.4 | 0.0 | 0.5 | 0.0 | 1.0 |
| 12 | Catenary Painting DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.1 | 1.0 |
| 13 | DC Substation/SignalHse Roof Replacement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.2 | 1.2 |
| 15 | Mentoring Program - Structures | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 2.9 | 6.0 |
| 17 | 270 Park Avenue GCT Trainshed | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 6.0 |
| Element Total 02 | | | \$0.0 | \$8.0 | \$15.1 | \$5.3 | \$107.1 | \$50.3 | \$185.8 |
| 03 WEST OF HUDSON INFRASTRUCTURE | | | | | | | | | |
| 01 | Rock Slope Remediation | NR | 0.0 | 5.7 | 3.9 | 0.8 | 0.0 | 0.1 | 10.4 |
| 02 | West of Hudson Track Improvements | SGR | 2.2 | 1.0 | 6.8 | 0.0 | 5.4 | 1.9 | 17.3 |
| 03 | Undergrade Bridge Rehabilitation | SGR | 0.0 | 0.0 | 2.7 | 2.0 | 1.6 | 5.8 | 12.0 |
| 04 | Moodna/Woodbury Viaduct (incl timbers/walkways) | SGR | 0.0 | 0.0 | 0.0 | 3.7 | 0.2 | 12.2 | 16.0 |
| 05 | West of Hudson Improvements | SGR | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.0 | 3.5 |
| Element Total 03 | | | \$2.9 | \$7.4 | \$14.0 | \$7.2 | \$7.8 | \$20.0 | \$59.3 |
| Category Total 703 | | | \$5.9 | \$64.2 | \$48.1 | \$59.1 | \$160.4 | \$94.2 | \$431.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

COMMUNICATIONS AND SIGNALS

M - 704

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|--------------|---------------|----------------|---------------|---------------|---------------|-----------------|
| 01 COMMUNICATIONS AND SIGNALS | | | | | | | | |
| 01 Network Infrastructure Replacement | NR | 0.0 | 0.0 | 26.4 | 7.7 | 3.6 | 3.4 | 41.0 |
| 02 Harmon to Poughkeepsie SignalSystem | NR | 0.0 | 0.0 | 88.9 | 0.0 | 0.0 | 14.4 | 103.3 |
| 03 Positive Train Control | SI | 0.0 | 25.9 | 37.9 | 5.9 | 21.5 | 37.8 | 129.1 |
| 05 PBX Replacement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 2.3 |
| 06 Upgrade Grade Crossings | NR | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 |
| 07 Replace High Cycle Relays | NR | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.4 | 0.8 |
| 09 Fire Suppression Systems | NR | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.7 | 0.8 |
| 11 West of Hudson Signal Improvements | NR | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 |
| 12 Harlem Wayside Comm & Signal Improvements | NR | 0.0 | 0.0 | 65.2 | 0.0 | 0.0 | 1.5 | 66.8 |
| 13 Mentoring Program - Communications and Signals | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 2.8 |
| Element Total 01 | | \$0.0 | \$26.3 | \$229.7 | \$14.8 | \$25.1 | \$63.2 | \$359.1 |
| Category Total 704 | | \$0.0 | \$26.3 | \$229.7 | \$14.8 | \$25.1 | \$63.2 | \$359.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

POWER M - 705

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years | |
|--------------------------------|--|---------------------------------|--------------|--------------|--------------|---------------|---------------|--------------------|----------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 01 POWER | | | | | | | | | |
| 01 | Replace MA's in Signal Substations | NR | 0.0 | 0.0 | 3.3 | 1.1 | 22.2 | 0.0 | 26.6 |
| 02 | Transformer Rehabilitation | NR | 0.0 | 0.0 | 0.0 | 0.1 | 2.9 | 0.3 | 3.3 |
| 03 | Replace AC Circuit Breaker/Switchgear | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 3.9 |
| 04 | Harlem & Hudson Power Rehabilitation | NR | 0.0 | 0.0 | 0.4 | 0.0 | 11.5 | 1.9 | 13.7 |
| 05 | Harlem and Hudson Power Improvements | NR | 0.0 | 1.6 | 0.0 | 19.7 | 1.2 | 10.5 | 33.0 |
| 06 | Traction Power Substation Improvement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.2 | 3.2 |
| 08 | Replace 3rdRail SectionalizingSwitches | NR | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.3 | 0.4 |
| 09 | Replace Substations 128 and 178 DES | NR | 0.0 | 0.0 | 0.0 | 0.8 | 1.6 | 0.9 | 3.4 |
| 10 | Park Avenue Tunnel Power Initiatives | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 13 | H&H Power (86th St / 110th St) | NR | 0.0 | 0.0 | 5.8 | 7.5 | 0.0 | 0.0 | 13.3 |
| Element Total 01 | | | \$0.0 | \$1.6 | \$9.5 | \$29.3 | \$42.4 | \$18.0 | \$100.9 |
| Category Total 705 | | | \$0.0 | \$1.6 | \$9.5 | \$29.3 | \$42.4 | \$18.0 | \$100.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

SHOPS AND YARDS

M - 706

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|--------------|--------------|--------------|----------------|---------------|--------------|-----------------|
| 01 SHOPS AND YARDS | | | | | | | | |
| 01 Harmon Shop Replacement - Phase V | SGR | 0.0 | 0.0 | 1.5 | 428.2 | 3.2 | 1.7 | 434.6 |
| 02 Harmon Wheel True Improvements | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.2 | 2.0 |
| 03 Brewster YD Improvements - Design | SI | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 | 2.0 | 7.5 |
| 04 West of Hudson Capacity Improvements | SI | 0.0 | 0.0 | 4.5 | 7.1 | 0.0 | 0.3 | 11.9 |
| 05 Mentoring Program - Shops and Yards | SGR | 0.0 | 0.0 | 2.5 | 1.5 | 3.3 | 0.7 | 8.0 |
| Element Total 01 | | \$0.0 | \$0.0 | \$8.5 | \$436.8 | \$13.8 | \$4.8 | \$463.9 |
| Category Total 706 | | \$0.0 | \$0.0 | \$8.5 | \$436.8 | \$13.8 | \$4.8 | \$463.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

