

MTA Capital Program 2015-2019

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2015-2019 Capital Program Amendment No. 6
As Approved by the MTA Board October 30, 2024



New Haven

New Haven

WATCH THE GAP

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

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New York City Transit

PASSENGER STATIONS

T - 704

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

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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	

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New York City Transit

PASSENGER STATIONS

T - 704

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
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

New York City Transit

PASSENGER STATIONS

T - 704

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

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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

ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	Commitments (\$ in millions)						Total All Years
			2015	2016	2017	2018	2019	Post 2019	
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

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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 LSCRP: Brooklyn (EPK)	SGR	0.0	1.0	3.1	1.6	0.1	76.8	82.7	
24 LSCRP:Manhattan & Queens (LEX, QBL, BCT) DES	SGR	0.0	1.0	1.3	0.0	0.0	0.0	2.3	
25 LSCRP: Brooklyn (CUL, BRT) DES	SGR	0.0	0.9	0.0	0.0	0.0	0.2	1.1	
26 LSCRP: 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 LSCRP: Bronx (BXC) DES	SGR	0.9	0.0	2.0	0.0	0.0	0.0	2.9	
32 LSCRP: Downtown Manhattan (BWY, 8AV) DES	SGR	3.5	0.9	0.0	0.0	0.0	0.2	4.5	
33 LSCRP: Uptown Manhattan (BW7, 8AV) DES	SGR	0.4	0.3	1.1	0.0	0.0	0.0	1.8	
37 LSCRP: 1 Av, Bedford Av CNR	SGR	0.0	0.0	1.0	0.0	0.0	0.0	1.0	
38 LSCRP: Hoyt-Schermerhorn Benchwall (BCT)	SGR	0.0	0.0	0.6	0.0	0.0	0.0	0.6	
39 LSCRP: 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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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	Commitments (\$ in millions)						Total All Years
		2015	2016	2017	2018	2019	Post 2019	
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

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Numbers may not add due to rounding

Metro-North Railroad

POWER M - 705

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years	
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

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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

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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	Commitments (\$ in millions)						Total All Years
		2015	2016	2017	2018	2019	Post 2019	
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

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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

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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

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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	

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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

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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

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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

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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	

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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

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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

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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	2015	2016	2017	2018	2019	Post 2019	Total All Years
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

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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

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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

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**CAPITAL
PROGRAM**

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