MISCELLANEOUS

M - 708

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---------------------------------------|------------|---------------|----------------|----------------|----------------|----------------|----------------|------------------|
| 01 MISCELLANEOUS | | | | | | | | |
| 01 Systemwide Lead/Asbestos Abatement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 02 Environmental Remediation | NR | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 03 Railroad Protective Liability | | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.5 |
| 04 Independent Engineer | | 0.0 | 3.3 | 0.0 | 0.0 | 1.2 | 0.9 | 5.4 |
| 06 Program Administration | | 8.1 | 7.6 | 8.7 | 19.6 | 10.3 | 0.0 | 54.3 |
| 07 Program Scope Development | | 2.2 | 1.8 | 4.2 | 2.9 | 1.8 | 0.0 | 12.9 |
| 08 OCIP - Insurance | | 2.0 | 0.0 | 17.8 | 8.7 | 5.2 | 0.0 | 33.8 |
| 09 GCT/ESA Investments | SI | 2.9 | 0.0 | 5.9 | 1.9 | 0.0 | 33.0 | 43.7 |
| 10 Systemwide Security Initiatives | SI | 0.0 | 0.0 | 0.0 | 1.2 | 0.4 | 13.0 | 14.6 |
| 11 EAM Reserve | | 0.0 | 1.9 | 0.0 | 7.1 | 0.0 | 4.1 | 13.1 |
| 12 Harlem River Lift Bridge Security | SI | 0.0 | 0.0 | 4.7 | 0.0 | 3.2 | 0.0 | 7.9 |
| 13 Customer Communication - CM | NR | 0.0 | 0.0 | 3.1 | 12.8 | 0.0 | 0.0 | 15.8 |
| 14 270 Park Avenue GCT Trainshed | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 | 0.0 | 9.0 |
| 15 2015-2019 Accrued Savings | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.7 | 35.7 |
| Element Total 01 | | \$15.3 | \$15.1 | \$44.4 | \$54.3 | \$31.2 | \$86.8 | \$247.0 |
| Category Total 708 | | \$15.3 | \$15.1 | \$44.4 | \$54.3 | \$31.2 | \$86.8 | \$247.0 |
| TOTAL PROGRAM | | \$35.4 | \$123.9 | \$542.6 | \$643.3 | \$417.5 | \$701.5 | \$2,464.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commuter Railroad Agency Summary

Commitments
(\$ in millions)

| AGENCY | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|----------------|----------------|------------------|------------------|----------------|------------------|------------------|
| TOTAL Long Island Rail Road | \$150.0 | \$504.7 | \$1,087.3 | \$420.4 | \$428.8 | \$1,087.1 | \$3,678.2 |
| TOTAL Metro-North Railroad | \$35.4 | \$123.9 | \$542.6 | \$643.3 | \$417.5 | \$701.5 | \$2,464.2 |
| TOTAL COMMUTER RAILROAD AGENCY PROGRAM | \$185.4 | \$628.6 | \$1,629.9 | \$1,063.7 | \$846.2 | \$1,788.6 | \$6,142.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

MTA Bus Company

BUS COMPANY PROJECTS

U - 703

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--|------------|--------------|---------------|--------------|---------------|----------------|---------------|-----------------|
| 02 BUS COMPANY PROJECTS | | | | | | | | |
| 01 Purchase 53 Articulated Buses | NR | 0.0 | 0.0 | 0.0 | 48.3 | 1.9 | -3.6 | 46.6 |
| 02 Purchase 257 Express Buses | NR | 0.0 | 0.0 | 0.0 | 0.0 | 192.5 | -25.9 | 166.7 |
| 05 On-Board Audio Visual Ph 2 - MTA Bus | SI | 0.0 | 0.0 | 0.0 | 2.7 | 4.8 | 0.0 | 7.5 |
| 06 Automated Passenger Counting Pilot & Ph 1 | SI | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | -0.5 | 1.3 |
| 07 Storerooms and Depot Reconfiguration: LaGuardia | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 2.1 | 7.5 |
| 08 Roof Replc [SBFP] and CNG Equip: Spring Creek | NR | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | -0.3 | 2.0 |
| 09 Rehab and Facility Upgrade: College Point | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 9.5 | -0.4 | 9.1 |
| 11 Bus Radio System - MTA Bus Share | NR | 0.0 | 34.5 | 0.0 | 0.0 | 0.0 | 10.4 | 44.9 |
| 12 Environmental Remediation | NR | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 4.5 |
| 13 Chassis Wash: Eastchester Depot [SBFP] | NR | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | -0.8 | 1.7 |
| 14 MTA Bus Rubber Tire Service Vehicles 2015-19 | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 0.2 | 3.8 |
| 15 Project Administration | | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | -1.0 | 9.5 |
| 16 Design/Engineering Management Services | | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | -0.2 | 3.1 |
| 17 Construction Management Services | | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 3.4 |
| 18 JFK Windows Replacement [SBFP] | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | -0.6 | 2.4 |
| 19 Purchase 25 Standard Diesel Buses | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.8 | 16.8 |
| 20 LGA Windows Replacement [SBFP] | NR | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | -0.2 | 2.6 |
| 21 BP Windows Replacement [SBFP] | NR | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | -0.2 | 1.8 |
| 22 2015-2019 Accrued Savings | | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 | 23.9 | 32.1 |
| 23 CNG Fuel Upgrade: Spring Creek | NR | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 1.1 | 7.0 |
| 24 Repair of East New York Tower (MTAB) | NR | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 1.0 | 1.8 |
| Element Total 02 | | \$0.0 | \$34.5 | \$8.9 | \$51.9 | \$259.0 | \$21.7 | \$376.0 |
| Category Total 703 | | \$0.0 | \$34.5 | \$8.9 | \$51.9 | \$259.0 | \$21.7 | \$376.0 |
| TOTAL PROGRAM | | \$0.0 | \$34.5 | \$8.9 | \$51.9 | \$259.0 | \$21.7 | \$376.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---------------------------------------|--|--------------|--------------|--------------|---------------|--------------|--------------|--------------------|
| 01 MTA MENTORING PROGRAM ADMIN | | | | | | | | |
| 01 | MTA SBDP Construction Management (Scope A) | 0.0 | 0.0 | 6.2 | 43.1 | 0.0 | 0.2 | 49.4 |
| 02 | MTA SBDP Business Development (Scope B) | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 | 0.0 | 9.9 |
| Element Total 01 | | \$0.0 | \$9.9 | \$6.2 | \$43.1 | \$0.0 | \$0.2 | \$59.3 |
| Category Total 700 | | \$0.0 | \$9.9 | \$6.2 | \$43.1 | \$0.0 | \$0.2 | \$59.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---------------------------------|------------|--------------|--------------|--------------|--------------|--------------|---------------|-----------------|
| 01 MTA POLICE DEPARTMENT | | | | | | | | |
| 01 Public Safety Radio Phase 3 | SI | 0.0 | 0.0 | 6.1 | 4.2 | 0.6 | 17.5 | 28.5 |
| 02 Poughkeepsie Facility | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.0 |
| 03 Other Facilities | NR | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 1.9 | 2.3 |
| 04 REP-ESU Fleet | NR | 0.0 | 0.5 | 0.0 | 0.2 | 0.0 | 0.0 | 0.7 |
| 05 Program Management | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 5.0 |
| Element Total 01 | | \$0.0 | \$0.5 | \$6.1 | \$4.8 | \$0.7 | \$26.4 | \$38.5 |
| Category Total 710 | | \$0.0 | \$0.5 | \$6.1 | \$4.8 | \$0.7 | \$26.4 | \$38.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|--------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| 01 MTA CAPITAL PROGRAM SUPPORT | | | | | | | | |
| 01 Core Planning Support | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| 02 Corridor Planning Support | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 6.5 | 8.0 |
| 05 Demolition Madison Ave HQ Campus | | 0.0 | 0.0 | 0.0 | 0.0 | 19.6 | 20.4 | 40.0 |
| 06 Ongoing Installation - Communication Equipment | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.5 | 21.5 |
| 07 MTA Construction & Development | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 1.2 |
| Element Total 01 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$21.2 | \$54.5 | \$75.7 |
| Category Total 711 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$21.2 | \$54.5 | \$75.7 |
| TOTAL PROGRAM | | \$0.0 | \$10.4 | \$12.3 | \$47.9 | \$21.8 | \$81.1 | \$173.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

MTA Interagency Summary

| AGENCY | Commitments (\$ in millions) | | | | | | |
|-----------------------------------|---------------------------------|--------|--------|--------|--------|-----------|--------------------|
| | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
| TOTAL MTA MENTORING PROGRAM ADMIN | \$0.0 | \$9.9 | \$6.2 | \$43.1 | \$0.0 | \$0.2 | \$59.3 |
| TOTAL MTA POLICE DEPARTMENT | \$0.0 | \$0.5 | \$6.1 | \$4.8 | \$0.7 | \$26.4 | \$38.5 |
| TOTAL MTA CAPITAL PROGRAM SUPPORT | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$21.2 | \$54.5 | \$75.7 |
| TOTAL MTA INTERAGENCY | \$0.0 | \$10.4 | \$12.3 | \$47.9 | \$21.8 | \$81.1 | \$173.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

EAST SIDE ACCESS

G - 709

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|--|---------------|---------------------------------|------------------|----------------|----------------|----------------|---------------|------------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| 01 EAST SIDE ACCESS | | | | | | | | | |
| 01 Program Management | NE | 0.0 | 62.7 | 0.0 | 0.0 | 6.1 | 0.0 | 68.8 | |
| 02 Design - GEC | NE | 0.0 | 150.8 | 0.0 | 0.0 | 0.0 | 0.3 | 151.1 | |
| 03 MTA Management | NE | 0.0 | 27.9 | 2.8 | 6.1 | 11.3 | 1.0 | 49.1 | |
| 05 Manhattan Structures 1- MNR Force Account | NE | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 22.2 | |
| 11 Owner Controlled Insurance Program (OCIP) | NE | 0.0 | 191.3 | 0.0 | 1.1 | 0.0 | 1.6 | 193.9 | |
| 13 Construction Management | NE | 0.0 | 221.7 | 0.0 | 0.0 | 11.2 | 0.0 | 232.9 | |
| 15 Vertical Circulation Elements | NE | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 0.9 | 11.4 | |
| 16 General Conditions | NE | 0.0 | 58.2 | 0.0 | 0.0 | 0.0 | 0.0 | 58.2 | |
| 18 Harold Interlocking Force Account | NE | 0.0 | 69.7 | 12.4 | 0.0 | 0.0 | 0.3 | 82.5 | |
| 21 Mid-Day Storage Yard Facility | NE | 0.0 | 0.0 | 352.1 | 0.0 | 0.0 | 0.0 | 352.1 | |
| 23 Harold Structures EBRR & WBBP | NE | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | |
| 24 B-C Approach | NE | 0.0 | 0.0 | 0.0 | 88.8 | 0.0 | 0.2 | 89.0 | |
| 27 FA Systems Testing & Commissioning | NE | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 1.8 | 1.9 | |
| 34 Protect Locomotives | NE | 0.0 | 2.4 | 1.1 | 0.0 | 0.0 | 3.9 | 7.5 | |
| 35 Systems Package 1 - Facilities | NE | 0.0 | 302.7 | 0.0 | 0.0 | 67.0 | 5.3 | 375.0 | |
| 36 Systems Package 2 - Tunnel Systems | NE | 0.0 | 0.0 | 0.0 | 67.5 | 0.0 | 0.0 | 67.5 | |
| 38 Force Account Warehouse | NE | 0.0 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | |
| 39 Utilities | NE | 0.0 | 10.4 | 0.0 | 0.1 | 1.1 | 2.7 | 14.3 | |
| 40 Construction Management - Other | NE | 22.6 | 1.9 | 0.4 | 2.0 | 0.0 | 0.0 | 27.0 | |
| 41 A Tunnel/D Approach Structure | NE | 0.0 | 38.5 | 10.2 | 0.0 | 0.0 | 0.0 | 48.7 | |
| 42 GCT Caverns | NE | 0.0 | 693.6 | 0.0 | 0.0 | 0.0 | 14.5 | 708.1 | |
| 44 Arts For Transit | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.6 | 1.4 | |
| 49 Material Warranties | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 | |
| 52 Force Account Support | NE | 0.0 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 16.2 | |
| 54 Cab Simulator | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 4.3 | |
| 56 Harold Interlocking Stage 2 | NE | 0.0 | 15.4 | 0.0 | 14.6 | 0.0 | 0.0 | 30.0 | |
| 57 Harold Access and Protection | NE | 0.0 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | |
| 58 Queens Mentoring Program (SBDP) Projects | NE | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 1.3 | |
| 59 Harold Track Work Part 3 | NE | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 17.0 | |
| 60 GCT Concourse & Facilities (CM014B) | NE | 0.0 | 0.0 | 0.0 | 29.1 | 74.9 | 1.3 | 105.3 | |
| 62 Harold Catenary Work (CH063) | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.4 | 23.4 | |
| 63 48th St. Entrance Fit Out (CM015B) | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 4.7 | |
| 64 MTA IT Procurement | NE | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 5.9 | |
| 65 Replace Damaged Rail (VM007) | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.1 | 0.9 | |
| 66 37th St. Utility Work On-Call MC (CM020) SBDP | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | |
| 67 Traction Power Systems | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.9 | 17.9 | |
| 68 Force Account Design Support | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | |
| 70 JPMC 270 Park Zone 4 | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 4.7 | |
| 98 ESA Program Support | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 7.9 | |
| Element Total 01 | | \$22.6 | \$1,891.5 | \$402.5 | \$226.4 | \$179.2 | \$98.2 | \$2,820.5 | |
| Category Total 709 | | \$22.6 | \$1,891.5 | \$402.5 | \$226.4 | \$179.2 | \$98.2 | \$2,820.5 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

FULL LENGTH SECOND AVE SUBWAY

G - 710

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|--------------|----------------|---------------|--------------|---------------|------------------|------------------|
| 01 FULL LENGTH SECOND AVE SUBWAY | | | | | | | | |
| 01 SAS 2 PE, Design & Environmental | NE | 0.0 | 130.5 | 0.0 | 0.0 | 61.1 | 69.5 | 261.1 |
| 04 SAS 2 Construction Management | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 |
| 05 SAS 2 Project Support | NE | 0.0 | 0.0 | 13.2 | 2.5 | 2.7 | 37.0 | 55.4 |
| 07 SAS 2 Prelim Const/Utilities | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 176.3 | 176.3 |
| 14 SAS 2 Heavy Civil at 125th, TBM Tunnel | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,034.0 | 1,034.0 |
| 98 SAS 2 Real Estate | NE | 0.0 | 0.0 | 2.0 | 0.2 | 0.3 | 127.2 | 129.6 |
| 99 SAS 2 Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.7 | 28.7 |
| Element Total 01 | | \$0.0 | \$130.5 | \$15.2 | \$2.7 | \$64.0 | \$1,522.6 | \$1,735.0 |
| Category Total 710 | | \$0.0 | \$130.5 | \$15.2 | \$2.7 | \$64.0 | \$1,522.6 | \$1,735.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

PENN STATION ACCESS

G - 711

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|-----------------------------------|------------|--------------|--------------|--------------|--------------|---------------|----------------|-----------------|
| 01 Penn Station Access | | | | | | | | |
| 01 Pre Design | NE | 0.0 | 3.1 | 4.8 | 1.8 | 1.7 | 0.0 | 11.5 |
| 02 Program Management | NE | 0.0 | 0.7 | 1.5 | 1.2 | 4.5 | 42.8 | 50.7 |
| 04 Track & Structures | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 1.4 |
| 07 Stations | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 280.3 | 280.3 |
| 10 General Engineering Consultant | NE | 0.0 | 0.0 | 0.0 | 0.0 | 47.8 | 0.0 | 47.8 |
| 11 Design Support | NE | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 3.9 | 8.2 |
| 12 Design-Build Award | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.1 | 24.1 |
| 13 Arts at Stations | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 3.8 |
| 99 Penn Station Access: Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 2.8 |
| Element Total 01 | | \$0.0 | \$3.8 | \$6.4 | \$7.4 | \$53.9 | \$359.0 | \$430.5 |
| Category Total 711 | | \$0.0 | \$3.8 | \$6.4 | \$7.4 | \$53.9 | \$359.0 | \$430.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

LIRR EXPANSION PROJECT

G - 713

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--|------------|--------------|--------------|------------------|----------------|---------------|---------------|------------------|
| 01 LIRR EXPANSION PROJECT | | | | | | | | |
| 03 D-B Construction Contract Base | NE | 0.0 | 0.0 | 1,428.2 | 0.0 | 0.0 | 10.0 | 1,438.2 |
| 04 D-B Mobilization/Early Payments | NE | 0.0 | 0.0 | 87.3 | 61.3 | 0.0 | 0.0 | 148.6 |
| 05 D-B Construction Contract Option | NE | 0.0 | 0.0 | 0.0 | 22.7 | 0.0 | 0.1 | 22.9 |
| 06 Parking Seed Money | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 | 1.8 |
| 07 Force Account Construction | NE | 0.0 | 0.0 | 0.0 | 126.7 | 0.0 | 0.0 | 126.7 |
| 08 Force Account Materials | NE | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 4.7 |
| 09 Force Account Support | NE | 0.0 | 0.0 | 0.0 | 119.3 | 0.0 | 0.0 | 119.3 |
| 10 Busing | NE | 0.0 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 | 3.9 |
| 11 Force Account Project Management | NE | 0.0 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 | 12.6 |
| 12 Force Account Design | NE | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 4.7 |
| 13 Force Account Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 5.6 |
| 14 3P Project Management Contract | NE | 0.0 | 0.0 | 66.8 | 0.0 | 0.0 | 0.0 | 66.8 |
| 15 MTACC Project Management | NE | 0.0 | 0.0 | 8.9 | 0.6 | 1.3 | 0.8 | 11.6 |
| 17 Project Administration (Other Costs) | NE | 0.0 | 0.0 | 0.0 | 5.0 | 1.2 | 1.1 | 7.3 |
| 18 Owner Controlled Insurance Program (OCIP) | NE | 0.0 | 0.0 | 0.0 | 11.3 | 0.0 | 9.8 | 21.2 |
| 19 Real Estate | NE | 0.0 | 0.0 | 0.0 | 3.2 | 30.5 | 16.3 | 50.0 |
| 20 Arts for Transit | NE | 0.0 | 0.0 | 0.0 | 0.1 | 0.8 | 1.1 | 2.0 |
| 21 LIRR Expansion Project Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 2.2 |
| Element Total 01 | | \$0.0 | \$0.0 | \$1,591.3 | \$376.1 | \$34.6 | \$47.9 | \$2,050.0 |
| Category Total 713 | | \$0.0 | \$0.0 | \$1,591.3 | \$376.1 | \$34.6 | \$47.9 | \$2,050.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

REGIONAL INVESTMENTS

G - 714

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--|------------|--------------|--------------|---------------|--------------|----------------|--------------|-----------------|
| 01 REGIONAL INVESTMENTS | | | | | | | | |
| 01 WBBP & EBRR F/A Connections | NE | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 3.9 |
| 03 Westbound Bypass | NE | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | 0.0 | 10.4 |
| 07 GCT Concourse & Facilities Part 2 | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.8 |
| 09 Design | NE | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 4.2 |
| 10 Owner Controlled Insurance Program (OCIP) | NE | 0.0 | 0.0 | 37.4 | 0.4 | 0.0 | 0.0 | 37.8 |
| 11 Construction Management | NE | 0.0 | 0.0 | 18.3 | 0.0 | 6.5 | 0.8 | 25.5 |
| 15 Harold Track Work Part 3 | NE | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |
| 21 Mid Day Storage Yard Facility | NE | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| 22 HSR Transfer From ESA to RI | NE | 0.0 | 0.0 | 0.0 | 0.0 | 110.7 | 0.0 | 110.7 |
| 23 Harold Structures - Part 3B | NE | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 0.0 | 7.9 |
| 98 Regional Investments Program Support | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 |
| Element Total 01 | | \$0.0 | \$0.0 | \$70.0 | \$6.2 | \$125.0 | \$1.9 | \$203.1 |
| Category Total 714 | | \$0.0 | \$0.0 | \$70.0 | \$6.2 | \$125.0 | \$1.9 | \$203.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

ESA LIABILITY RESERVE

G - 715

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|----------------------------------|------------|--------------|--------------|--------------|--------------|--------------|----------------|-----------------|
| 01 ESA LIABILITY RESERVE | | | | | | | | |
| 02 East Side Access Risk Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 131.0 | 131.0 |
| Element Total 01 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$131.0 | \$131.0 |
| Category Total 715 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$131.0 | \$131.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

MISCELLANEOUS

G - 716

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--------------------------------------|---------------|---------------|------------------|------------------|----------------|----------------|------------------|--------------------|
| 01 MISCELLANEOUS | | | | | | | | |
| 01 Misc Engineering/Prog Support | | 0.0 | 0.0 | 41.0 | 31.5 | 6.5 | 12.0 | 91.1 |
| 02 MTA Indep. Engineering Consultant | | 0.0 | 11.1 | 0.0 | 0.0 | 3.2 | 2.6 | 16.8 |
| 04 SAS Phase 1 Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.0 | 29.0 |
| Element Total 01 | | \$0.0 | \$11.1 | \$41.0 | \$31.5 | \$9.7 | \$43.6 | \$137.0 |
| Category Total 716 | | \$0.0 | \$11.1 | \$41.0 | \$31.5 | \$9.7 | \$43.6 | \$137.0 |
| TOTAL PROGRAM | | \$22.6 | \$2,036.9 | \$2,126.5 | \$650.2 | \$466.4 | \$2,204.4 | \$7,507.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

CPRB Agency Summary

| AGENCY | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------------------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| TOTAL New York City Transit | \$342.5 | \$1,939.5 | \$3,476.2 | \$4,492.9 | \$2,219.0 | \$4,279.4 | \$16,749.5 |
| TOTAL Long Island Rail Road | \$150.0 | \$504.7 | \$1,087.3 | \$420.4 | \$428.8 | \$1,087.1 | \$3,678.2 |
| TOTAL Metro-North Railroad | \$35.4 | \$123.9 | \$542.6 | \$643.3 | \$417.5 | \$701.5 | \$2,464.2 |
| TOTAL MTA Bus Company | \$0.0 | \$34.5 | \$8.9 | \$51.9 | \$263.9 | \$16.8 | \$376.0 |
| TOTAL MTA Interagency | \$0.0 | \$10.4 | \$12.3 | \$47.9 | \$21.8 | \$81.1 | \$173.5 |
| Core Subtotal | \$527.9 | \$2,613.0 | \$5,127.3 | \$5,656.3 | \$3,351.0 | \$6,166.0 | \$23,441.4 |
| TOTAL Capital Construction Company | \$22.6 | \$2,036.9 | \$2,126.5 | \$650.2 | \$466.4 | \$2,204.4 | \$7,507.0 |
| TOTAL 2015-2019 CPRB PROGRAM | \$550.5 | \$4,649.9 | \$7,253.8 | \$6,306.5 | \$3,817.4 | \$8,370.3 | \$30,948.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

STRUCTURES

D - 701

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|---|------------|---------------|---------------|----------------|----------------|----------------|----------------|-----------------|
| AW AGENCY-WIDE | | | | | | | | |
| 04 Program Contingency | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.9 |
| X4 Physical Barrier Installation | SI | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.4 | 1.4 |
| Element Total AW | | \$0.0 | \$0.0 | \$0.0 | \$1.0 | \$0.0 | \$2.2 | \$3.3 |
| BW BRONX-WHITESTONE BRIDGE | | | | | | | | |
| 07 Fender Protection around Tower Piers (Const) | NR | 0.0 | 0.1 | 0.4 | 0.0 | 17.3 | 0.2 | 18.1 |
| 14 Miscellaneous Structural Rehabilitation | NR | 11.8 | 0.0 | 0.0 | 1.0 | 14.0 | 0.4 | 27.1 |
| 84 Cable & Suspender Rope Investigation/Testing | NR | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 |
| Element Total BW | | \$19.2 | \$0.1 | \$0.4 | \$1.0 | \$31.3 | \$0.6 | \$52.7 |
| CB CROSS BAY BRIDGE | | | | | | | | |
| 18 CB Scour Protect/Repair/Replace CB/MP Pier Fender | NR | 0.1 | 0.0 | 0.4 | 55.9 | 0.2 | 0.3 | 56.9 |
| Element Total CB | | \$0.1 | \$0.0 | \$0.4 | \$55.9 | \$0.2 | \$0.3 | \$56.9 |
| HH HENRY HUDSON BRIDGE | | | | | | | | |
| 07 Structural Rehabilitation | NR | 0.1 | 1.8 | 0.0 | 0.0 | 35.5 | 0.1 | 37.5 |
| 89 Skewback Retrofit | NR | 0.0 | 5.1 | 87.8 | 0.0 | 0.0 | 0.4 | 93.3 |
| Element Total HH | | \$0.1 | \$6.9 | \$87.8 | \$0.0 | \$35.5 | \$0.5 | \$130.8 |
| QM QUEENS MIDTOWN TUNNEL | | | | | | | | |
| 18 Manhattan/Queens Plaza Structural Rehab | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| Element Total QM | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| RK ROBERT F. KENNEDY BRIDGE | | | | | | | | |
| 04 Queens Anchorage Rehabilitation | NR | 0.0 | 2.7 | 0.0 | 0.0 | 2.0 | 0.3 | 5.0 |
| 19 Seismic/Wind Retrofit & Structural Rehab Ph1 | NR | 0.0 | 1.4 | 3.3 | 3.7 | 41.3 | 7.1 | 56.8 |
| 20 Cable Inspection and Rehabilitation | NR | 0.0 | 0.0 | 1.8 | 0.0 | 8.2 | 0.4 | 10.4 |
| 22 Interim Repairs - FDR Ramp | NR | 0.0 | 0.0 | 18.6 | 0.0 | 0.0 | 0.0 | 18.6 |
| 70 Miscellaneous Structural Rehabilitation | NR | 0.0 | 0.2 | 1.1 | 1.1 | 27.7 | 2.3 | 32.4 |
| Element Total RK | | \$0.1 | \$4.3 | \$24.7 | \$4.8 | \$79.1 | \$10.1 | \$123.1 |
| TN THROGS NECK BRIDGE | | | | | | | | |
| 53 Approach Viaduct Seismic Retrofit/Structural Rehab | NR | 0.0 | 6.8 | 0.0 | 3.7 | 186.3 | 26.5 | 223.3 |
| 87 Design for Anchorage & Tower Protection | NR | 0.0 | 0.1 | 0.0 | 0.0 | 5.6 | 1.0 | 6.7 |
| Element Total TN | | \$0.0 | \$6.9 | \$0.0 | \$3.7 | \$191.9 | \$27.5 | \$230.0 |
| VN VERRAZANO-NARROWS BRIDGE | | | | | | | | |
| 10 Anchorage & Piers Rehabilitation and Sealing | NR | 2.4 | 0.0 | 0.0 | 39.7 | 0.0 | 0.9 | 43.0 |
| 32 Steel Repair & Concrete Rehabilitation | NR | 0.0 | 0.0 | 1.6 | 0.9 | 21.2 | 18.6 | 42.2 |
| 34 Main Cable & Suspender Rope Testing - Phase 1 | NR | 0.0 | 0.0 | 17.4 | 0.0 | 0.0 | 0.0 | 17.4 |
| 89 Tower Pier Rehab/Construct Mooring Platform | NR | 1.1 | 0.0 | 0.0 | 33.2 | 0.1 | 0.0 | 34.4 |
| 8Q VNB Cable Dehumidification | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42.0 | 42.0 |
| Element Total VN | | \$3.5 | \$0.0 | \$19.0 | \$73.7 | \$21.2 | \$61.5 | \$178.9 |
| Category Total 701 | | \$23.0 | \$18.2 | \$132.2 | \$140.2 | \$359.4 | \$102.7 | \$775.7 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

ROADWAYS & DECKS

D - 702

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|---------------|---------------|----------------|----------------|---------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| AW AGENCY-WIDE | | | | | | | | |
| X1 Replace Manhattan Plaza Pedestrian Bridge | NR | 0.0 | 0.0 | 12.3 | 0.8 | 0.0 | 0.0 | 13.0 |
| Element Total AW | | \$0.0 | \$0.0 | \$12.3 | \$0.8 | \$0.0 | \$0.0 | \$13.0 |
| RK ROBERT F. KENNEDY BRIDGE | | | | | | | | |
| 23 Construction of New Harlem River Drive Ramp | SI | 0.0 | 19.4 | 0.0 | 0.5 | 53.3 | 25.1 | 98.2 |
| 65 Reconstruct Manhattan Toll Plaza Structure & Ramps | NR | 0.0 | 0.0 | 13.6 | 23.9 | 0.0 | 0.0 | 37.5 |
| Element Total RK | | \$0.0 | \$19.4 | \$13.6 | \$24.4 | \$53.3 | \$25.1 | \$135.7 |
| TN THROGS NECK BRIDGE | | | | | | | | |
| 49 Replacement of Grid Decks on Suspended Span | NR | 0.0 | 0.0 | 0.0 | 279.3 | 0.0 | 35.5 | 314.7 |
| 55 Study for Bx/Qns Approach Viaduct Replacement | NR | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.6 | 9.7 |
| Element Total TN | | \$0.0 | \$0.0 | \$9.1 | \$279.3 | \$0.0 | \$36.0 | \$324.4 |
| VN VERRAZANO-NARROWS BRIDGE | | | | | | | | |
| 11 Brooklyn Approach Reconstruction | SI | 0.0 | 2.5 | 0.0 | 0.0 | 20.8 | 2.9 | 26.1 |
| 80 Prelim Design for Suspended Span Lower Level Deck | NR | 0.0 | 0.0 | 0.1 | 0.0 | 5.2 | 1.4 | 6.7 |
| 84 Reconstruction of VN Approach Ramps - Phase1 | NR | 0.0 | 19.3 | 0.0 | 0.0 | 177.6 | 13.1 | 210.1 |
| 86 Design for Belt Parkway Ramps Widening | NR | 0.0 | 0.1 | 0.0 | 0.0 | 2.9 | 0.2 | 3.1 |
| Element Total VN | | \$0.0 | \$21.8 | \$0.1 | \$0.0 | \$206.4 | \$17.7 | \$246.0 |
| Category Total 702 | | \$0.0 | \$41.2 | \$35.0 | \$304.4 | \$259.7 | \$78.7 | \$719.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

TOLL PLAZAS & ATMS

D - 703

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--|------------|--------------|---------------|---------------|---------------|--------------|---------------|-----------------|
| AW AGENCY-WIDE | | | | | | | | |
| 32 Installation of Rotating Prism Signs | NR | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 |
| 36 CCTV Replacement and System Integration | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 10.1 | 10.3 |
| 52 Traffic Detection/Incident Management Systems | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 1.7 | 2.8 |
| 57 Advanced Traffic Mgmt Systems Enhancement/Upgrade | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 8.1 |
| 63 Replace Toll Equipment & New Toll Initiatives | NR | 0.0 | 62.9 | 2.3 | 0.2 | 0.0 | 23.6 | 89.0 |
| 65 Toll Collection System Rehabilitation/Upgrades | NR | 0.4 | 24.7 | 11.8 | 0.0 | 0.0 | 0.2 | 37.2 |
| Element Total AW | | \$1.5 | \$88.0 | \$14.1 | \$0.2 | \$1.4 | \$43.7 | \$148.8 |
| BW BRONX WHITESTONE BRIDGE | | | | | | | | |
| 63 Open Road Tolling Initiative at BWB | SI | 0.0 | 0.0 | 24.9 | 11.9 | 0.0 | 0.0 | 36.9 |
| Element Total BW | | \$0.0 | \$0.0 | \$24.9 | \$11.9 | \$0.0 | \$0.0 | \$36.9 |
| CB CROSS BAY BRIDGE | | | | | | | | |
| 63 Open Road Tolling Initiative at CBB | SI | 0.0 | 0.0 | 12.5 | 3.8 | 0.0 | 0.0 | 16.3 |
| Element Total CB | | \$0.0 | \$0.0 | \$12.5 | \$3.8 | \$0.0 | \$0.0 | \$16.3 |
| HC HUGH L. CAREY TUNNEL | | | | | | | | |
| 63 Open Road Tolling Initiative at HLCT | SI | 0.0 | 6.1 | 17.7 | 0.8 | 0.0 | 0.0 | 24.5 |
| Element Total HC | | \$0.0 | \$6.1 | \$17.7 | \$0.8 | \$0.0 | \$0.0 | \$24.5 |
| HH HENRY HUDSON BRIDGE | | | | | | | | |
| 63 Open Road Tolling / Aesthetics | SI | 0.0 | 0.0 | 0.1 | 2.1 | 0.0 | 0.1 | 2.3 |
| 88 Toll Plazas & Southbound Approach Reconstruction | NR | 0.0 | 4.0 | 87.5 | 0.2 | 0.0 | 3.2 | 94.9 |
| Element Total HH | | \$0.0 | \$4.0 | \$87.6 | \$2.3 | \$0.0 | \$3.2 | \$97.2 |
| MP MARINE PARKWAY BRIDGE | | | | | | | | |
| 63 Open Road Tolling Initiative at MPB | SI | 0.0 | 0.0 | 13.1 | 4.7 | 0.0 | 0.0 | 17.8 |
| Element Total MP | | \$0.0 | \$0.0 | \$13.1 | \$4.7 | \$0.0 | \$0.0 | \$17.8 |
| QM QUEENS MIDTOWN TUNNEL | | | | | | | | |
| 63 Open Road Tolling Initiative at QMT | SI | 0.0 | 12.2 | 18.9 | 0.0 | 0.0 | 0.0 | 31.1 |
| Element Total QM | | \$0.0 | \$12.2 | \$18.9 | \$0.0 | \$0.0 | \$0.0 | \$31.1 |
| RK ROBERT F. KENNEDY BRIDGE | | | | | | | | |
| 63 Open Road Tolling Initiative RFK Bridge | SI | 0.0 | 2.6 | 64.3 | 0.5 | 0.0 | 0.5 | 68.0 |
| Element Total RK | | \$0.0 | \$2.6 | \$64.3 | \$0.5 | \$0.0 | \$0.5 | \$68.0 |
| TN THROGS NECK BRIDGE | | | | | | | | |
| 63 Open Road Tolling Initiative at TNB | SI | 0.0 | 0.0 | 22.7 | 14.1 | 0.0 | 0.0 | 36.9 |
| Element Total TN | | \$0.0 | \$0.0 | \$22.7 | \$14.1 | \$0.0 | \$0.0 | \$36.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

TOLL PLAZAS & ATMS

D - 703

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|----------------|----------------|---------------|--------------|---------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| VN VERRAZANO-NARROWS BRIDGE | | | | | | | | |
| 63 Open Road Tolling Initiative at VNB | SI | 0.0 | 0.0 | 53.5 | 4.7 | 1.3 | 35.6 | 95.1 |
| Element Total VN | | \$0.0 | \$0.0 | \$53.5 | \$4.7 | \$1.3 | \$35.6 | \$95.1 |
| Category Total 703 | | \$1.5 | \$112.9 | \$329.4 | \$43.1 | \$2.7 | \$83.0 | \$572.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

UTILITIES

D - 704

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | Total All Years |
|--|------------|---------------|--------------|----------------|----------------|--------------|---------------|-----------------|
| AW AGENCY-WIDE | | | | | | | | |
| 67 Overheight Vehicle Detection Systems | NR | 0.0 | 0.0 | 0.0 | 11.5 | 0.0 | 0.0 | 11.5 |
| 80 Advanced Traveler Information Systems (ATIS) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.6 | 10.6 |
| 81 LED Roadway Display Signs | SI | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 |
| X3 Bridge Structural Health Monitoring Initiatives | NR | 0.0 | 0.0 | 1.4 | 1.9 | 2.3 | 1.5 | 7.1 |
| Element Total AW | | \$0.0 | \$0.0 | \$1.9 | \$13.4 | \$2.3 | \$12.1 | \$29.7 |
| BW BRONX-WHITESTONE BRIDGE | | | | | | | | |
| 32 Installation of Fire Standpipe Connections | NR | 0.0 | 0.1 | 0.2 | 0.0 | 4.5 | 0.2 | 5.0 |
| 39 Install Electronic Monitoring & Detection Systems | SI | 0.1 | 0.0 | 33.0 | 0.0 | 0.0 | 0.2 | 33.2 |
| Element Total BW | | \$0.1 | \$0.1 | \$33.2 | \$0.0 | \$4.5 | \$0.4 | \$38.2 |
| HC HUGH L. CAREY TUNNEL | | | | | | | | |
| 07 Rehabilitation of HCT Ventilation Systems | NR | 0.0 | 0.0 | 0.3 | 74.7 | 0.2 | 0.2 | 75.3 |
| 30 Installation of Smoke Detection/Alarm Systems | NR | 0.0 | 0.0 | 0.1 | 9.3 | 0.0 | 0.0 | 9.4 |
| 64 Brooklyn Service Building Electrical Rehab. | NR | 0.0 | 0.0 | 0.2 | 6.6 | 0.0 | 0.0 | 6.9 |
| Element Total HC | | \$0.0 | \$0.1 | \$0.6 | \$90.5 | \$0.2 | \$0.2 | \$91.6 |
| HH HENRY HUDSON BRIDGE | | | | | | | | |
| 13 Replacement of Facility Lighting System | NR | 0.9 | 0.3 | 11.4 | 0.0 | 0.0 | 0.7 | 13.3 |
| Element Total HH | | \$0.9 | \$0.3 | \$11.4 | \$0.0 | \$0.0 | \$0.7 | \$13.3 |
| QM QUEENS MIDTOWN TUNNEL | | | | | | | | |
| 81 Rehab of Tunnel Controls & Communication Systems | NR | 0.0 | 0.0 | 0.0 | 31.1 | 0.1 | 0.0 | 31.2 |
| 91 Installation of Smoke Detection/Alarm Systems | NR | 0.0 | 0.1 | 1.0 | 9.4 | 0.0 | 0.0 | 10.5 |
| Element Total QM | | \$0.0 | \$0.1 | \$1.0 | \$40.5 | \$0.1 | \$0.0 | \$41.8 |
| RK ROBERT F. KENNEDY BRIDGE | | | | | | | | |
| 07 Electrical/Mechanical Rehab of HR Lift Span | NR | 0.0 | 0.4 | 0.0 | 32.6 | 0.0 | 0.0 | 33.1 |
| 21 Install Fire Standpipe/Upgrade Protection System | SI | 0.2 | 3.2 | 19.7 | 0.0 | 0.0 | 4.9 | 28.1 |
| 60 Install Electronic Monitoring & Detection Systems | SI | 0.0 | 0.0 | 49.0 | 0.0 | 0.0 | 0.0 | 49.0 |
| 66 Relocation of 13KV Substation | NR | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| Element Total RK | | \$0.2 | \$3.7 | \$68.7 | \$32.6 | \$0.0 | \$4.9 | \$110.2 |
| TN THROGS NECK BRIDGE | | | | | | | | |
| 27 Service Building Alarm Systems & Upgrades [SBDP] | NR | 0.0 | 0.0 | 0.3 | 1.2 | 0.0 | 0.0 | 1.5 |
| 60 Anchorage Dehumidification | NR | 33.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.6 |
| Element Total TN | | \$33.6 | \$0.0 | \$0.3 | \$1.2 | \$0.0 | \$0.0 | \$35.0 |
| VN VERRAZANO-NARROWS BRIDGE | | | | | | | | |
| 30 Elevator Rehabilitation | NR | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 5.8 |
| Element Total VN | | \$0.0 | \$0.0 | \$0.0 | \$5.8 | \$0.0 | \$0.0 | \$5.8 |
| Category Total 704 | | \$34.8 | \$4.3 | \$117.0 | \$184.1 | \$7.1 | \$18.3 | \$365.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

BUILDINGS & SITES

D - 705

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | | Total All Years |
|---|---------------|------------------------------|--------------|---------------|--------------|--------------|--------------|---------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | | |
| AW AGENCY-WIDE | | | | | | | | | |
| 12 Hazardous Material Abatement | NR | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 2.1 | |
| 66 Operations Command Center Rehab/Replacement | NR | 0.0 | 2.5 | 11.7 | 0.2 | 1.6 | 0.7 | 16.7 | |
| Element Total AW | | \$1.5 | \$2.5 | \$11.7 | \$0.2 | \$1.6 | \$1.3 | \$18.8 | |
| HC HUGH L. CAREY TUNNEL | | | | | | | | | |
| 80 Rehabilitation of Ventilation Buildings | NR | 0.0 | 0.1 | 0.0 | 0.0 | 3.0 | 1.4 | 4.5 | |
| Element Total HC | | \$0.0 | \$0.1 | \$0.0 | \$0.0 | \$3.0 | \$1.4 | \$4.5 | |
| QM QUEENS MIDTOWN TUNNEL | | | | | | | | | |
| 36 Rehabilitation of Ventilation Building DES | NR | 0.0 | 0.1 | 0.0 | 0.0 | 2.6 | 1.2 | 3.9 | |
| Element Total QM | | \$0.0 | \$0.1 | \$0.0 | \$0.0 | \$2.6 | \$1.2 | \$3.9 | |
| RK ROBERT F. KENNEDY BRIDGE | | | | | | | | | |
| 58 Rehab Robert Moses Building & Ancillary Facilities | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* | |
| Element Total RK | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | |
| Category Total 705 | | \$1.5 | \$2.6 | \$11.7 | \$0.2 | \$7.3 | \$4.0 | \$27.3 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

MISCELLANEOUS

D - 706

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years |
|--------------------------------|----------------------------------|------------------------------|--------------|--------------|---------------|---------------|--------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| AW AGENCY-WIDE | | | | | | | | |
| 10 | Enterprise Asset Management | 0.0 | 0.6 | 0.0 | 2.2 | 0.0 | 1.2 | 4.0 |
| 15 | MTA Independent Engineer | 0.0 | 2.3 | 0.0 | 0.0 | 0.8 | 0.0 | 3.1 |
| 18 | Protective Liability Insurance | 0.0 | 1.4 | 1.5 | 1.3 | 1.0 | 0.0 | 5.1 |
| 21 | Program Administration | 2.2 | 2.2 | 2.4 | 2.4 | 2.7 | 0.0 | 12.0 |
| 22 | Miscellaneous | 0.0 | 0.1 | 0.8 | 1.8 | 0.1 | 2.3 | 5.1 |
| 28 | Scope Development | 2.8 | 0.7 | 2.6 | 2.9 | 4.5 | 3.2 | 16.8 |
| 85 | Traffic Enforcement Support | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.0 |
| 94 | Small Business Mentoring Program | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 | 0.0 | 8.2 |
| Element Total AW | | \$5.0 | \$7.3 | \$7.2 | \$10.6 | \$17.4 | \$8.7 | \$56.4 |
| Category Total 706 | | \$5.0 | \$7.3 | \$7.2 | \$10.6 | \$17.4 | \$8.7 | \$56.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

STRUCTURAL PAINTING

D - 707

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| BW BRONX-WHITESTONE BRIDGE | | | | | | | | |
| 84 Paint Tower Interior Base Cells and Struts | NR | 29.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.2 |
| Element Total BW | | \$29.2 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$29.2 |
| HH HENRY HUDSON BRIDGE | | | | | | | | |
| 30 Replacement of HHB Overcoat System | NR | 0.0 | 0.3 | 0.0 | 0.0 | 17.5 | 0.0 | 17.8 |
| Element Total HH | | \$0.0 | \$0.3 | \$0.0 | \$0.0 | \$17.5 | \$0.0 | \$17.8 |
| RK ROBERT F. KENNEDY BRIDGE | | | | | | | | |
| 70 Paint Suspended Span/Bronx Truss Steel | NR | 0.0 | 0.0 | 0.0 | 0.6 | 2.8 | 0.6 | 4.1 |
| Element Total RK | | \$0.0 | \$0.0 | \$0.0 | \$0.6 | \$2.8 | \$0.6 | \$4.1 |
| TN THROGS NECK BRIDGE | | | | | | | | |
| 49 Painting of Suspended Span | NR | 0.0 | 0.0 | 0.0 | 18.8 | 0.0 | 2.5 | 21.3 |
| 60 Anchorage Dehumidification - Painting | NR | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 |
| Element Total TN | | \$7.5 | \$0.0 | \$0.0 | \$18.8 | \$0.0 | \$2.5 | \$28.8 |
| VN VERRAZANO-NARROWS BRIDGE | | | | | | | | |
| 49 Paint Suspended Span Upper & Lower Level Steel | NR | 0.0 | 0.0 | 0.2 | 1.6 | 65.5 | 6.3 | 73.6 |
| Element Total VN | | \$0.0 | \$0.0 | \$0.2 | \$1.6 | \$65.5 | \$6.3 | \$73.6 |
| Category Total 707 | | \$36.6 | \$0.3 | \$0.2 | \$20.9 | \$85.9 | \$9.5 | \$153.5 |
| TOTAL PROGRAM | | \$102.4 | \$186.9 | \$632.9 | \$703.6 | \$739.5 | \$304.9 | \$2,670.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

All Agency Summary

| AGENCY | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------------------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| | 2015 | 2016 | 2017 | 2018 | 2019 | Post 2019 | |
| TOTAL New York City Transit | \$342.5 | \$1,939.5 | \$3,476.2 | \$4,492.9 | \$2,219.0 | \$4,279.4 | \$16,749.5 |
| TOTAL Long Island Rail Road | \$150.0 | \$504.7 | \$1,087.3 | \$420.4 | \$428.8 | \$1,087.1 | \$3,678.2 |
| TOTAL Metro-North Railroad | \$35.4 | \$123.9 | \$542.6 | \$643.3 | \$417.5 | \$701.5 | \$2,464.2 |
| TOTAL MTA Bus Company | \$0.0 | \$34.5 | \$8.9 | \$51.9 | \$263.9 | \$16.8 | \$376.0 |
| TOTAL MTA Interagency | \$0.0 | \$10.4 | \$12.3 | \$47.9 | \$21.8 | \$81.1 | \$173.5 |
| Core Subtotal | \$527.9 | \$2,613.0 | \$5,127.3 | \$5,656.3 | \$3,351.0 | \$6,166.0 | \$23,441.4 |
| TOTAL Capital Construction Company | \$22.6 | \$2,036.9 | \$2,126.5 | \$650.2 | \$466.4 | \$2,204.4 | \$7,507.0 |
| TOTAL 2015-2019 CPRB PROGRAM | \$550.5 | \$4,649.9 | \$7,253.8 | \$6,306.5 | \$3,817.4 | \$8,370.3 | \$30,948.4 |
| TOTAL Bridges and Tunnels | \$102.4 | \$186.9 | \$632.9 | \$703.6 | \$739.5 | \$304.9 | \$2,670.1 |
| TOTAL 2015-2019 CAPITAL PROGRAM | \$652.9 | \$4,836.8 | \$7,886.7 | \$7,010.1 | \$4,556.9 | \$8,675.2 | \$33,618.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding