

MTA Capital Program 2015-2019

Renew.
Enhance.
Expand.



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PROGRAM**
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Amendment No. 4
As Proposed to the MTA Board September 25, 2019
As Proposed to the CPRB October 1, 2019



New Haven

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MTA Capital Program 2015-2019 Overview



The proposed MTA 2015-2019 Capital Program amendment encompasses \$33.9 billion of investments that renew, enhance, and expand the MTA network. The majority 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 May 2018 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 new projects, administrative inter-program transfers into the East Side Access (ESA) budget, as well as an ESA loan to the Long Island Rail Road (LIRR). Bridges and Tunnels (B&T), which does not require CPRB approval, is also proposing changes including updates to the timing and cost estimates of existing projects and a transfer of project scope to the 2010-2014 Sandy Capital Program to utilize project savings there. As a result of these and other changes, the total program has increased from \$33.3 billion to \$33.9 billion. Changes to the program are summarized in Table 1 below and discussed thereafter.

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	\$16,742	\$0
Long Island Rail Road	2,859	3,631	773
Metro-North Railroad	2,462	2,464	3
MTA Bus	376	376	0
MTA Interagency	243	243	0
CPRB Core Subtotal	\$22,681	\$23,457	\$775
Network Expansion	7,652	7,520	(132)
CPRB Program Total	\$30,334	\$30,977	\$643
Bridges and Tunnels	2,936	2,936	0
Total MTA Capital Program	\$33,270	\$33,913	\$643

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 6 to 8 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 which 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's 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's 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.

Investment Summary

Proposed Capital Program Amendment

The proposed amendment increases the overall 2015-2019 Capital Program from \$33.270 billion to \$33.913 billion. The CPRB portion of the program increases from \$30.334 billion to \$30.977 billion and B&T's program is unchanged at \$2.936 billion. The proposed amendment contains: (1) modifications based on updated project assumptions that reflect the cost estimates and timing of ongoing projects and emerging needs, notably the addition of new projects to make four NYCT stations accessible; (2) 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; (3) a net reduction in the MTA Capital Construction (MTACC) budget of \$132 million due to \$111 million of ESA administrative budget transfers from three prior capital programs into ESA in 2015-2019, more than offset by an interagency reallocation of \$243 million, to be repaid in the 2020-2024 program, from MTACC to the LIRR reflecting relative timing of project needs; (4) transfers of scope to B&T's 2010-2014 Sandy Program to utilize surplus budgets there, freeing up budget for other 2015-2019 projects; and (5) elements with 10% increases which require CPRB approval.

Highlights of Proposed Program Changes

NYCT New Projects. The overall NYCT 2015-2019 budget remains unchanged, but notable changes are proposed. NYCT is adding new projects for making four stations fully accessible under the Americans with Disabilities Act (ADA). These were originally planned for the 2020-2024 Capital Program but have progressed in design and now are being advanced into this

program. Also, projects are being added to install fare evasion cameras, as well as to install netting on elevated structures. These changes and the needs for other ongoing and pending projects are supported by project savings, as well as a number of project deferrals to future capital programs.

LIRR Program Increase: New Projects Funded from External Sources and Transfer from MTACC. The LIRR program is increasing by \$773 million as part of this amendment. \$529.5 million in funds from New York State will fund several new LIRR projects. First, the Empire State Development Corporation is providing \$105.5 million to fully pay for the construction of a new Elmont Station on the Main Line supporting New York State's Belmont Park redevelopment. Second, New York State is providing \$424 million for the ongoing construction in the Penn Station New York (PSNY) – 33rd Corridor, which will complete Phase 1, the new LIRR entrance, and undertake Phase 2, transforming the LIRR main corridor. In May 2019, the Board authorized MTACC to execute the development agreement with Vornado for Phase 1.

In addition to new external funding, the amendment reflects a transfer of \$243 million from MTACC's Penn Station Access project to the LIRR for the purchase of additional M9 electric train cars. The \$243 million will be repaid by the LIRR to MTACC in the 2020-2024 Capital Program. The transfer reflects timing considerations for the two projects and allows the LIRR to advance its purchase of additional electric cars which expand the fleet to support future LIRR service to Grand Central Terminal after ESA is complete.

MTACC Budget Transfers: East Side Access and Penn Station Access (PSA). MTACC's program reflects a net reduction of \$132 million in this amendment. In May 2019, the Board approved an action that transferred \$111 million of ESA project budget and associated expenditures from several capital programs to MTACC's 2015-2019 program. This amendment recognizes these transfers.

In addition to these transfers into MTACC's program, as stated in the previous section, MTACC's PSA project is transferring \$243 million to the LIRR which will be repaid in the 2020-2024 Capital Program.

B&T Inter-Program Scope Transfers. B&T's budget remains unchanged in the amendment but several project scope transfers between programs are proposed. Most of B&T's Sandy projects in the 2010-2014 program have been completed resulting in recent realization of a programmatic surplus. As part of B&T's proposal to use the surplus to add new Sandy mitigation projects, three projects planned for the 2015-2019 program would be moved to 2010-2014, freeing up 2015-2019 funds for other 2015-2019 projects.

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 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 May 2018.

Program Funding

Funds currently projected to be available for the proposed 2015-2019 Capital Program amendment total \$33.9 billion (Table 2) and are described in the following narrative.

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

Program Funding Plan	Approved Program	Proposed Program	Change
Federal Formula, Flexible/CMAQ, Misc.	\$6,701	\$6,704	\$3
Federal Core Capacity	100	100	0
Federal New Starts	500	500	0
Federal High Speed Rail	0	122	122
Federal Security	0	19	19
MTA Bonds	7,968	8,474	506
Pay-as-you-go Capital (PAYGO)	2,145	2,145	0
State of New York Capital	8,640	9,064	424
City of New York Capital	2,666	2,667	1
Asset Sales / Leases	1,018	959	(59)
Other MTA Sources	595	223	(372)
Total CPRB Program	\$30,334	\$30,977	\$643
Bridges and Tunnels Bonds & PAYGO/Cash	2,936	2,936	0
Total 2015-2019 Program	\$33,270	\$33,913	\$643

Numbers may not total due to rounding

Federal Formula, Flexible, and Miscellaneous **\$3 million**

The proposed amendment adds \$3 million in Federal Flexible grant funds for the Metro-North cyclical track program project, offsetting Assets Sales (see below).

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 in the 2015-2019 Capital Program remains unchanged.

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

The proposed amendment adds \$122 million in Federal High Speed Rail (HSR) funding transferred from the ESA 2010-2014 Capital Program to support Regional Investments in the 2015-2019 Capital Program.

Federal Security **\$19 million**

A Federal Security funding category is added to reflect \$19 million for security initiatives. This includes receipts for security initiatives currently budgeted in the NYCT capital program (offset by a \$16 million reduction in asset sales/bonds – see below), and \$2.8 million in grant funds added to Metro-North’s envelope for the Harlem River Lift Bridge.

MTA Bonds **\$506 million**

The proposed amendment moves \$530 million in Payroll Mobility Tax (PMT) backed-bonds from the “Other MTA Sources” funding category to MTA Bonds. Offsetting this increase is a transfer of \$11 million to the 2010-2014 Capital Program, in exchange for HSR funds of equal value. MTA Bonds are further reduced by \$12.5 million to reflect the receipt of new security funding (see above) – these funds are transferred to the 2010-2014 program to support ongoing security initiatives.

Pay-as-you-go Capital (PAYGO) **No funding change**

The PAYGO assumption remains unchanged.

State of New York Capital

\$424 million

The proposed amendment adds \$424 million in additional State capital funds to support the LIRR Penn Station Corridor and Entrance project (aka LIRR Penn Station New York – 33rd Corridor).

City of New York Capital

\$0.5 million

The proposed amendment adds \$0.5 million in City capital funds to support structural repairs at the Lefferts Boulevard Overpass in Queens.

Asset Sales / Leases

(\$59 million)

The proposed amendment reduces \$59 million in planned asset sale proceeds offset by the receipt of additional Federal flexible and Security funds (see above), as well as earned cash and investment income (see Other MTA Sources).

Other MTA Sources

(\$372 million)

The proposed amendment reflects a net decrease of \$372 million. The reduction includes \$530 million in previously assumed savings from PMT-backed bonds that is now recategorized under MTA Bonds. This reduction is offset by a contribution of \$105.5 million from Empire State Development to the LIRR for the new Elmont Station project. The proposed amendment also adds \$52 million in additional cash and earned investment income.

Bridges and Tunnels Program Funding

No funding change

The B&T Program Funding category remains unchanged.

MTA Capital Program 2015-2019

New York City Transit



Asset Base – New York City Transit

Table 3
Selected New York City Transit Assets

Category	Assets
Subway Cars	6,684 Rail Cars
Buses	4,471 Buses
Passenger Stations	472 Stations
Track	637 Miles of Mainline Track 1,779 Switches
Line Equipment	441 Miles of Tunnel Lighting 202 Ventilation Plants 237 Pump Rooms
Line Structures	147 Miles of Subway Structure 69 Miles of Elevated Structure 24 Miles of At-Grade Lines
Signals and Communications	737 Track-miles of Mainline Signal Equipment
Power	225 Substations
Shops & Yards	44 Shops 24 Yards
Depots	20 Bus Depots
Staten Island Railway	64 Rail Cars

Overview – New York City Transit

This proposed amendment adjusts the content of New York City Transit's (NYCT) 2015-2019 Capital Program. The total value of the revised program is \$16.742 billion, which is the same as the last level approved by the MTA Board in April 2018.

This amendment includes adjustments to reflect refined projects scopes and cost estimates, bid experiences, schedule changes, and market conditions since the last update to the Board. To better align project budgets with implementation schedules and priorities, this amendment also moves some projects to future capital programs. In addition, the amendment reflects changes to the selection of some projects for the Small Business Development Program (SBDP).

This amendment also includes the addition of some new projects to address emerging needs. Notably, projects are added to provide accessibility at four additional stations; these projects were previously planned to be included in a future capital program. Also added are projects to install fare evasion cameras at stations and netting on elevated line structures. A number of projects are newly listed as a result of administrative transfers of scope from existing projects or programmatic reserves as a means of better budget control and transparency. In particular, projects have been split out to identify scopes and/or locations under the track and switch programs. It is expected that additional administrative split-outs will occur in the future, including split-outs for scope to be implemented under SBDP. Also, a number of new projects are added for the design of work to be awarded in a future capital program.

Table 4 and the discussion that follows summarize the proposed changes to NYCT's 2015-2019 Capital Program by investment category.

Table 4
MTA New York City Transit 2015-2019 Capital Program by Category (\$ in millions)

Category	Approved Program	Proposed Program	Change
Subway Cars	\$1,482.1	\$1,485.7	\$3.7
Buses	1,184.6	1,200.9	16.3
Passenger Stations	4,607.9	4,894.2	286.4
Track	1,891.3	1,801.0	(90.3)
Line Equipment	276.6	181.6	(95.0)
Line Structures	907.3	846.8	(60.4)
Signals & Communications	3,052.6	2,981.3	(71.3)
Traction Power	886.1	736.3	(149.8)
Shops & Yards	373.1	380.6	7.5
Depots	366.8	277.9	(88.9)
Service Vehicles	246.1	351.2	105.1
Miscellaneous	987.7	1,127.8	140.1
Staten Island Railway	480.0	476.6	(3.4)
Total New York City Transit Program	\$16,742.0	\$16,742.0	\$0.0

Numbers may not total due to rounding

New York City Transit Subway Cars Category T-701

\$4 million

New projects (\$4 million) are added for the initial design of A-Division CBTC-ready car purchases; the balance of design and construction/procurement are expected to be included in the 2020-2024 Capital Program. This amendment also reflects an administrative transfer of \$20 million from one portion of the R211 railcar purchase to another.

New York City Transit Buses Category T-703

\$16 million

Three projects are increased, including the purchase of 45 standard electric buses (\$19 million) based on the latest estimate; and the purchase of 15 articulated electric buses and depot chargers (\$6 million) and Automated Vehicle Location and Management (AVLM) for paratransit vehicles (\$8 million), both based on the actual bids received. Partially offsetting these increases, there are savings in the project to purchase 138 standard CNG buses (\$9 million), reflecting actual costs at project completion. Likewise, the project to replace Integrated Farebox Unit (IFU) components is no longer needed because of the successful progress being made in the development of the One Metro New York (OMNY) new fare payment system; this project (\$8 million) is removed.

New York City Transit Passenger Stations Category T-704

\$286 million

This category has the largest increase of any category in this amendment, primarily because of the addition of accessibility projects (and related component and renewal work) at four stations.

Some costs for the OMNY new fare payment system are being moved to the 2020-2024 Capital Program (\$55 million) to reflect the expected timing of this work. 2015-2019 funding for the second phase of Automated Fare Collection (AFC) Electronic Board Replacement is no longer required because of the successful progress being made in the development of OMNY (\$12 million).

The Station Escalators / Elevators element increases by \$107 million. Two elevator replacement projects are increased based on the latest estimates, including 11 Hydraulic Elevators (\$19 million) and 8 Traction Elevators (\$7 million). The cost of the project now in construction for Escalator Realignment at Jay Street-MetroTech increased by \$7 million, mainly because of design changes to meet loading standards. There are also significant increases totaling \$76 million for four other escalator projects, which will replace a total of 21 escalators, based on the latest estimates. This category also reflects the addition of \$6 million in new projects to start design on planned 2020-2024 elevator and escalator replacement projects. Partially offsetting these increases, savings were realized in a project for 6 Traction Elevators based on the bid received (\$7 million).

Station Renewal projects on the Flushing and Jamaica lines have significant increases based on the latest estimates, primarily to reflect deteriorated steel conditions found during design. The budget for five Flushing line stations is being increased by \$96 million. The budget for four Jamaica line stations is being increased by \$89 million. A number of adjustments have been made among Enhanced Station Initiative (ESI) subprojects, with no net change in the total value of that initiative, which is \$846 million including Staten Island Railway (SIR). Partially offsetting these increases, the majority of renewal and water remediation work at Borough Hall station on the Lexington Avenue line (\$20 million) is rescheduled to the 2020-2024 Capital Program, to be combined with the next phase of work at that station. Likewise, construction of the Mets-Willets Point station renewal is rescheduled to the 2020-2024 Capital Program (\$40 million). Savings were realized at 138 Street-Grand Concourse station (\$4 million), and in the Renewal portion of the Astoria Boulevard project (\$10 million) based on bids received. Last, there is an administrative reduction (\$1 million) as some design costs for five other Astoria line renewals, including four that became part of the Enhanced Station Initiative, will be funded in an earlier capital program.

There is a net decrease of \$162 million in station component investments, including \$37 million of increases in component projects offset by \$199 million in decreases. Increases include the addition of platform component investments at 14th St. station on the 6th Ave. line in coordination with Fast Forward ADA accessibility upgrades at that station (\$10 million). Other increases include estimate revisions during design and construction, as well as miscellaneous investments added to take advantage of synergies with other ongoing station initiatives (\$27 million). Decreases include the rescheduling of projects at 18 stations system-wide to the 2020-2024 Capital Program (\$116 million), and projects which are removed from the capital program due to the reprioritization of station initiatives and updated condition assessments (\$49 million). In concert with this reprioritization, there is a net decrease to station painting at component locations (\$13 million). Finally, other miscellaneous decreases include savings based on bids received, as well as savings reflecting the actual cost of construction (\$20 million). This plan amendment also reflects the administrative split-out of SBDP work.

In the Disabled Accessibility element, new projects are added to advance four ADA locations as part of the Fast Forward initiative into the 2015-2019 Capital Program. These projects were previously planned for a future capital program but have sufficiently progressed in design to include in this plan. Locations to be advanced include three stations at the 14th Street / 6th Avenue-7th Avenue complex (\$225 million), including accessibility at all three stations, as well as a station renewal at the station on the Broadway-7th Avenue line and station component work at the stations on the 6th Avenue and Canarsie lines. Also advanced is Tremont Avenue on the Concourse line, for accessibility only (\$47 million). The most significant budget increase in this element is in the 68 Street-Hunter College project (\$58 million). Much of the increase is due to a decision to carry forward costs that had been originally assigned to that project in the 2010-2014 Capital Program. Other ADA locations with significant cost increases include: Gun Hill Road on the Dyre Avenue line (\$3 million) and Canarsie-Rockaway Parkway (\$2 million), based on bids received; as well as the 149 Street-Grand Concourse complex (\$33 million), Court Square on the Crosstown line (\$12 million), and Woodhaven Boulevard on the Jamaica line (\$4 million), based on the latest estimates. There is also an increase in the additional support costs for 57 Street-7 Avenue on the Broadway line (\$4 million), which is in construction. ADA locations with significant reductions include the ADA portion of Astoria Boulevard (\$8 million), Eastern Parkway-Brooklyn Museum (\$12 million), Times Square-42 Street Shuttle (\$24 million), Chambers Street on the Nassau line (\$10 million), Greenpoint Avenue (\$4 million), and 59 Street on the 4th Avenue line (\$5 million), all based on bids received. Design for an ADA and Renewal project at 77 Street on the 4th Avenue line is removed from the capital program (\$5 million), based on further development of priorities for the rollout of future ADA stations. There is a split-out and administrative reductions to the ADA projects at Bedford Avenue and 1 Avenue on the Canarsie line, as some costs will be funded in an earlier capital program, resulting in a net reduction (\$6 million) in the 2015-2019 program. A consultant study to develop station-specific accessibility schemes was expanded to include all remaining non-accessible stations

(\$7 million). This category also reflects the addition of new projects (\$13 million) to start design on select planned 2020-2024 ADA projects.

The \$300 million initiative for City of New York-sponsored station ADA and circulation enhancements is now expected to be implemented at Livonia Avenue on the Canarsie line, 170 Street on the Jerome Avenue line, and Queensboro Plaza and Main St. on the Flushing line. Some costs associated with this initiative have been moved between projects with no net change to the total, and some related costs formerly captured in the Miscellaneous category have been moved to the Stations category (\$3 million).

Other stations projects with increases include a project to open a station entrance at the 7th Avenue end of the 8th Avenue station on the Sea Beach line (\$2 million) based on conditions identified during construction, and the Water Condition Remedy initiative (\$5 million) due to an increase in expected quantities. A project to perform circulation enhancements at 14 Street-Union Square on the Canarsie Line has an increase (\$3 million) based on the bid received. In other project decreases, the project to reconstruct the WTC Cortlandt station on the Broadway-7th Avenue line has savings (\$12 million) based on the actual cost of construction. Funding is removed from a Station Capacity Enhancements reserve (\$6 million) because the work is no longer needed as a result of the change in methodology for the Canarsie Tube repairs (Hurricane Sandy Program). Station railings will now be paid for within individual station projects, so the project that was previously dedicated for that purpose is removed (\$3 million). There are administrative split-outs related to the improvements at Grand Central-42nd Street and Sutphin Boulevard-Archer Avenue-JFK Airport. At the latter location, the split-out will support first-phase enhancements that will make the fare control area more user-friendly and improve communications and security systems at the station.

New York City Transit Track Category T-705

(\$90 million)

The net decrease of \$90 million in this category reflects several changes, including the transfer of \$88 million to the Signals and Communications category for three new mainline switch projects to be contractually packaged with signal projects, including the CBTC Culver Line, CBTC 8 Avenue Line and Kings Highway Interlocking on the Culver Line. There is also a net decrease (\$2 million, also discussed in the Shops and Yards section) in the Mainline Track and Switch program due to reallocation of funds to the Yard Track and Switch program. The amendment also reflects the split-out of additional location-specific projects for 2019, and funding has been transferred into those projects from the annual programmatic reserve.

New York City Transit Line Equipment Category T-706

(\$95 million)

Increases in this category include a net increase in funds for tunnel lighting (\$7 million) based on the finalization of the limits of work, and new projects for the design of work to be constructed in the 2020-2024 Capital Program (\$2 million). More than offsetting these increases are several reductions. There are savings in two vent plant projects (\$20 million) based on the actual bids received and/or actual costs at project completion. Two projects are rescheduled to the 2020-2024 Capital Program: rehabilitation of vent damper systems at various locations (\$38 million) and rehabilitation of pump rooms at various locations (\$32 million); funds are retained in this amendment for design. Based on revised plans for ventilation investments in the 2020-2024 Capital Program, other funds related to design of future vent plant projects (\$7 million) are not needed at this time and are removed. Last, there is an administrative reduction to the supervisory vent controls project (\$7 million) as some costs will be funded in a prior capital program.

New York City Transit Line Structures Category T-707

(\$60 million)

This category includes an increase to the structural rehabilitation project on the 4th Avenue line (\$27 million) reflecting additional scope of work identified during construction, as well as increases based on the actual bids received for the overcoat projects on the Myrtle Avenue line (\$16 million) and the Flushing line (\$38 million), and for repair of the Livonia Yard overpass and retaining wall (\$13 million). There is also an increase to the overcoat project on the Dyre Avenue line (\$25 million) based on the latest estimate. This amendment also adds new projects for the installation of protective netting on elevated structures (\$75 million) and for NYCT-related structural improvements associated with MTA Capital Construction's ESA project (\$5 million). New projects are also added for the initial design of future projects (\$2 million). There is also an increase to the emergency exit rehabilitation project (\$10 million) to address a newly identified need at 168 Street station on the Broadway-7th Avenue line.

More than offsetting these increases are a number of reductions in this category. There are net reductions to both the Line Structure Repair Program (\$132 million) and the Structural Repair: Ventilators Between Stations program (\$14 million), reflecting the administrative split-out of some work into new projects, and the rescheduling of further work to the 2020-2024 Capital Program. Likewise, overcoat projects on the Myrtle line (\$45 million) and the Culver line (\$51 million), as well as structural repairs on the Rockaway line (\$18 million), are also being rescheduled to the 2020-2024 Capital Program. Last, there are savings in several projects (\$11 million) based on the actual cost of construction.

New York City Transit Signals and Communications Category T-708

(\$71 million)

There is a net increase of \$3 million in the Signals element, offset by a decrease of \$74 million in the Communications element.

In the Signals element, there are increases in the Culver interlocking modernization projects (\$28 million) based on the actual bids received, and in the 8 Avenue interlocking modernization project (\$67 million) based on the latest estimate. There are also increases in the projects for life cycle replacement of code systems (\$16 million) and speed enforcement systems (\$8 million), as well as the project for code cable replacement on the Broadway-7th Avenue line (\$17 million), based on the latest estimates. There is an increase in the project for signal room fire suppression (\$10 million) based on the actual bids received. New projects are added for design of future CBTC projects (\$8 million). Funding for switch replacement to be performed in conjunction with CBTC (\$88 million) is transferred into this category from the Track category.

Offsetting these increases, there are reductions in several projects, including CBTC Culver (\$9 million) based on the actual bid received, and AC to DC line relay upgrades (\$2 million) based on the actual cost of construction. There is a net reduction in the CBTC 8th Avenue project (\$81 million), based on the latest estimate and reflecting the split-out of funds for CBTC car-borne equipment. The project for signal technology upgrades is replaced with a new project for Ultra-Wideband (UWB)-based train control, resulting in a net savings (\$106 million). The project to replace cable messenger brackets on the Brighton line (\$5 million) is rescheduled to the 2020-2024 Capital Program. The project to eliminate single point of failure interlocking controls (\$10 million) and two projects for design of future work (\$6 million) are not needed at this time and are removed. Last, there is a reduction to the signal control line modifications project (\$20 million), reflecting the actual cost of construction of some locations, and the removal of other locations from the project that do not require work at this time.

In the Communications element, there is a net increase in the Connection-Oriented Ethernet program (\$8 million) based on the latest estimate. However, there is a net decrease in the Help Point program (\$7 million), with many projects reduced to reflect the actual cost of construction, and a new project created for additional Help Point upgrades and removal of obsolete Customer Assistance Intercom (CAI) devices. There are also reductions in the Antenna Cable: Next Generation Pilot & Testing project (\$2 million) and the LiftNet Transition to Ethernet project (\$2 million) based on the actual bids received. Two projects are rescheduled to the 2020-2024 Capital Program: PA/CIS Electronics Replacement Canarsie (\$6 million) and Comm Room Upgrade and Expansion Phase 2 (\$23 million). Also reduced is the PA/CIS Ph 2 Server System Upgrade – Design/Pilot project (\$2 million); this pilot project is no longer needed and is removed. Likewise, there is a reduction to the Platform Safety Technology Rollout project (\$39

million); some technology pilots remain funded under this project, but a demonstration of platform doors is no longer being pursued at this time. Last, there is an administrative reduction to the Police Radio System: Enhance Coverage project (\$2 million), as some costs were funded in a prior capital program.

New York City Transit Traction Power Category T-709

(\$150 million)

Added to this category are new projects for design of future traction power projects (\$10 million) and for repairs (\$4 million). There is an increase in the project to construct a new substation at 14 St and Avenue B on the Canarsie line (\$5 million) due to field conditions discovered during construction. There are also increases in two circuit breaker house projects based on the actual bids received (\$8 million).

More than offsetting these increases, however, are various project decreases. There are decreases in several projects based on the actual bids received, including: substation renewals at Burnside Ave. (\$5 million) and Avenue Z (\$3 million); projects to replace frequency converters (\$1 million) and high-tension switchgear (\$6 million); projects on the Queens Boulevard line to install supplemental negative cables (\$9 million) and low-resistance contact rail (\$19 million); and the project to rehabilitate circuit breaker house #586 at 18 Ave. on the Culver line (\$2 million). There is also a reduction to the project to construct a new substation at Canal St. on the 8th Avenue line based on the latest estimate (\$3 million). Likewise, the projects for substation renewal and duct reconstruction at Central Substation are consolidated, with a net reduction (\$3 million) based on the latest estimate. Several projects are rescheduled to the 2020-2024 Capital Program: the project to construct a new substation at 28th St. on the 8th Avenue line (\$61 million), Rehab Various CBH Enclosures (\$8 million), Upgrade SCADA System (\$36 million), Protection of Cables on the Dyre line (\$9 million), and Emergency Alarms (EAs), Phase 1 (\$11 million).

New York City Transit Shops and Yards Category T-710

\$8 million

Changes in this category result in a net increase of \$8 million. Scope changes in the Railcar Acceptance and Testing Facility project, including discoveries related to the planned site of the new facility, have led to an increase for this project based on the latest estimate (\$56 million). The four phases of the Department of Car Equipment (DCE) Shop Components program have a combined increase based on actual bids received (\$15 million). Funding is added for the design of future car washer and yard lighting projects (\$3 million). There is a net increase (also discussed in the Track section) in the Yard Track and Switch program due to reallocation of funds from the Mainline Track and Switch program (\$2 million).

These increases are largely offset by several decreases. The 207th Street Maintenance and Overhaul Shop Roof project is reduced based on bids received (\$6 million). Most of the first-phase funding for the rehabilitation of Livonia Maintenance Facility has been rescheduled to the 2020-2024 Capital Program (\$56 million). Work remaining in the 207th Street Overhaul Shop HVAC project after deletion of many scope items in the previous 2015-2019 Capital Program Amendment is rescheduled to the 2020-2024 Capital Program (\$4 million). Last, there is an administrative reduction to the project for Yard Fencing at 38th Street and Linden (\$2 million), as some costs were funded in a prior capital program.

New York City Transit Depots Category T-712

(\$89 million)

There are a limited number of increases in this category. A new project is added for rooftop HVAC needs at East New York (\$12 million). Projects to repave the ramps and parking areas at Manhattanville were split out to reflect contract packaging, with a net increase (\$5 million) to reflect the steel, fireproofing, piping, and drainage work found to be necessary during design. There is also a net increase in the Zerega office upgrade and HVAC projects (\$2 million) due to new building management system (BMS) specifications, relocation of several existing units, and insulation issues.

More than offsetting these increases are several decreases, the largest of which is the rescheduling of remaining construction funds for the Jamaica Depot Reconstruction project to the 2020-2024 Capital Program (\$54 million). Also rescheduled to 2020-2024 are the roof projects at Kingsbridge (\$5 million) and Michael J. Quill (\$3 million), and the storage tanks project at East New York and Gun Hill (\$5 million). The reserve for Queens Depot Property and Environmental Preparation has been reduced (\$20 million), with the remaining funds to be used for improvements at a site adjacent to Casey Stengel Depot. Projects for windows and HVAC replacement (\$10 million) and an oil-water separator (\$7 million) at Casey Stengel have been removed from the program while the long-term plans for that depot are ascertained. Last, there are savings in the roof project at Queens Village (\$5 million) based on the bid received.

New York City Transit Service Vehicles Category T-713

\$105 million

The increase in this category, which includes the work train and rubber-tire vehicle fleets, is due mainly to higher costs for the purchase of new locomotives, based on the latest estimate (\$97 million). There is also a new project to convert the propulsion method of ten existing locomotives (\$23 million). A portion of support funding for an ongoing flat car purchase in the 2010-2014 Capital Program has been shifted into the 2015-2019 Program (\$7 million). To offset some of these increases, a project to purchase refuse flat cars has been rescheduled into the 2020-2024 Capital Program (\$23 million).

New York City Transit Miscellaneous Category T-716

\$140 million

The increase in this category is mainly due to adjustments to several projects to fund capital service contracts, and to a number of program reserves, in order to accommodate the schedules of ongoing contracts and more accurately reflect projected program needs. This includes increases in the Owner Controlled Insurance Program (OCIP) (\$74 million), Design Reserve (\$83 million), Engineering Services (\$52 million), General Order Support: Traffic Checkers (\$7 million), and Authority-wide Contingency (\$78 million); and decreases in the Property Insurance Self-Insured Retention (\$10 million), Scope Development (\$5 million), Construction Support Services (\$1 million), Test Pits (\$2 million), Small Business Mentoring Program reserve (\$10 million), Asbestos / Lead Air Monitoring (\$11 million), and Asbestos Disposal (\$1 million) projects. The increase in Design Reserve will provide funding for design of projects planned for award in the 2020-2024 Capital Program.

Other increases in this category include a new project to install Fare Evasion Cameras at various stations system-wide (\$15 million). Based on the latest estimate, the cost of the Tiffany Warehouse Exterior Wall Structural Repair project (associated with Sandy Mitigation projects at the warehouse) is increased (\$5 million). Revised power needs for the Electrical Distribution Room at NYPD Transit Bureau District Office # 20 at Briarwood have led to a cost increase (\$2 million) based on the bid received.

Various projects are rescheduled to the 2020-2024 Capital Program, including projects to rehabilitate NYPD Transit Bureau District Office # 4 at 14 Street-Union Square (\$33 million), consolidate the employee facility space at the 2 Avenue station on the 6th Avenue line (\$14 million), reconfigure the Electronics Maintenance Division facility at Hoyt-Schermerhorn Streets (\$4 million), expand the Elevator & Escalator Training Facility at the P.S. 248 Training Center (\$14 million), construct an annex to the Rail Control Center (\$5 million), refurbish Keene Vacuum Systems for coin fare handling at bus depots (\$9 million), and provide Closed-Circuit Television (CCTV) for Passenger Identification (\$5 million). Phase B of the Livingston Plaza Electrical, Mechanical, and Generator project (\$33 million) is also rescheduled to 2020-2024.

Several employee facility projects are no longer planned to be advanced, in part or in full, due to adjustments in priorities among facilities, and these projects are removed from the program: component repairs at four facilities located at Prospect Park on the Brighton line and Mets-Willets Point (\$4 million), reconstruction of the Elevator & Escalator Facility at East Broadway (\$4 million), and relocation of the Track Quarters at 14 Street-Union Square (\$2 million). There are also administrative split-outs in other employee facility projects. Also removed from the capital program is the project to Replace the Superdome Server at 2 Broadway (\$1 million), because an alternative solution has been found. Last, there is a reduction in the project to

upgrade the security systems at the Consolidated Revenue Facility, based on a revised scope (\$5 million).

Staten Island Railway

SIR

Category S-707

(\$3 million)

The small net decrease in this category is the result of changes to various projects. The largest increase was in the Station Components program, due to heavy deterioration at several of the stations included in this phase (\$6 million); and in the project to rehabilitate the Amboy Road Bridge (\$1 million) due to the bid received. The largest decreases were in the contract for the SIR Mainline Track Replacement (\$6 million) and Clifton Yard Track & Switch Replacement (\$3 million) projects, due to bids received; and in the UHF T-Band Radio System Replacement project (\$1 million) based on the latest estimate.

Elements Exceeding 10 Percent of the Approved Program

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the Capital Program Review Board (CPRB) in order to be progressed. Table 5 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 5
NYC Transit Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	Approved Program	Proposed Program	Change
Station Escalators / Elevators	\$479.0	\$586.1	\$107.0
Disabled Accessibility	1,355.5	1,663.7	308.2
Service Vehicles	246.1	351.2	105.1
Miscellaneous	223.1	365.6	142.4
Engineering Services	284.3	407.4	123.2

Numbers may not total due to rounding

MTA Capital Program 2015-2019

Long Island Rail Road



Asset Base – Long Island Rail Road

**Table 6
Selected Long Island Rail Road Assets**

Category	Assets
Rolling Stock	1,006 Electric Cars
	45 Locomotives
	134 Bi-Level Coaches
Passenger Stations	124 Stations
Track	502 Miles of Mainline Track
	564 Mainline Switches
Line Structures	232 Overhead Bridges
	517 Undergrade Bridges
Communications and Signals	485 Track Miles of Mainline Signal Equipment
Power	105 Substations
	328 Track Miles of Third Rail Power
Shops and Yards	25 Shops and Yards
	60 Facilities

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 \$3.631 billion, which is a net increase of \$773 million from the most recently approved program amendment (\$2.859 billion). The LIRR's envelope increase reflects the loan of funds from MTA Capital Construction (MTACC) for LIRR's M-9 procurement (the MTACC loan is to be repaid in the 2020-2024 Capital Program). The envelope increase also reflects the addition of external funds: \$105.5 million from Empire State Development Corporation for the construction of a new Elmont Station on the Main Line and \$424 million from New York State for two Penn Station New York (PSNY)–33rd Corridor projects.

Table 7 summarizes the proposed changes by category and the following narrative highlights the major changes in each of LIRR's program categories.

Table 7
MTA Long Island Rail Road 2015-2019 Capital Program by Category (\$ in millions)

Category	Approved Program	Proposed Program	Change
Rolling Stock	\$368.8	\$611.8	\$243.0
Stations	678.6	1,181.4	502.7
Track	775.7	817.2	41.5
Line Structures	126.2	124.1	(2.1)
Communications and Signals	369.6	365.2	(4.4)
Shops and Yards	227.9	227.5	(0.3)
Power	155.1	140.1	(15.0)
Miscellaneous	157.0	164.1	7.1
Total Long Island Rail Road Program	\$2,859.0	\$3,631.5	\$772.5

Numbers may not total due to rounding

Long Island Rail Road Rolling Stock Category L-701

\$243 million

The budget for the M-9 Procurement project has been increased (\$243 million) to advance additional purchases in this program. These funds are being loaned to the LIRR from MTACC's Penn Station Access project and are repayable by LIRR to the MTACC as part of the 2020-2024 Capital Program.

The overall project is purchasing 164 new M-9 electric cars. It completes the replacement of the aging M-3 electric fleet, which began under the 2010-2014 Capital Program, with the purchase of 88 cars. The project also will purchase 76 M-9 cars (54 funded with the borrowed \$243 million) to support future LIRR service to Grand Central Terminal.

Long Island Rail Road Stations Category L-702

\$503 million

The \$503 million proposed increase in this category reflects the addition of a new Elmont Station project, two PSNY-33rd Corridor projects, as well as reductions to project allowances, as detailed below.

The budgets for both the Station Components project (\$17 million) and the Mentor Allowance Stations project (\$9 million) have been reduced, due to the administrative transfer of funds from these projects into individual station projects. These new split-out projects allow for more targeted management of project budgets and include: St. Albans Station Renewal [SBDP], Station Signage Replacement 9 Locations [SBDP], Lynbrook Station Improvements [SBDP], Amityville Platform Canopy Roof [SBDP], Hempstead Fencing & Lighting Upgrade [SBDP], and Atlantic Terminal Leak Remediation & Component Renewal [SBDP].

Several design-only projects (\$7 million) - Hunterspoint Avenue Station Renewal Design, Elmhurst Station – New Station Design, and New Republic Station on Main Line Design - are no longer planned for this program due to factors affecting the timing of investments. Additionally, the allowance for the Mets-Willets Point Station Design has been reduced (\$5 million), based on refinement of the cost of undertaking a preliminary design.

A newly created project for Elmont Station (\$105.5 million) is part of this proposed program amendment. This project, funded by the Empire State Development Corporation, provides for a new LIRR station on the Main Line in support of the New York State's Belmont Park redevelopment. Part of this project includes track and signal replacement to the Belmont Wye and Belmont Spur, upgrading the current hand thrown switches to powered switches in order to provide improved access to/from the Belmont Park Special Events station.

In the Parking element, a newly created project for Ronkonkoma Parking Garage Rehabilitation [SBDP] has been broken out from the Parking Rehabilitation project.

New York State has identified \$424 million for the ongoing construction in PSNY-33rd Corridor, also known as the Penn Corridor and Entrance, which includes the construction of a new entrance from 33rd Street and 7th Avenue directly into the 33rd Street Corridor. This renovation effort will transform the customer experience at Penn Station and includes a dramatic new entrance pavilion that will introduce natural light into the station environment, new escalators from street-level, a widened corridor, higher ceilings, new wayfinding signage, new information systems and many other amenities.

The project has three phases reflecting the progression of this major initiative: (1A), design and the beginning of construction for the new entrance from street level (MTA-funded); (1B) the balance of construction relating to the new entrance (NYS funded); and (2) the 33rd Street Corridor construction (NYS funded). Given this phasing, two new projects are being created: PSNY–33rd Corridor Phase 1B Construction (\$44 million) and PSNY–33rd Corridor Phase 2 Construction (\$380 million).

A project name adjustment is being advanced, to better reflect the schedule of work and the associated funding. The existing project (budgeted at \$170 million) which had been titled Penn Station – 33rd Street Corridor will now be renamed as PSNY–33rdCorridor Phase 1A Construction and Shared Support.

Additional adjustments within the Penn Station element include the Penn Station Customer Facilities project, which has been reduced (\$10 million), due to the sequencing of work which is planned for this capital program. Also, the budget for Moynihan Train Hall has been slightly increased (\$1 million) to support the new LIRR ticket office being constructed within the Moynihan Train Hall.

Long Island Rail Road Track Category L-703

\$42 million

Funding has been shifted from the 2018 to the 2019 Annual Track Program (\$10 million), in order to better reflect construction schedules with no impact to the category budget. A newly created project, Brentwood Freight Siding (\$2 million), will replace a track siding on the Main Line in Suffolk County.

The budget for Double Track Phase 2, a high priority regional initiative which doubletracks the LIRR's Main Line from Farmingdale to Ronkonkoma, providing for enhanced service reliability and train service opportunities, has been increased (\$40 million) due to expanded scope and bringing early use and operational benefits to customers.

Long Island Rail Road Line Structures Category L-704

(\$2 million)

Budgets for two bridge projects (Bridge Program–Buckram Road, as well as Main Line Bridge–Post Avenue) have been reduced slightly (\$3 million), based on final costs at project completion. Additionally, for administrative tracking, a new project was broken out for Buckram Road Bridge Landscaping [SBDP] (\$0.3 million). The Mentor Allowance–Line Structures project has been reduced (\$9 million) following the administrative transfer of funds to the ROW Improvements Franklin Avenue and Murray Hill [SBDP], as well as other Line Structures projects.

The budget for the Bridge Painting project has been increased slightly (\$1 million), as bridge locations have been selected and have progressed their painting efforts. Funding for the North Main Street & Accabonac Road bridge replacement project has been increased (\$6 million), due to the complexity of constructing the retaining wall infrastructure.

Two projects, Cabin M Bridge Demolition Design and Montauk Cut-Off Demolition (\$2 million), have been deferred from this capital program, in order to better reflect the current sequencing of work within the Line Structures category.

Long Island Rail Road Communications and Signals Category L-705

(\$4 million)

The decrease to Communications (\$4 million) derives from a reduced allowance for the Improved Radio Coverage Initiatives / FCC Mandates project, which is a multi-program effort to invest in and upgrade the radio communications system. Budgets for all other projects in the Communications element remain unchanged.

While the overall element Signals element remains the same, funding shifts between projects have been undertaken to reflect the latest progress in advancing signal projects.

The 2015-2019 budgets for both the Babylon Interlocking Renewal and the Babylon to Patchogue Signal project have been reduced (\$17 million), based on the work to be undertaken during this program and the work scheduled for the following capital program.

The 2015-2019 budget for Positive Train Control has increased (\$17 million), attributable to additional costs associated with implementing this Federal Railroad Administration-mandated safety overlay system.

Finally, the Ronkonkoma to Yaphank Signalization project (\$1 million) has been deferred from this program, as this effort will be undertaken in a future capital program.

Long Island Rail Road Shops and Yards Category L-706

(\$0.3 million)

In the Shops and Yards element, the budget for the New Huntington/Port Jeff Branch Electric Yard project has been slightly reduced (\$3 million) better aligning with the planning, surveying, and early engineering work to be undertaken. The 2015-2019 funding for the Mid-Suffolk Yard Project has increased (\$8 million), given additional costs associated with this ongoing project.

In the Employee Facilities element, the Mentor Allowance – Shops & Yards has been reduced (\$7 million) for several purposes. Transfers were made to various Employee Facilities projects, as they have progressed. Additionally, a new \$1 million project was created for Morris Park Communications Building – I [SBDP], reflecting the latest phase of renewal work at that location. Lastly, budget is being transferred to mentor projects being undertaken in the Stations category. The net impact of these activities is a \$5.3 million reduction in this element.

Long Island Rail Road Power Category L-707

(\$15 million)

The budget for the Substation Replacement Package 1 project has been reduced (\$36 million), with the majority of these funds being transferred to a newly created project, Substation Replacement Package 2 Construction (\$24 million), which is progressing substation replacement under a separate procurement package. The balance of the reduction (\$12 million) for the Substation Replacement Package 1 project addresses budget needs elsewhere in the LIRR's program. Substation Replacement Package 1 includes design work for various substations and the replacement of the Meadowbrook Substation, while a newly created project, Substation Replacement Package 2, is for the replacement of Ocean Avenue Substation, with a contract option to replace Bellmore Substation.

Budgets for the Substation Components (\$2 million), 3rd Rail Protection Board (\$2 million), and New Substations Design (\$1 million), have been reduced in order to better reflect work scheduled for the 2015-2019 Capital Program. In addition, a newly created project for Hall and Babylon Signal Power Motor Generator Replacement (\$2 million) has been added to the program.

Long Island Rail Road Miscellaneous Category L-709

\$7 million

The budget for the Program Development project has increased (\$7 million), as the LIRR has progressed with additional studies, design efforts, and early engineering work, to support development of future capital projects.

The budget for OCIP has increased (\$6 million), given increased insurance coverage requirements. The Program Administration budget has been reduced (\$5 million), better reflecting the actual program support as the program has progressed.

Elements Exceeding 10 Percent of the Approved Program

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the Capital Program Review Board (CPRB) in order to be progressed. Table 8 shows those elements of the program that have grown by greater than 10% versus the approved program. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%.

Table 8
Long Island Rail Road Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	Approved Program	Proposed Program	Change
Revenue Equipment	\$368.8	\$611.8	\$243.0
Stations and Buildings	327.4	415.2	87.7
Penn Station	346.2	761.2	415.0

Numbers may not total due to rounding

MTA Capital Program 2015-2019

Metro-North Railroad



Asset Base – Metro-North Railroad

**Table 9
Selected Metro-North Railroad Assets***

Category	Assets
Rolling Stock	630 Electric-Powered Railcars
	225 Push-pull Coaches
	58 Locomotives
	16 Buses
Passenger Stations	85 Stations
Track	549 Miles of Mainline Track
	618 Mainline Switches
Structures	346 Overhead Bridges
	455 Undergrade Bridges
	9 Tunnels
	4 Viaducts
Signals and Communications	512 Signalized Track Miles
Power	59 Substations
	254 Track Miles of Third Rail Power
Shops & Yards	11 Shops and Yards

*Only includes assets in NY

Overview – Metro-North Railroad

The proposed amendment increases Metro-North’s 2015-2019 Capital Program from \$2.462 billion (the level last approved by the MTA Board in April 2018) to \$2.464 billion. This small overall increase reflects the addition of \$2.8 million in federal security grant funds for on-going work at the Harlem River Lift Bridge.

The last full program amendment approved by the CPRB in May 2018 adjusted the program to reflect more efficient means of delivering the projects, such as aligning resources for cyclical programs with maintenance activities, expanding windows for track access where possible to improve productivity, and focusing scopes on the critical needs in line with customer benefits. This amendment further refines that program of work to align project budgets with implementation schedules and agency needs, resulting in rescheduling of some planned work into a future capital program including the construction phase of the Park Avenue Tunnel power improvements and platform replacement construction at the Harlem Line Hartsdale and Scarsdale stations. Work which is already underway in this program, such as replacement of the signal system on the Upper Hudson Line and purchase of equipment to replace aged, obsolete Maintenance of Way equipment, will also continue in the next capital program.

Table 10 and the discussion that follows summarize the proposed changes to Metro-North’s 2015-2019 Capital Program by investment category.

Table 10
Metro-North Railroad Proposed 2015-2019 Capital Program by Category (\$ in millions)

Category	Approved Program	Proposed Program	Change
Rolling Stock	\$394.0	\$379.4	(\$14.5)
Stations	536.5	510.9	(25.6)
Track and Structures	437.1	440.6	3.5
Communications and Signals	310.3	348.0	37.7
Power	111.8	99.1	(12.7)
Shops and Yards	470.0	473.3	3.3
Miscellaneous	201.9	213.1	11.2
Total Metro-North Railroad Program	\$2,461.7	\$2,464.5	\$2.8

Numbers may not total due to rounding

Metro-North Railroad Rolling Stock Category M-701

(\$15 million)

The Metro-North investments in this area continue the replacement and modernization of the New Haven Line fleet as M-8 cars continue to be delivered and put into revenue service, including purchase of six (6) additional units to support current and future service needs (\$24 million). The budget to begin the phased replacement of the Genesis locomotive fleet was also increased (\$20 million) with \$59 million reallocated within Metro-North's 2015-2019 Capital Program for customer enhancements and priority infrastructure needs.

Metro-North Railroad Stations Category M-702

(\$26 million)

In Grand Central Terminal (GCT), critical investments to address the GCT Trainshed and Park Avenue Tunnel continue, along with GCT leak remediation efforts. The cost to complete improvements to the fire protection system increased (\$2 million), along with the cost to replace the Waldorf freight elevator in GCT (\$2 million), partially offset by a reduced cost to complete the GCT/Park Avenue Tunnel fire and life safety study (\$1 million). In addition, a new project for work on the GCT Trainshed will be coordinated with JP Morgan Chase's construction at 270 Park Avenue (\$10 million).

In the Outlying Stations element, project estimates to complete were refined for several projects, including the Ossining Station building roof replacement, station improvements at Beacon and Southeast, and Spring Valley Station on the Pascack Valley Line and new projects were added for access improvements at Purdy's Station on the Harlem Line and to progress Port Jervis Station improvements on the Port Jervis Line, all for a net increase of \$6 million. In addition, to manage track outage requirements and maintain service for Metro-North customers, the schedule for platform replacement work at Hartsdale and Scarsdale Stations has been refined. Three elevators (two at Hartsdale and one at Scarsdale) will be installed in this program. The overpass at Scarsdale will also be raised to maintain acceptable vertical clearances. These investments will establish full wheelchair accessibility at these two stations. The platform replacement work is now timed to be in the next program (\$44 million).

The project budgets for Metro-North's parking investments in this program remain the same.

Metro-North Railroad Track and Structures Category M-703

\$3 million

Revised estimates to complete for several projects in the Track element produced a net savings of \$9 million, including the Cyclical Track Program, Turnouts: Mainline/High Speed, and Maintenance of Way equipment purchase. In addition, a new project was added to begin the planning and environmental review efforts for a future third track on the Harlem Line from Crestwood to North White Plains (\$5 million).

Revised estimates to complete for several Structures element projects also produced a net savings (\$1 million), including Railtop Culverts, Undergrade Bridge Timbers, Harlem River Lift Bridge, Hudson Line Tunnels Inspection, DC Substation/Signal Houses, and Bridge Preservation. The Undergrade Bridge Program was increased (\$10 million) to include replacement of the Highland Street bridge adjacent to the Willet Avenue bridge, based on condition and construction efficiencies. The timing of investments for Beacon Line Undergrade Bridges and Employee Welfare & Storage Facilities was updated with work no longer planned in this capital program (\$11 million). Finally, a new project, added for structural work on the GCT Trainshed, will be coordinated with JP Morgan Chase's construction at 270 Park Avenue (\$6 million).

West of Hudson, the cost to complete Rock Slope Remediation work was updated for a net savings of \$1 million. This was offset by an increase to the West of Hudson Track Program for 2019 track work (\$5 million).

Metro-North Railroad Communications and Signals Category M-704

\$38 million

Three projects were revised to reflect updated cost estimates, including Positive Train Control (PTC) (\$12 million) and the Harlem Line wayside express cable installation (\$12 million). In addition, the Harmon to Poughkeepsie Signal System project on the Hudson Line was re-sequenced and increased (\$14 million), reflecting the cost to complete the express cable installation in this program and the remaining signal equipment purchase/installation in the next program.

All other project budgets in this category remain the same.

Metro-North Railroad Power Category M-705

(\$13 million)

The Power category reflects a reduction of \$13 million, mainly due to phasing construction for one project into a future capital program.

A number of projects in this category were adjusted based on current estimates to complete, including the City Water Substation on the Harlem Line, Transformer Rehabilitation, and the designs for replacement of five substations and three new substations. The result was an overall increase of \$2 million. The project to replace motor alternators in signal substations was also increased to reflect unfavorable bids (\$3 million). Finally, the project for power improvements in the Park Avenue Tunnel was reduced (\$18 million), reflecting a refined implementation strategy with design proceeding in this program for construction in a future capital program.

Metro-North Railroad Shops and Yards Category M-706

\$3 million

The Brewster Yard Improvements Design project was increased to reflect the revised cost to complete planning, environmental review, and preliminary design work for the future Brewster Yard Improvements, including a new parking garage for the Southeast Station on the Harlem Line, planned for the 2020-2024 Capital Program.

All other project budgets in this category remain the same.

Metro-North Railroad Miscellaneous Category M-708

\$11 million

In this category, revised estimates to complete for several projects produced a net savings of \$12 million, including insurance, support services, program administration and scope development. This savings was offset by increased estimated costs to complete for the GCT/ESA Investments project and the Harlem River Lift Bridge security project (\$15 million). Security grant funding of \$3 million supported the increase for the Harlem River Lift Bridge project. In addition, a new project for work on the GCT Trainshed will be coordinated with JP Morgan Chase's construction at 270 Park Avenue (\$9 million).

All other project budgets in this category remain the same.

Elements Exceeding 10 Percent of the Approved Program

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the Capital Program Review Board (CPRB) in order to be progressed. Table 11 shows those elements of the program that have grown by greater than 10% versus the last CPRB-approved program amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%.

Table 11
Metro-North Railroad Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	Approved Program	Proposed Program	Change
Communications and Signals	\$310.3	\$348.0	\$37.7

Numbers may not total due to rounding

MTA Capital Program 2015-2019

MTA Bus Company



Asset Base – MTA Bus Company

Table 12
Selected MTA Bus Company Assets

Category	Assets
Buses	668 Standard
	115 Articulated
	517 Express Coaches
Depots	8 Depots
	14 Bus Washers
	3 Paint Booths

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 April 2018. The amendment adds a project for a radio tower project, indicates savings from bus purchase and depot window replacement projects, and reflects the administrative split-out of a Compressed Natural Gas (CNG) depot upgrade project.

The \$2 million net decrease in the projects with modified budgets is offset by an increase to 2015-2019 accrued savings in the program.

Table 13 and the discussion that follows summarize the proposed changes to the MTA Bus Company’s 2015-2019 Capital Program.

Table 13
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	\$0.0
Total MTA Bus Program	\$376.0	\$376.0	\$0.0

Numbers may not total due to rounding

MTA Bus Company Bus Company Projects Category U-703

\$0 million

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. \$3 million in savings was available from the project to Purchase 53 Articulated Buses based on pricing at award of the contract. The Window Replacement project at LaGuardia Depot was completed with a small surplus of \$200,000, due mainly to bid savings. The net decrease of \$2 million in the items above is being retained in the program via an increase by that amount to 2015-2019 accrued savings.

MTA Capital Program 2015-2019

Interagency



Overview – MTA Interagency

The proposed amendment does not change the overall value of the Interagency portion of the 2015-2019 Capital Program (Table 14) nor does it change the category allocations. One new project has been broken out within the MTA Planning Initiatives category and is discussed below.

Table 14
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 Planning Initiatives	145.0	145.0	0.0
Total MTA Interagency Program	\$242.8	\$242.8	\$0.0

Numbers may not total due to rounding

MTA Interagency
MTA Mentoring Program Administration
Category N-700

\$0 million

This category is not changing as a part of this capital program amendment.

MTA Interagency
MTA Police Department
Category N-710

\$0 million

This category is not changing as a part of this capital program amendment.

MTA Interagency MTA Planning Initiatives Category N-711

\$0 million

While this category's budget remains unchanged, a new project has been broken out from the overall Capital Program Support project. The demolition of the MTA's former headquarters complex on Madison Avenue is required as part of the redevelopment of the site. This new \$25 million project will be progressed in 2019.

All other project budgets in this category remain the same.

MTA Capital Program 2015-2019

Network Expansion



Overview – Network Expansion

The overall budget for MTA Capital Construction Company’s (MTACC) network expansion program decreases by \$132.3 million to \$7.520 billion. The \$132 million decrease reflects the net effect of East Side Access (ESA) administrative transfers from previous capital programs for ESA/Regional Investments pursuant to the May 2019 Board approved Action Item, as well as advancing the LIRR’s M-9 purchase of railcars from 2020-2024 to 2015-2019 by borrowing funds from Penn Station Access to be repaid in the 2020-24 Capital Program. This decrease does not change the overall multi-capital program budgets for any of these projects. Table 15 and the discussion that follows summarize adjustments to the proposed 2015-2019 Capital Program by investment category.

Table 15
Capital Construction Proposed 2015-2019 Capital Program by Category (\$ in millions)

Category	Approved Program	Proposed Program	Change
East Side Access	\$2,709.8	\$2,820.5	\$110.7
Second Avenue Subway Phase 2	1,735.0	1,735.0	0.0
Penn Station Access	695.0	452.0	(243.0)
LIRR Expansion Project	2,050.0	2,050.0	0.0
Regional Investments	203.1	203.1	0.0
ESA Risk Reserve	131.0	131.0	0.0
Miscellaneous/Administration	128.5	128.5	0.0
Total MTA Capital Construction Program	\$7,652.4	\$7,520.0	(\$132.3)

Numbers may not total due to rounding

Capital Construction Company East Side Access Category G-709

\$111 million

The \$2.710 billion budget in the 2015-2019 Capital Program for ESA increases by \$111 million to \$2.821 billion, with transfers from ESA in the three prior capital programs. Therefore, ESA's total budget of \$10.335 billion, across several capital programs, remains unchanged. The \$111 million increase reflects a May 2019 Board approved action that addressed High Speed Rail Grant scope transfers from ESA to Regional Investments. The transfer did not impact the overall multi-capital program budgets of either of these projects.

In addition, the budgets of specific project components were updated to reflect the latest EAC changes and scope transfers between them that have occurred since the May 2018 Capital Program Amendment. The updates also reflect a newly awarded procurement for leak remediation services, as well as increased budget for the GCT Concourse & Facilities contract.

Capital Construction Company
Second Avenue Subway
Category G-710

\$0 million

The \$1.735 billion of funding in the 2015-2019 Capital Program to commence Second Avenue Subway Phase 2 remains unchanged.

Capital Construction Company

Penn Station Access

Category G-711

(\$243 million)

The \$695 million of funding in the 2015-2019 Capital Program allocated to Penn Station Access decreases by \$243 million, for a revised total of \$452 million. The \$243 million, which the LIRR is borrowing to advance the M-9 purchase of railcars, is being provided from three projects and will be replenished in full in the 2020-2024 Capital Program. This reallocation reflects the relative timing of project needs.

Capital Construction Company LIRR Expansion Project Category G-713

\$0 million

The \$2.050 billion of funding in the 2015-2019 Capital Program allocated to the LIRR Expansion Project remains unchanged.

Capital Construction Company Regional Investments Category G-714

\$0 million

The \$203.1 million of funding in the 2015-2019 Capital Program for Regional Investments remains unchanged and reflects the net zero change included in the May 2019 Board approved Action Item. The \$111 million High Speed Rail Grant transfer from ESA that was approved by the Board in May 2019 is reflected in this amendment. The transfer did not impact the overall multi-capital program budgets of either of these projects.

In addition, the budgets of specific project components were updated to reflect the latest EAC changes and scope transfers between them that have occurred since the May 2018 Capital Program Amendment. The updates also reflect an increased budget for the Mid-Day Storage Yard Facility contract, recognizing Regional Investments scope, including demolition of the G02 substation as well as track work, modifications to a signal bridge and construction of a catenary structure residing in the B-C Approach contract.

Capital Construction Company
ESA Risk Reserve
Category G-715

\$0 million

The ESA Risk Reserve of \$131 million remains unchanged.

Capital Construction Company Miscellaneous Category G-716

\$0 million

The \$128.5 million of funding in the 2015-2019 Capital Program for miscellaneous engineering activities to support the various network expansion projects managed by MTACC remains unchanged.

MTA Capital Program 2015-2019

Bridges and Tunnels



Asset Base – Bridges and Tunnels

Table 16
Bridges and Tunnels Facilities

Facility	Year Opened	Type of Structure	Length (Feet)
Bronx-Whitestone Bridge (BWB)	1939	Suspension Span	3,770
		Viaducts/Approaches	3,362
Cross Bay Bridge (CBB)	1970	High Level Fixed Bridge	3,000
		Viaducts/Approaches	2,472
Henry Hudson Bridge (HHB) ¹	1936	Steel Arch Bridge	2,029
Hugh L. Carey Tunnel (HCT)	1950	Vehicular Tunnel	9,117
Marine Parkway Bridge (MPB)	1937	Lift Bridge	3,840
Queens Midtown Tunnel (QMT)	1940	Vehicular Tunnel	6,414
Robert F. Kennedy Bridge (RFK)	1936	Suspension Span	2,724
		Harlem River Lift Span	705
		Bronx Crossing Truss Span	1,530
		Viaducts/Approaches	11,742
		Ramps	10,935
Throgs Neck Bridge (TNB)	1961	Suspension Span	2,910
		Viaducts/Approaches	8,154
Verrazzano-Narrows Bridge (VNB) ²	1964	Suspension Span	6,690
		Viaducts/Approaches	3,175
		Ramps	12,504

¹ HHB is a double-decked bridge with northbound traffic on the upper level and southbound traffic on the lower level.

² VNB is a double-decked bridge with two bi-directional roadways that can be operated independently.

Overview – Bridges and Tunnels

With this proposed amendment, B&T’s 2015-2019 Capital Program remains unchanged at \$2.936 billion. 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 to projects where more resources are required. In addition, B&T has in some cases rebalanced funding between two projects, where the projects will be procured together under a single contract in order to obtain best value for the agency. This amendment reflects the dynamic nature of B&T’s facility master plans for each bridge and tunnel. Since the last program submission, additional inspections at B&T’s facilities were conducted and project designs have advanced, resulting in both a better understanding of the level of effort required and better cost estimate information. Table 17 outlines B&T’s updated 2015-2019 needs by category; details are shown in the following sections.

Table 17
Bridges and Tunnels 2015-2019 Capital Program by Category (\$ in millions)

Category	Approved Program	Proposed Program	Change
Structures	\$752.7	\$823.9	\$71.2
Roadways & Decks	859.3	822.9	(36.4)
Toll Plazas & Traffic Mgmt.	621.8	623.5	1.7
Utilities	436.4	406.8	(29.6)
Buildings & Sites	40.8	32.6	(8.2)
Miscellaneous	65.2	73.6	8.4
Structural Painting	160.0	152.9	(7.1)
Total	\$2,936.3	\$2,936.3	\$0.0

Numbers may not total due to rounding

Finally, the successful progress of B&T’s 2010-14 Sandy Capital Program has allowed the agency to release contingencies from completed projects in that program, making those funds available for use for other needs. As a result, as part of this program amendment, B&T has three resiliency projects originally planned for the 2015-2019 Capital Program that will be

transferred to the 2010-2014 Sandy Capital Program, making use of the project surpluses there and freeing up 2015-2019 funds for other 2015-2019 projects.

Bridges and Tunnels Structures Category D-701

\$71 million

The \$71 million increase in this category takes into account the increased expected needs of the Throgs Neck Bridge Approach Viaduct Retrofit (\$62 million) based on recent biennial inspections and pier/fender protection work at the Verrazzano-Narrows Bridge, Bronx-Whitestone Bridge, and Cross Bay Bridge (\$36 million), as well as structural rehabilitation work at the Bronx-Whitestone Bridge and Henry Hudson Bridge (\$34 million). The cost estimates for this pier/fender protection work have been increased based on current market pricing for maritime work. These increases are partially offset by reductions at the Robert F. Kennedy Bridge (\$30 million) due to a rebalancing of funding allowed by the combination of two projects under a single contract so as to obtain best value for the agency, along with reductions/deferrals in four other projects worth a combined \$31 million.

Bridges and Tunnels Roadways and Decks Category D-702

(\$36 million)

The \$36 million decrease primarily takes into account the good bid savings obtained at the Throgs Neck Bridge (\$51.1 million) for the Replacement of the Grid Decks on the Suspended Span. This decrease is offset by an increase in the expected cost in the two projects reconstructing the Brooklyn Approaches of the Verrazzano-Narrows Bridge (\$17 million) due to the potential risks involved in these complex projects. There were also minor reductions and /deferrals in two other projects worth a combined \$2 million.

Bridges and Tunnels Toll Plazas & Traffic Management/Safety Systems Category D-703

\$2 million

The \$2 million net increase in this category primarily reflects the increase at the Henry Hudson Bridge toll plaza deck area/southbound approach reconstruction project (\$2 million).

Toll collection investments for the full deployment of cashless tolling (also referred to as Open Road Tolling) remain the same (\$502 million). To prepare for a potential change in federal law requiring restoration of two-way tolling at the Verrazzano-Narrows Bridge, B&T is planning to conduct design-phase work for this effort under this initiative.

Bridges and Tunnels Utilities Category D-704

(\$30 million)

This category's \$30 million net reduction primarily reflects the transfer of two utility-related resiliency projects to the Sandy Capital Program (\$27 million), along with the deferral of a Variable Message Sign (VMS) project to the 2020-2024 Capital Program (\$10 million). Additionally, there was a net increase of \$7 million resulting from minor cost increases on five projects (\$20 million) partially offset by minor reductions/deferrals on four projects (\$13 million).

Bridges and Tunnels Buildings and Sites Category D-705

(\$8 million)

The net reduction of \$8 million in this category reflects the transfer of building-related resiliency projects at the Robert Moses Building and Ancillary Facilities (\$6 million) to the 2010-2014 Sandy Capital Program. It is also based on a reduced expected need for hazardous materials abatement as the program begins to wind down (\$3 million).

Bridges and Tunnels Miscellaneous Category D-706

\$8 million

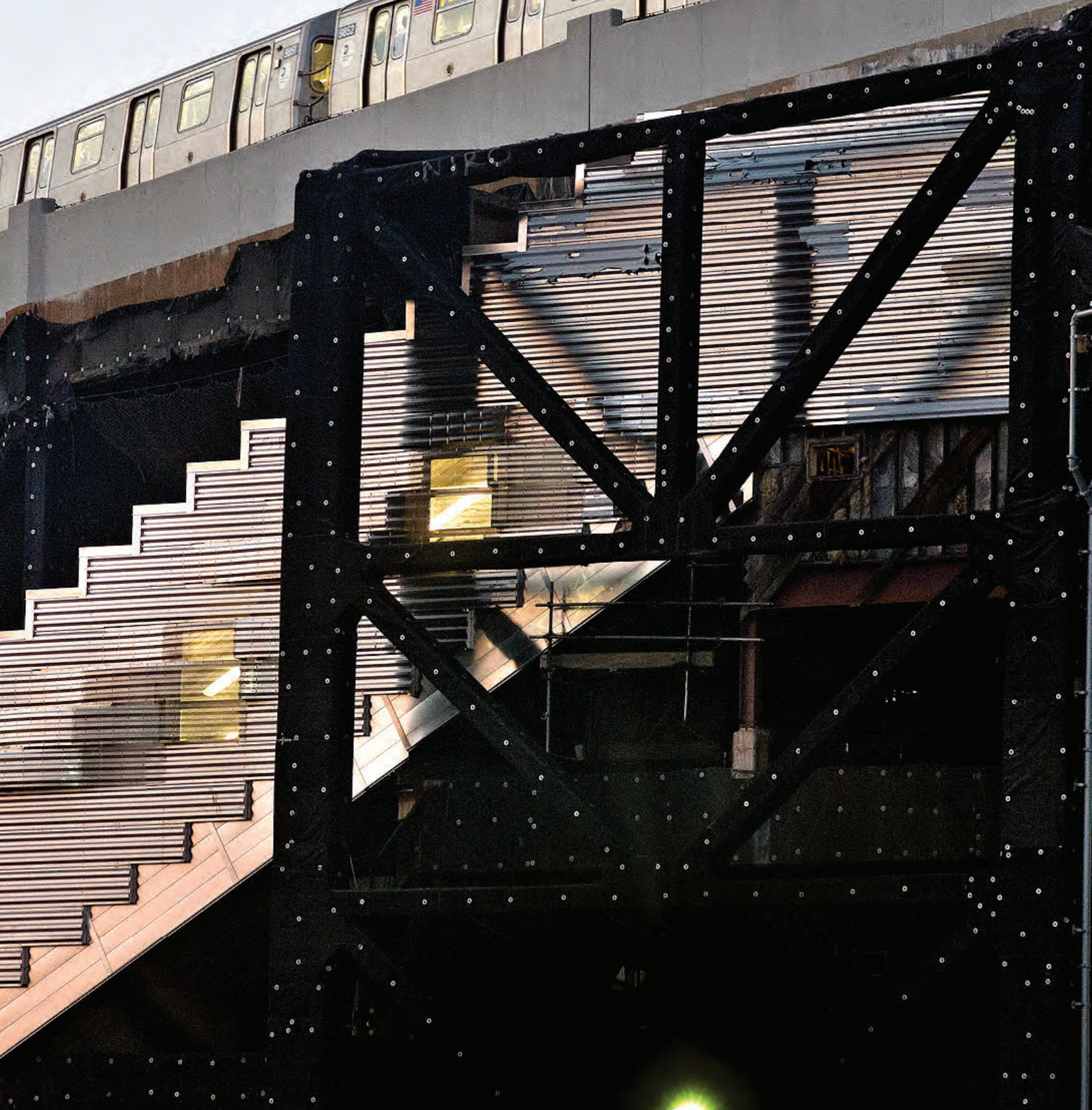
This category's increase of \$8 million is primarily driven by a desire to increase the agency's budget for its Small Business Development Program by \$13 million so as to meet an MTA-wide agency mandate, as well as an increase in scoping needs to support the agency's new project delivery strategies (\$5 million). This increase is partially offset by a reduction in the reserve maintained for NYC Traffic Enforcement Agents (\$6 million) based on the completion of the tunnel reconstruction work, as well as a reduced budget for Protective Liability Insurance based on actual costs (\$5 million).

Bridges and Tunnels Structural Painting Category D-707

(\$7 million)

The \$7 million decrease in this category in large part reflects a reallocation of painting resources between projects at different B&T facilities based on recent biennial inspections and findings. The decrease is also offset by savings obtained by combining structural work and painting work at the Henry Hudson Bridge and Robert F. Kennedy Bridge on a best value basis. These savings were also used to partially offset increases in structural work costs in the combined projects.

MTA Capital Program 2015-2019
Project Listings



Project Listings

Here are some helpful tips for navigating the project listings that follow.

Organization

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

- Agency: MTA Agency responsible for project delivery (e.g., “NYCT”);
- Category: Agency subset, typically focused on a particular asset type (e.g., “Stations” or “Track”);
- Element: Category subset containing related projects (e.g., “Signal Modernization” element in “Signals & Communications” category);
- Project: Basic unit of the Capital Program, reflecting a specific scope, schedule, needs code, and budget.

For example, the first project listing page is identified in the upper-left corner as Agency “NYCT,” and in the upper-right corner as Category “Subway Cars.” Below that, “T - 701” represents the Agency (“T” for NYCT) and the category code (“701” for subway cars). Further down the page, “01 Subway Cars” refers to the element, which in this case happens to have the same name as the parent category. Finally, this element has a single project with identifier code “01,” to “Purchase 440 B-Division Cars.” Combining all of the codes, the unique ACEP for this project is T7010101.

Needs Codes

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

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

Commitments

Columns indicate the share of the project budget that is planned to be committed (i.e., started) in each year of the 2015-2019 Capital Program period, along with the total for all years.

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	1,398.3	0.0	0.0	1,402.2
02 Purchase 20 Open Gangway Prototype Cars	SI	0.0	0.0	0.0	79.9	0.0	0.0	79.9
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	0.9	0.2	0.0	1.1
06 Convert 220 R142A A-Division Cars for CBTC DES	NR	0.0	0.0	0.0	0.8	0.0	0.0	0.8
Element Total 01		\$0.0	\$0.0	\$3.9	\$1,481.6	\$0.2	\$0.0	\$1,485.7
Category Total 701		\$0.0	\$0.0	\$3.9	\$1,481.6	\$0.2	\$0.0	\$1,485.7

* 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
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 275 Standard Hybrid Buses	NR	0.0	0.0	0.0	0.0	0.3	265.4	265.7
05 Purchase 15 Artic Electric Buses & Depot Chargers	NR	0.0	0.2	0.0	33.8	0.4	0.0	34.4
06 Purchase 50 Express Buses	NR	0.0	0.0	0.0	0.3	38.6	0.0	38.8
13 Automatic Passenger Counting - Phase 1 Rollout	SI	0.0	0.0	5.5	0.0	0.1	0.0	5.6
14 Purchase 110 Articulated CNG Buses	NR	0.0	0.2	103.8	0.4	1.9	0.0	106.3
15 AVLM for Paratransit Vehicles	NR	0.0	0.0	0.2	25.5	1.2	0.0	26.9
16 Purchase 45 Standard Electric Buses	SI	0.0	0.0	0.0	0.0	73.9	0.0	73.9
18 Purchase 251 Standard Diesel Buses	SGR	0.0	0.0	160.7	0.3	0.0	0.0	161.0
19 Purchase 367 Diesel and 10 Hybrid Standard Buses	SGR	0.0	0.0	235.2	0.6	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	96.3	0.2	2.3	0.0	98.8
22 Purchase Electric Bus Opportunity Charger	SI	0.0	0.0	0.0	0.0	0.0	2.0	2.0
Element Total 02		\$0.2	\$85.4	\$602.5	\$126.8	\$118.6	\$267.4	\$1,200.9
Category Total 703		\$0.2	\$85.4	\$602.5	\$126.8	\$118.6	\$267.4	\$1,200.9

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
04 FARE COLLECTION								
01 New Fare Payment System, Phase 2	SI	0.0	0.0	452.3	10.9	0.0	0.0	463.2
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	\$465.3	\$11.3	\$0.0	\$0.0	\$476.6
07 STATION ESCALATORS / ELEVATORS								
01 Replace 11 Hydraulic Elevators / Various	SGR	1.4	0.0	1.9	0.7	66.0	0.0	70.0
02 Replace 12 Traction Elevators BW7	NR	2.0	0.0	2.4	92.4	2.0	0.0	98.9
03 Replace 8 Traction Elevators / Various	NR	1.6	0.0	1.2	0.3	65.6	0.0	68.6
04 Replace 6 Traction Elevators 8AV	NR	0.8	0.0	1.9	38.7	2.4	0.0	43.8
05 Replace 2 Hydraulic Elevators: Borough Hall CLK	SGR	0.0	1.2	0.1	0.4	14.6	0.0	16.3
06 Replace 2 Escalators: Grand Central-42 St LEX	SGR	1.1	1.9	0.0	15.1	5.1	0.0	23.2
07 Replace 7 Escalators / Various (Bx/M)	SGR	0.0	0.0	1.3	0.3	66.6	0.0	68.2
08 Replace 2 Escalators: Pelham Pkwy WPR	SGR	0.0	0.0	0.0	0.8	14.0	0.0	14.7
09 Replace 6 Escalators / Various	SGR	0.0	1.0	0.1	1.5	48.2	0.0	50.8
10 Escalator Relocation: Jay St-MetroTech FUL	NR	0.0	2.1	0.0	0.0	19.6	0.0	21.7
11 Replace 2 Hydraulic Elevators: Franklin Av FRK	SGR	0.0	0.0	0.0	0.5	14.1	0.0	14.6
12 Replace 3 Escalators: Main St FLS	SGR	0.0	0.0	0.6	0.7	30.7	0.0	32.0
13 Replace 5 Escalators / Various (Bk/M)	SGR	0.0	0.0	0.9	0.6	45.4	0.0	46.9
14 Replace 1 Hydraulic Elevator: Grand Central FLS	SGR	0.0	0.0	0.0	0.5	9.7	0.0	10.3
15 Replace 11 Elevators: 5 Stations (M/Bk) DES	NR	0.0	0.0	0.0	0.0	2.0	0.0	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 6 Escalators: 4 Stations (M/Q) DES	NR	0.0	0.0	0.0	0.0	1.4	0.0	1.4
18 Replace 11 Escalators: 6 Stations (M/Bk) DES	NR	0.0	0.0	0.0	0.0	2.5	0.0	2.5
Element Total 07		\$6.9	\$6.3	\$10.4	\$152.5	\$410.1	\$0.0	\$586.1

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)							Total All Years
		2015	2016	2017	2018	2019	Post 2019		
12 STATION WORK									
01	Water Remediation - Renewal: Borough Hall LEX	SGR	1.5	0.0	0.0	11.5	0.7	10.0	23.8
02	Renewal: 138 St-Grand Concourse JER	SGR	1.8	0.0	0.8	0.1	22.7	0.0	25.5
03	Renewal: Astoria-Ditmars Blvd AST	SGR	0.9	0.6	21.2	0.8	0.1	0.0	23.6
04	Renewal: Astoria Blvd AST	SGR	1.2	0.5	0.0	49.9	1.2	0.0	52.7
05	Renewal: 30 Av AST DES	SGR	1.0	0.0	0.0	0.0	0.0	0.0	1.0
06	Renewal: Broadway AST DES	SGR	0.8	0.0	0.0	0.0	0.0	0.0	0.8
07	Renewal: 36 Av AST DES	SGR	1.0	0.0	0.0	0.0	0.0	0.0	1.0
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	SGR	0.0	8.0	0.0	1.6	0.0	0.0	9.5
10	Renewal: 111 St FLS	SGR	0.0	0.5	0.1	0.7	52.8	0.0	54.1
11	Renewal: 103 St-Corona Plaza FLS	SGR	0.0	0.5	0.1	0.7	42.8	0.0	44.1
12	Renewal: 82 St-Jackson Heights FLS	SGR	0.0	0.5	0.1	0.8	42.0	0.0	43.4
13	Renewal: Woodhaven Blvd JAM	SGR	0.0	0.0	0.6	0.0	0.7	55.7	57.0
14	Renewal: 85 St-Forest Parkway JAM	SGR	0.0	0.0	0.4	0.1	0.7	49.9	51.1
15	Renewal: 75 St-Elderts Lane JAM	SGR	0.0	0.0	0.4	0.1	0.7	48.0	49.1
16	Renewal: Cypress Hills JAM	SGR	0.0	0.0	0.4	0.1	0.7	50.8	52.0
17	Renewal: 69 St FLS	SGR	0.0	0.5	0.1	0.9	42.6	0.0	44.1
18	Renewal: 61 St-Woodside FLS	SGR	0.0	0.7	0.1	1.2	0.0	47.9	50.0
19	Renewal: 52 St FLS	SGR	0.0	0.6	0.1	0.9	52.5	0.0	54.1
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	SGR	0.0	0.0	1.2	0.0	1.0	0.0	2.2
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: 2 Locs / Various	SGR	1.1	0.0	0.0	0.0	2.7	0.0	3.7
31	Station Lighting: 3 Locs / Various M/Bx [SBDP]	SGR	0.0	0.0	0.0	0.3	0.1	4.8	5.2
32	Station Ventilators: Various Locs (2016)	SGR	0.0	0.0	0.0	0.0	1.2	0.0	1.2
34	Platform Components: 167 St BXC DES	SGR	0.3	0.0	0.0	0.0	0.0	0.0	0.3
35	Platform Components: Bedford-Nostrand XTN	SGR	0.0	0.9	0.0	8.5	0.1	0.0	9.5
36	Platform Components: Longwood Ave PEL	SGR	0.0	0.4	0.0	0.3	9.6	0.0	10.3
37	Platform Components: 2 Locs LEN	SGR	0.0	0.2	0.0	0.2	7.1	0.0	7.6
38	Platform Components: 2 Locations FLS	SGR	0.0	0.0	0.0	0.0	0.4	0.1	0.5
40	Elevated Int Stairs: Junction Blvd FLS	SGR	0.0	0.0	0.2	0.0	0.0	0.0	0.2
41	Subway Int Stairs: 14 St-Union Sq LEX [SBDP]	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	0.2	0.0	0.0	0.5
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	4.2	0.0	4.6
46	Platform Components: 4 Locs QBL, ARC	SGR	0.0	0.7	0.4	1.4	0.0	0.0	2.6
47	Stn Lighting: 4 Locs / Various M/Bx/Bk [SBDP]	SGR	0.0	0.0	0.3	1.4	0.4	0.0	2.2
48	Station Ventilators: Various Locs (2017)	SGR	0.0	0.0	0.0	0.0	1.7	0.0	1.7
51	Platform Components: 5 Locs CNR	SGR	0.0	1.0	1.4	16.2	5.4	0.0	24.1
52	Platform Components: 3 Locs EPK, CLK	SGR	0.0	0.4	0.0	0.6	14.4	0.0	15.4
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	0.5	0.0	0.0	0.0	0.5
58	Mezz Components: Nevins St EPK [SBDP] DES	SGR	0.0	0.0	0.0	0.2	6.3	0.0	6.5
59	Mezz Wall Finishes: Bowery NAS [SBDP]	SGR	0.0	0.0	0.2	1.1	0.0	0.0	1.3
60	Platform Components: 2 Locs QBL DES	SGR	0.0	0.0	0.0	0.5	0.2	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

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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									
62 Station Lighting: Various [SBDP]	SGR	0.0	0.0	0.5	0.0	2.4	0.0	3.0	
63 Platform Components: 3 Locs NOS	SGR	0.0	0.6	1.0	16.3	1.3	0.0	19.2	
64 Station Ventilators: Various Locs (2018)	SGR	0.0	0.0	0.0	0.0	8.7	0.0	8.7	
67 Platform Components: 10 Locs BW7	SGR	0.0	0.8	0.5	2.6	0.9	0.0	4.8	
70 Subway Interior Stairs: 2 Locs 8AV, BW7 [SBDP] DES	SGR	0.0	0.0	0.0	0.5	0.0	0.0	0.5	
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: 8 Locs / Various [SBDP]	SGR	0.0	0.0	0.0	0.3	7.4	0.0	7.7	
75 Station Ventilators: Various Locs (2019)	SGR	0.0	0.0	0.0	0.0	9.7	0.0	9.7	
76 Platform Components: 4 Locs 6AV, E63 DES	SGR	0.0	0.0	0.0	0.6	0.8	0.0	1.4	
78 Platform Edges: Freeman St WPR	SGR	0.0	0.0	0.1	0.0	2.6	0.0	2.7	
80 Elevated Interior Stairs: 4 Av-9 St 6AV [SBDP]	SGR	0.0	0.0	0.1	0.6	0.0	0.0	0.7	
81 Subway Interior Stairs: West 4th Street/8AV [SBDP]	SGR	0.0	0.0	0.0	0.1	0.0	0.0	0.1	
82 Elevated Street Stairs: 3 Locs WPR [SBDP]	SGR	0.0	0.0	0.3	2.1	0.0	0.0	2.4	
83 Subway Street Stairs: 50 St 8AV [SBDP]	SGR	0.0	0.0	0.3	1.3	0.0	0.0	1.6	
85 Mezz Floors: 23 St 8AV DES	SGR	0.0	0.0	0.2	0.0	0.0	0.0	0.2	
86 Station Lighting: 3 Locs 8AV, WPR [SBDP] DES	SGR	0.0	0.0	0.0	0.1	0.0	0.0	0.1	
90 Enhanced Station Initiative: Design and Support	NR	0.0	11.1	5.5	5.7	0.0	0.0	22.4	
91 Subway Interior Stairs: Canal St BWY [SBDP]	SGR	0.0	0.3	0.0	1.1	0.0	0.0	1.5	
92 Enhanced Station Initiative: Pkg 4 - 34 St BW7	NR	0.0	0.0	2.7	29.6	0.0	0.0	32.3	
93 Enhanced Station Initiative: Pkg 2 - Broadway AST	NR	0.0	0.0	49.1	0.1	0.1	0.0	49.3	
94 Enhanced Station Initiative: Pkg 2 - 30 Ave AST	NR	0.0	0.0	64.0	0.1	0.2	0.0	64.3	
95 Enhanced Station Initiative: Pkg 2 - 36 Ave AST	NR	0.0	0.0	64.1	0.1	0.1	0.0	64.2	
96 Enhanced Station Initiative: Pkg 2 - 39 Ave AST	NR	0.0	0.0	48.9	0.1	0.9	0.0	50.0	
97 Enhanced Stn Initiative: Pkg 1 - Bay Ridge Ave 4AV	NR	0.0	32.6	5.4	0.1	0.0	0.0	38.0	
98 Enhanced Stn Initiative: Pkg 1 - Prospect Ave 4AV	NR	0.0	30.8	5.2	0.0	0.0	0.0	36.0	
99 Enhanced Station Initiative: Pkg 1 - 53 St 4AV	NR	0.0	32.6	5.4	0.0	0.0	0.0	38.0	
A1 Elev Street Stairs 238 St S1 [SBDP]	SGR	0.0	0.0	0.0	1.2	0.0	0.0	1.2	
A2 Elev Street Stairs 215 St S2/S4 [SBDP]	SGR	0.0	0.0	2.2	0.0	0.0	0.0	2.3	
A3 Elev Street Stairs 215 St S1/S3 [SBDP]	SGR	0.0	0.0	2.1	0.1	0.0	0.0	2.1	
A4 Elev Street Stairs 238 St S2/S3 [SBDP]	SGR	0.0	0.0	2.2	0.5	0.0	0.0	2.7	
A9 Sub St Stairs: 34 St BWY (S4/M4, S8/M8) [SBDP]	SGR	0.0	0.0	0.0	0.0	0.0	1.2	1.2	
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	41.9	0.6	0.0	0.0	42.6	
C3 Enhanced Stn Init: Pkg 3 - Cathedral Pkwy 8AV	NR	0.0	0.0	42.0	0.2	0.0	0.0	42.2	
C4 Enhanced Stn Init: Pkg 3 - 86 St 8AV	NR	0.0	0.0	36.9	0.2	0.2	0.0	37.3	
C5 Enhanced Stn Init: Pkg 3 - 72 St 8AV	NR	0.0	0.0	34.8	0.8	0.2	0.0	35.8	
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	49.0	0.2	0.0	49.3	
D1 Enhanced Station Initiative: Pkg 4 - 23 St 6AV	NR	0.0	0.0	0.0	31.4	0.0	0.0	31.4	
D2 Enhanced Station Initiative: Pkg 4 - 28 St LEX	NR	0.0	0.0	0.0	40.4	0.0	0.0	40.4	

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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									
D3	Enhanced Station Initiative: Pkg 4 - 34 St 8AV	NR	0.0	0.0	0.0	25.7	0.0	0.0	25.8
E8	Enhanced Stn Init: Pkg 8 - 174-175 Sts BXC	NR	0.0	0.0	0.2	42.7	0.1	0.0	42.9
E9	Enhanced Stn Init: Pkg 8 - 167 St BXC	NR	0.0	0.0	0.0	44.6	0.1	0.0	44.7
F1	Enhanced Stn Init: Pkg 8 - 145 St LNX	NR	0.0	0.0	0.4	37.7	0.0	0.0	38.1
F2	Vent Water Remed: 3 Av-138 St PEL [SBDP]	SGR	0.0	0.0	0.2	0.3	3.5	0.0	3.9
F3	Subway Street Stairs: Bowery St NAS [SBDP]	SGR	0.0	0.0	0.0	0.7	0.0	0.0	0.7
F4	Subway Street Stairs: 14th Street 6AV [SBDP]	SGR	0.0	0.0	0.0	0.0	0.0	2.2	2.2
F5	Subway Street Stairs: 2nd Avenue 6AV [SBDP]	SGR	0.0	0.0	0.0	0.7	0.0	0.0	0.7
F6	Subway Street Stairs: Carroll Street 6AV [SBDP]	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
F7	Subway Street Stairs: Church Avenue 6AV [SBDP]	SGR	0.0	0.0	0.0	0.7	0.0	0.0	0.7
F9	Subway Street Stairs: Bergen Street EPK [SBDP]	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
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	0.7	0.1	0.0	0.7
G3	Station Painting: Dekalb Ave CNR	SGR	0.0	0.0	0.0	1.4	0.1	0.0	1.6
G5	3 Stairs: 155th St 8AV (S3,S4,S5) [SBDP]	SGR	0.0	0.0	0.0	1.4	0.1	0.0	1.4
G6	2 Stairs: Franklin St / BW7 (S2/P2 & S4/P4) [SBMP]	SGR	0.0	0.0	0.0	1.2	0.0	0.0	1.3
G7	1 Stair: 14 St BW7 (S8) [SBDP]	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
G8	1 Stair: 79 St BW7 (S2/P2) [SBDP]	SGR	0.0	0.0	0.0	0.8	0.1	0.0	0.9
H1	3 Street Stairs: 57 St 7AV [SBDP]	NR	0.0	0.0	0.0	2.5	0.1	0.0	2.6
H2	Street Stair: 57 ST BWY [SBDP]	NR	0.0	0.0	0.0	0.8	0.0	0.0	0.9
H3	3 Street Stairs: 57 St BWY [SBDP]	NR	0.0	0.0	0.0	2.2	0.0	0.0	2.2
H4	2 Stairs Vernon Jackson Blvd FLS [SBDP]	NR	0.0	0.0	0.0	1.5	0.0	0.0	1.5
H5	1 Stair Grand Ave QBL [SBDP]	NR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
H6	2 Stairs Kingsbridge Rd [SBDP]	NR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
H7	1 Stair Fulton St XTN [SBDP]	SGR	0.0	0.0	0.0	0.7	0.0	0.0	0.7
H8	4 Elevated Street Stairs: Brighton Beach BRT [SBDP]	SGR	0.0	0.0	0.0	0.0	3.3	0.0	3.3
H9	Elevated Street Stairs: Ocean Pkwy BRT [SBDP]	SGR	0.0	0.0	0.0	0.0	3.3	0.0	3.3
I1	Platform Components: 14 St Union Sq CNR	SGR	0.0	0.0	0.0	1.9	0.1	0.0	1.9
I4	Station Ventilators: Ph 11 - 4 Locs / Manhattan	SGR	0.0	0.0	0.0	6.7	0.0	0.0	6.7
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
I9	Platform Components: Neptune Ave CUL DES	SGR	0.0	0.0	0.0	0.0	0.8	0.0	0.8
L1	Renewal: 14 St BW7	SGR	0.0	0.0	0.0	0.0	46.9	0.0	46.9
L2	Platform Components: 14 St 6 AV	SGR	0.0	0.0	0.0	0.0	10.3	0.0	10.3
Element Total 12			\$12.6	\$138.4	\$459.0	\$485.1	\$420.5	\$270.7	\$1,786.2

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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		
13 DISABLED ACCESSIBILITY									
01 ADA: Bedford Av CNR	SI	1.2	1.0	50.3	0.7	18.4	0.0	71.5	
02 ADA: Astoria Blvd AST	SI	2.0	1.2	0.1	38.2	0.5	0.0	42.0	
03 ADA: Bedford Pk Blvd BXC	SI	2.0	1.1	1.2	29.3	0.4	0.0	34.1	
04 ADA: 86 St 4AV	SI	1.9	0.1	26.1	3.8	0.3	0.0	32.3	
05 ADA: Gun Hill Road DYR	SI	3.0	1.8	0.4	50.3	4.7	0.0	60.2	
06 ADA: Eastern Pkwy-Bklyn Museum EPK	SI	0.0	1.7	1.4	37.9	1.3	0.0	42.3	
07 ADA: Times Square Complex, Ph 3 - Shuttle	SI	4.1	0.1	4.8	0.9	208.4	0.0	218.2	
08 ADA: Chambers St NAS	SI	0.0	1.7	1.7	42.2	1.6	0.0	47.3	
09 ADA: Greenpoint Av XTN	SI	0.0	1.1	1.8	37.1	1.3	0.0	41.3	
10 ADA: 59 St 4AV	SI	0.0	1.0	2.2	48.1	7.4	0.0	58.7	
11 ADA: Rockaway Parkway CNR	SI	0.0	0.9	0.3	11.1	0.4	0.0	12.8	
12 ADA: 1 Av CNR	SI	0.1	1.1	31.8	0.7	0.5	0.0	34.2	
14 ADA: Court Square XTN (Elevator Phase)	SI	0.0	0.0	0.0	1.4	1.3	26.2	28.9	
15 ADA: 149 Street-Grand Concourse Complex	SI	0.0	0.0	0.0	3.1	114.4	0.0	117.5	
16 ADA: Woodhaven Boulevard JAM	SI	0.0	0.0	0.0	1.2	2.9	34.7	38.8	
17 ADA: Systemwide Study	SI	0.0	1.2	2.8	13.0	0.0	0.0	17.0	
18 Visual Identification of ADA Boarding Areas PILOT	SI	0.0	0.0	0.0	0.0	0.2	0.0	0.2	
20 ADA: Court Square XTN (Stairs Phase)	SI	0.0	0.7	12.1	0.0	0.2	0.0	13.1	
22 ADA: 95 St 4AV	SI	0.0	0.0	0.0	0.0	1.7	33.3	35.0	
23 ADA: 57 Street BWY Additional Support Costs	SI	0.0	0.0	43.3	1.1	8.9	0.0	53.3	
24 ADA: 68 St-Hunter College LEX	SI	0.0	0.0	0.0	0.0	105.8	0.0	105.8	
27 ADA & Station Improvements: Westchester Sq PEL	SI	0.0	0.0	0.0	0.0	90.0	0.0	90.0	
28 ADA Enhancements at Various Locations	SI	0.0	0.0	0.0	0.0	1.1	0.0	1.1	
30 ADA: 14th St 6th Av/7th Av Complex DES	SI	0.0	0.0	0.0	10.4	0.2	0.0	10.6	
31 ADA: Livonia Ave CNR	SI	0.0	0.3	0.5	2.8	0.0	76.2	79.9	
32 ADA: 170 Street JER	SI	0.0	0.0	0.1	1.9	62.4	0.0	64.4	
33 ADA: Broadway Junction FUL DES	SI	0.0	0.0	0.0	0.0	0.3	0.0	0.3	
34 Union St 4AV Enhancements DES	SI	0.0	0.0	0.1	0.0	0.0	0.0	0.1	
35 ADA: Queensboro Plaza FLS	SI	0.0	0.0	0.1	2.8	0.0	82.0	84.9	
36 Vernon-Jackson Ave FLS Enhancements DES	SI	0.0	0.0	0.1	0.0	0.0	0.0	0.1	
37 East Broadway 6AV Enhancements DES	SI	0.0	0.0	0.1	0.0	0.0	0.0	0.1	
38 ADA: Tremont Ave BXC	SI	0.0	0.0	0.0	0.0	46.8	0.0	46.8	
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	1.1	0.0	1.1	
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	3.7	0.0	3.7	
43 ADA: Kings Hwy CUL DES	SI	0.0	0.0	0.0	0.0	3.7	0.0	3.7	
45 Station Enhancements: Canarsie Line	SI	0.0	0.0	0.0	0.0	10.8	0.0	10.8	
46 ADA: 6 Av CNR	SI	0.0	0.0	0.0	0.0	58.3	0.0	58.3	
47 ADA: 14 St 6AV	SI	0.0	0.0	0.0	0.0	43.7	0.0	43.7	
48 ADA: 14 St BW7	SI	0.0	0.0	0.0	0.0	55.6	0.0	55.6	
Element Total 13		\$14.3	\$14.8	\$181.5	\$338.0	\$862.7	\$252.4	\$1,663.7	

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Commitments
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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	19.3	0.1	48.2	0.0	67.9
03 Reopen Station Entrance: 8 Av SEA	SI	0.0	1.1	14.2	2.4	0.2	0.0	17.9
04 Reconstruction: Times Sq Complex, Ph3 - Shuttle	SGR	1.0	0.0	2.3	0.0	26.0	0.0	29.2
05 2015 Water Condition Remedy	SGR	1.3	4.3	2.9	0.0	0.0	0.0	8.5
06 Station Railings	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	0.2	9.7	0.1	0.0	10.0
09 Reconstruct Cortlandt St Station BW7	SGR	23.4	4.5	30.5	1.1	0.4	0.0	59.9
10 Church St Corridor Improvements	NR	0.0	0.0	16.0	14.0	0.0	0.0	30.0
11 New Street Stairs: 2 Locs CNR	SI	0.6	2.0	4.7	0.0	0.3	0.0	7.5
15 Station Capacity Enhancements at Various Locs	SI	0.0	0.0	0.5	0.0	0.0	0.0	0.5
16 Circulation Improvements: Union Square CNR	SI	0.0	0.0	1.3	15.7	0.6	0.0	17.6
17 Sutphin Blvd ARC Plan/Eng	NR	0.0	0.0	0.0	0.0	6.7	0.0	6.7
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	0.1	0.8	9.6	1.2	0.0	11.7
20 Station Capacity Enhancements: Marcy Avenue JAM	SI	0.0	0.0	1.3	11.4	1.6	0.0	14.3
21 Station Circulation Enhancements at Various Locs	SI	0.0	0.0	0.0	0.0	0.6	0.0	0.6
22 Station Capacity Enhancements: Main St FLS	SI	0.0	0.0	0.1	1.7	0.0	67.0	68.8
23 Sutphin Blvd - JFK Fare Control Upgrade [SBDP]	SI	0.0	0.0	0.0	0.8	2.2	0.0	3.0
24 Stn Access: Grand Central Center Core East FLS DES	SI	0.0	0.0	0.0	0.0	3.9	0.0	3.9
25 Stn Access: Grand Central Stairs PL8/PL9 FLS DES	SI	0.0	0.0	0.0	0.1	0.1	0.0	0.2
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 [SBDP]	SI	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Element Total 14		\$27.6	\$22.1	\$103.2	\$68.0	\$93.6	\$67.0	\$381.6
Category Total 704		\$61.4	\$181.6	\$1,219.3	\$1,055.0	\$1,787.0	\$590.1	\$4,894.2

* Represents values less than \$50,000

Numbers may not add due to rounding

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)						Total All Years	
		2015	2016	2017	2018	2019	Post 2019		
02 MAINLINE TRACK REHABILITATION									
01	2015 Mainline Track Repl: Design/Support	NR	0.5	0.0	3.7	0.0	11.4	0.0	15.6
02	2016 Mainline Track Repl: Design/Support	NR	0.0	4.0	0.0	0.0	0.0	0.0	4.0
03	2017 Mainline Track Repl: Design/Support	NR	0.0	1.7	3.7	0.0	0.3	0.0	5.8
04	2018 Mainline Track Repl: Design/Support	NR	0.0	0.0	0.9	5.7	0.1	0.0	6.7
05	2019 Mainline Track Replacement	NR	0.0	0.0	0.0	5.9	0.0	0.0	5.9
06	2020 Mainline Track Replacement DES	NR	0.0	0.0	0.0	0.0	2.1	0.0	2.1
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	26.3	0.0	0.0	0.0	0.0	26.3
10	2018 Continuous Welded Rail	NR	0.0	0.0	0.0	10.9	0.0	0.0	10.9
11	2019 Continuous Welded Rail	NR	0.0	0.0	0.0	2.8	0.0	0.0	2.8
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	59.7	0.0	0.0	0.0	0.0	59.7
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	32.4	0.0	0.0	0.0	0.0	32.4
33	2016 Mainline Track Repl: Dyre	NR	0.0	13.8	0.0	0.0	0.0	0.0	13.8
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	47.8	0.0	0.0	0.0	0.0	47.8
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	10.0	0.0	0.0	0.0	0.0	10.1
40	2016 Mainline Track Repl: Canarsie Tube	NR	0.0	0.0	53.1	0.8	10.8	0.0	64.8
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	40.1	0.0	0.0	0.0	0.0	40.1
48	2016 Mainline Track Repl: 63rd St	NR	0.0	26.1	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	17.9	0.0	0.0	0.0	17.9
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

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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									
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	19.2	0.0	0.0	0.0	19.2
57	2017 Mainline Track Repl: Culver	NR	0.0	0.0	4.1	0.0	0.0	0.0	4.1
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	23.8	0.0	0.0	0.0	23.8
60	2017 Mainline Track Repl: Lexington	NR	0.0	0.0	9.3	0.0	0.0	0.0	9.3
61	2017 Mainline Track Repl: Pelham	NR	0.0	0.0	8.4	0.0	0.0	0.0	8.4
62	2017 Mainline Track Repl: 7th Avenue	NR	0.0	0.0	5.8	0.0	0.0	0.0	5.8
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	29.5	0.0	0.0	0.0	29.5
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	10.9	0.0	0.0	0.0	10.9
69	Continuous Welded Rail (SAP)	NR	0.0	0.0	0.0	46.0	7.0	0.0	53.0
70	2018 Mainline Track Repl: Astoria	NR	0.0	0.0	0.0	13.5	0.0	0.0	13.5
71	2018 Mainline Track Repl: Flushing	NR	0.0	0.0	0.0	22.8	0.0	0.0	22.8
72	2018 Mainline Track Repl: Jamaica	NR	0.0	0.0	0.0	32.7	0.0	0.0	32.7
73	2018 Mainline Track Repl: Brighton	NR	0.0	0.0	0.0	1.3	0.0	0.0	1.3
74	2018 Mainline Track Repl: Dyre	NR	0.0	0.0	0.0	1.7	0.0	0.0	1.7
75	2018 Mainline Track Repl: Pelham	NR	0.0	0.0	0.0	9.1	0.0	0.0	9.1
76	2018 Mainline Track Repl: Eastern Parkway	NR	0.0	0.0	0.0	11.3	0.0	0.0	11.3
77	2018 Mainline Track Repl: Broadway-7th Avenue	NR	0.0	0.0	0.0	9.7	0.0	0.0	9.7
78	2018 Mainline Track Repl: Canarsie	NR	0.0	0.0	0.0	8.6	0.0	0.0	8.6
79	2018 Mainline Track Repl: Concourse	NR	0.0	0.0	0.0	13.1	0.0	0.0	13.1
80	2018 Mainline Track Repl: 6th Ave/Culver	NR	0.0	0.0	0.0	25.0	0.0	0.0	25.0
81	2018 Mainline Track Repl: West End	NR	0.0	0.0	0.0	2.0	0.0	0.0	2.0
82	2018 Mainline Track Repl: Lexington	NR	0.0	0.0	0.0	2.2	0.0	0.0	2.2
83	2018 Mainline Track Repl: Archer Ave	NR	0.0	0.0	0.0	10.0	0.0	0.0	10.0
84	2018 Mainline Track Repl: Lenox-White Plains Rd	NR	0.0	0.0	0.0	13.1	0.0	0.0	13.1
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	10.5	0.0	0.0	10.5
88	2018 Mainline Track Repl: 4th Avenue Line, BMT	NR	0.0	0.0	0.0	14.2	0.0	0.0	14.2
90	2019 Mainline Track Repl: Myrtle	NR	0.0	0.0	0.0	7.5	0.0	0.0	7.5
91	2019 Mainline Track Repl: Manhattan Bridge	NR	0.0	0.0	0.0	0.0	4.2	0.0	4.2
92	2019 Mainline Track Repl: LWP	NR	0.0	0.0	0.0	0.0	5.0	0.0	5.0
93	2019 Mainline Track Repl: Astoria	NR	0.0	0.0	0.0	0.0	21.0	0.0	21.0
94	2019 Mainline Track Repl: Flushing	NR	0.0	0.0	0.0	0.0	5.3	0.0	5.3
95	2019 Mainline Track Repl: Jamaica-Nassau Cut	NR	0.0	0.0	0.0	0.0	2.9	0.0	2.9
97	2019 Mainline Track Repl: Pelham	NR	0.0	0.0	0.0	0.0	4.4	0.0	4.4
99	2019 Mainline Track Repl: Jerome	NR	0.0	0.0	0.0	0.0	6.3	0.0	6.3
Element Total 02			\$67.7	\$608.8	\$358.7	\$315.5	\$121.6	\$0.0	\$1,472.3

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
03 MAINLINE TRACK 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	5.2	0.0	0.0	0.0	0.0	5.2
03 2017 Mainline Switch Repl: Design/Support	NR	0.0	0.8	4.2	0.0	0.0	0.0	5.1
04 2018 Mainline Switch Repl: Design/Support	NR	0.0	0.0	3.3	5.5	0.7	0.0	9.5
05 2019 Mainline Switch Replacement	NR	0.0	0.0	0.0	4.4	0.0	0.0	4.4
06 2020 Mainline Switch Replacement DES	NR	0.0	0.0	0.0	0.0	3.4	0.0	3.4
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	7.5	0.0	7.5
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	15.1	0.0	0.0	15.1
28 2018 Mainline Switch Repl: Astoria	NR	0.0	0.0	0.0	8.5	0.0	0.0	8.5
29 2018 Mainline Switch Repl: Canarsie	NR	0.0	0.0	0.0	7.6	0.0	0.0	7.6
30 2018 Mainline Switch Repl: 6th Ave/Culver	NR	0.0	0.0	0.0	9.3	0.0	0.0	9.3
31 2018 Mainline Switch Repl: Lenox-White Plains Rd	NR	0.0	0.0	0.0	14.4	0.0	0.0	14.4
32 2018 Mainline Switch Repl: White Plains Rd	NR	0.0	0.0	0.0	7.4	0.0	0.0	7.4
33 2018 Mainline Switch Repl: 4th Avenue Line, BMT	NR	0.0	0.0	0.0	6.4	0.0	0.0	6.4
34 2018 Mainline Switch Repl: Culver (Ditmas)	NR	0.0	0.0	0.0	8.5	0.0	0.0	8.5
37 2019 Mainline Switch Repl: 6th Ave	NR	0.0	0.0	0.0	3.7	0.0	0.0	3.7
38 2019 Mainline Switch Repl: Canarsie	NR	0.0	0.0	0.0	10.9	0.0	0.0	10.9
39 2019 Mainline Switch Repl: Bway-7th Ave.	NR	0.0	0.0	0.0	0.0	22.3	0.0	22.3
40 2019 Mainline Switch Repl: Queens Blvd.	NR	0.0	0.0	0.0	0.0	3.5	0.0	3.5
Element Total 03		\$14.9	\$91.4	\$83.3	\$101.6	\$37.5	\$0.0	\$328.7
Category Total 705		\$82.6	\$700.2	\$441.9	\$417.2	\$159.1	\$0.0	\$1,801.0

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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	20.3	0.2	0.1	0.0	0.0	0.0	20.6
02 Replace Vent Plant Motor Control Sys Var Locs	SGR	0.7	0.5	5.7	0.2	0.1	0.0	7.1
03 Replace Supervisory Vent Controls - Var Locs	SGR	1.3	0.0	0.8	26.4	0.7	0.0	29.2
05 Rehab Vent Plant Damper System - Var Locs	SGR	0.0	2.8	0.0	1.7	0.1	0.0	4.6
06 Rehab Forsyth St Vent Plant	SGR	0.0	2.5	3.2	79.7	4.9	0.0	90.2
07 Ventilation System Strategy Study	SGR	0.0	0.0	1.7	0.0	3.3	0.0	5.0
08 Construct Pump Room: Rockwell Place 4AV	SGR	0.0	0.0	0.0	1.7	1.3	0.0	2.9
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	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	0.6	0.0	0.6
12 Deep Wells Back-flushing: Crosstown Line	SGR	0.0	0.0	0.0	0.0	0.7	0.0	0.7
13 Deep Wells Back-flushing / Fulton Line	SGR	0.0	0.0	0.0	0.0	0.7	0.0	0.7
14 Tunnel Lighting: Roosevelt Av to Elmhurst Av QBL	SGR	0.0	0.0	0.0	0.0	16.4	0.0	16.4
Element Total 05		\$22.4	\$6.0	\$13.6	\$109.6	\$30.0	\$0.0	\$181.6
Category Total 706		\$22.4	\$6.0	\$13.6	\$109.6	\$30.0	\$0.0	\$181.6

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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 STRUCTURES REHABILITATION									
01 Struct Rehab: Boston Rd - E 180 St Abut WPR	NR	0.9	0.0	0.0	0.2	19.2	0.0	20.3	
02 Struct Replacement: Bridge over Atlantic RR MYT	NR	0.6	15.0	0.3	0.0	0.1	0.0	16.0	
03 Struct Rehab: Livonia Yard Overpass & Retain Wall	NR	0.0	1.4	0.0	25.2	0.4	0.0	27.1	
04 Struct Replacement: Viaduct and Deck MYT	NR	4.2	108.0	4.8	1.3	9.3	0.0	127.6	
05 Struct Repair: Over land Section RKY	NR	0.0	0.0	0.0	1.0	1.0	0.0	2.0	
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	16.9	0.1	0.0	0.0	17.0	
08 Rehab Emergency Exits (3rd Party) - Var Locs	NR	0.0	0.0	0.5	3.8	14.9	0.0	19.2	
10 Overcoat: 17 Bridges & Flyover at E 180 St DYR	SGR	1.9	0.0	0.0	0.0	61.3	0.0	63.3	
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	9.0	0.3	0.0	0.0	10.1	
13 Overcoat: 72 St - 104 St FLS	SGR	1.2	0.0	0.0	58.2	1.6	0.0	61.0	
14 Overcoat: Myrtle Av - DeSales JAM	SGR	0.0	1.0	0.0	0.0	0.0	0.0	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	54.8	0.0	58.3	
17 Overcoat: 48 St - 72 St FLS	SGR	0.0	0.0	0.6	0.4	56.2	0.0	57.1	
19 Line Structure Repair Program	SGR	0.0	0.0	0.0	0.0	134.9	0.0	134.9	
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	83.0	0.2	1.4	0.0	84.7	
22 Overcoat: 9 Av Portal to 79 Street WST DES	SGR	0.0	0.0	0.0	0.0	1.2	0.0	1.2	
23 LSCRP: Brooklyn (EPK)	SGR	0.0	1.0	3.7	0.6	0.1	0.0	5.4	
24 LSCRP: Uptown Manhattan & Queens (LEX, QBL, BCT)	SGR	0.0	1.0	1.3	0.0	1.0	0.0	3.4	
25 LSCRP: Brooklyn (CUL, BRT)	SGR	0.0	0.9	0.0	0.0	0.0	0.2	1.1	
26 LSCRP: Brooklyn (4AV)	SGR	0.0	0.7	0.0	0.0	0.0	0.1	0.9	
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	0.0	0.0	0.1	
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	0.9	0.0	0.0	0.0	1.8	
32 LSCRP: Downtown Manhattan (BWY, 8AV)	SGR	0.8	1.3	0.0	0.0	0.9	0.0	3.0	
33 LSCRP: Uptown Manhattan (BW7, 8AV)	SGR	0.0	0.3	1.1	0.0	0.0	1.0	2.3	
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	1.8	0.0	0.0	0.0	1.8	
39 LSCRP: Component Repairs DES	SGR	0.0	0.0	0.7	2.0	0.2	0.0	2.8	
40 Struct Rehab: Livonia Yd Abut/Retain Walls [SBDP]	SGR	0.0	0.0	0.0	2.5	0.0	0.0	2.5	
41 Vents Between Stations: E192 St-E198 St BXC [SBDP]	SGR	0.0	0.0	0.0	0.3	0.0	4.8	5.0	
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	0.7	0.0	0.0	0.8	
44 Repairing 'A' and 'B' Column Base Conditions WPR	SGR	0.0	0.0	0.0	0.6	16.8	0.0	17.4	
45 Culver Line Rehabilitation Additional Work DES	SGR	0.0	0.0	0.0	0.0	0.7	0.0	0.7	
46 Replace Elec/Mech Equip - S Channel Bridge RKY DES	SGR	0.0	0.0	0.0	0.0	0.8	0.0	0.8	
47 Elevated Structures Netting: Various Locations	SGR	0.0	0.0	0.0	0.0	75.0	0.0	75.0	
50 East Side Access: NYCT Related Work	SGR	0.0	0.0	0.0	0.0	5.0	0.0	5.0	
Element Total 03		\$14.1	\$143.4	\$128.9	\$97.6	\$456.9	\$6.0	\$846.8	
Category Total 707		\$14.1	\$143.4	\$128.9	\$97.6	\$456.9	\$6.0	\$846.8	

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
03 SIGNAL MODERNIZATION								
01 CBTC: QBL West Ph2 (50 St - Union Tpke)	SGR	7.4	382.7	24.1	0.4	9.4	0.0	424.0
02 CBTC Technical Support Contract FLS	NR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
04 CBTC: 8AV (59 St - High St)	SGR	0.0	3.3	1.5	7.7	199.9	0.0	212.4
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	1.2	1.3	0.0	131.8	0.0	134.2
08 Interlocking Modernization: Kings Highway CUL	SGR	6.0	154.9	6.0	0.3	11.8	0.0	179.0
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	18.4	0.0	0.0	0.0	0.0	18.4
24 Code Cable Replacement BW7	NR	0.0	0.0	1.1	1.7	43.2	0.0	46.1
25 Signal Room Fire Suppression, Phase 2	SGR	0.0	1.5	0.8	23.0	0.3	0.0	25.6
26 Life Cycle Replacement of Code Systems	NR	0.0	0.0	0.9	0.0	50.3	0.0	51.2
27 Life Cycle Mod - Speed Enforcement Systems	NR	0.0	0.0	1.4	0.0	60.9	0.0	62.3
32 CBTC: CUL (Church Av to W8 St)	SI	0.0	0.8	3.8	2.7	110.1	0.0	117.3
33 Interlocking Modernization: Ave X CUL	SGR	0.0	1.7	1.8	0.0	197.5	0.0	201.0
35 Interlocking Modernization: 30 St & 42nd St / 8AV	SGR	0.0	2.8	0.1	3.4	279.6	0.0	285.9
37 Signals Improvements (SAP)	SGR	0.0	0.0	55.0	151.8	7.3	0.0	214.2
39 Upgrade/Modernization of Signal Technology (SAP)	SGR	0.0	0.0	0.0	0.0	72.8	0.0	72.8
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	81.9	0.0	81.9
43 2018 M/L Switch Repl: 7 Switches CBTC CUL	SGR	0.0	0.0	0.0	0.0	32.5	0.0	32.5
44 2019 M/L Switch Repl: 10 Switches CBTC 8AV	SGR	0.0	0.0	0.0	0.0	31.4	0.0	31.4
45 2019 M/L Switch Repl: 12 Switches Kings Hwy CUL	SGR	0.0	0.0	0.0	0.0	24.3	0.0	24.3
46 Ultra-Wideband (UWB)-Based Train Control	SI	0.0	0.0	0.0	0.0	54.8	0.0	54.8
Element Total 03		\$37.2	\$568.5	\$126.7	\$195.8	\$1,404.2	\$0.0	\$2,332.5

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Commitments
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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	29.9	0.1	0.6	0.0	31.3	
03 PBX Upgrade	NR	0.0	0.0	40.2	0.3	1.0	0.0	41.5	
04 Fiber Optic Cable Replacement Ph2	SGR	0.0	0.0	0.0	3.8	24.9	0.0	28.7	
05 Copper Cable Upgrade/Replacement Ph4	SGR	0.7	7.1	0.4	0.1	4.0	0.0	12.4	
06 Antenna Cable Replacement	SGR	2.5	0.0	9.4	0.2	0.0	0.0	12.2	
07 UHF T-Band Radio System Replacement	NR	0.1	3.6	0.0	0.1	38.6	0.0	42.4	
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	14.5	0.1	0.0	0.0	0.0	0.0	14.6	
12 Help Point: Reserve	SI	0.0	0.0	0.0	0.0	3.5	0.0	3.5	
13 PA/CIS Electronics Replacement CNR	NR	0.0	2.0	0.0	0.0	0.0	0.0	2.0	
14 ISIM-B Module 3: Rail Traffic Systems	SI	0.0	0.0	0.0	91.3	0.4	0.0	91.7	
17 LiftNet Transition to Ethernet	NR	1.3	0.0	0.2	12.4	2.0	0.0	16.0	
18 Platform Safety Technology Rollout	SI	0.8	3.0	11.0	0.5	0.0	0.0	15.3	
19 Comm Room Upgrade and Expansion Ph2 [SBDP] DES	SGR	0.0	0.0	1.5	0.0	0.9	0.0	2.5	
20 Help Point: 49 Stations	SI	4.8	9.1	17.9	0.2	0.0	0.0	32.0	
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	1.3	0.0	0.0	0.0	0.0	1.3	
23 Help Point: 2 Stations / Liberty [SBDP]	SI	0.0	1.3	0.0	0.0	0.0	0.0	1.3	
24 Help Point: 2 Stns / Culver and West End [SBDP]	SI	0.0	1.3	0.0	0.0	0.0	0.0	1.3	
25 Help Point: Simpson St, Prospect Av / WPR [SBDP]	SI	0.0	1.4	0.0	0.0	0.0	0.0	1.4	
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	13.9	0.6	0.0	0.0	0.0	14.5	
34 Help Point: Material Purchase	SI	0.0	14.1	0.2	0.0	0.0	0.0	14.2	
35 Connection-Oriented Ethernet (COE), Core	NR	0.0	2.3	2.1	0.1	25.4	0.0	30.0	
36 Connection-Oriented Ethernet (COE), Stations	NR	0.0	1.5	7.6	0.0	17.5	0.0	26.7	
37 Connection-Oriented Ethernet (COE), PSIM	NR	0.0	0.4	2.8	0.1	8.5	0.0	11.8	
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	70.5	0.0	7.5	0.0	78.0	
44 Police Radio System: Enhance Coverage	SGR	0.0	1.7	1.1	8.2	2.7	0.0	13.7	
46 Antenna Cable: Next Generation Pilot & Testing	SI	0.0	0.0	0.0	10.8	0.1	0.0	10.9	
47 Connection-Oriented Ethernet (COE), [SBDP]	NR	0.0	0.0	0.0	2.9	18.0	0.0	20.9	
51 Help Point: Upgrades and CAI Removals	SGR	0.0	0.0	0.0	0.0	20.2	0.0	20.2	
Element Total 06		\$50.8	\$90.4	\$200.3	\$131.4	\$175.9	\$0.0	\$648.8	
Category Total 708		\$88.1	\$658.9	\$327.0	\$327.2	\$1,580.1	\$0.0	\$2,981.3	

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Commitments
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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	1.3	1.3	19.9	0.8	0.0	23.4
02 Substation Renewal: Av Z CUL	SGR	0.0	1.7	1.6	27.8	1.1	0.0	32.2
03 Substation Rnwl & New Rectifier: Centrl SS 6AV	SGR	0.0	0.0	2.4	2.5	52.6	0.0	57.5
04 Substation Roof & Encl: Wash Heights 8AV [SBDP]	SGR	0.0	0.0	1.3	0.0	7.8	0.0	9.2
05 Replace 25Hz Freq Converters - Various Locs	SGR	0.2	0.4	0.1	18.4	0.0	0.0	19.2
06 Replace HT Switchgear - Various Locs	SGR	0.0	1.7	1.7	25.9	0.4	0.0	29.8
08 Substation Roof & Enclosure: Jerome-E 162 St	SGR	0.8	6.1	0.1	0.1	0.0	0.0	7.0
09 Substation Roof & Encl: Gates-Ridgewood [SBDP]	SGR	1.3	0.0	0.0	4.1	0.6	0.0	6.0
10 Install Low-Resistance Contact Rail - CNR Tube	SI	0.0	0.0	28.3	0.0	0.7	0.0	28.9
11 Three New Substations CNR DES	SI	4.9	0.1	0.4	0.0	0.0	0.0	5.4
15 Supplemental Negative Cables QBL	SI	0.0	0.0	35.7	14.6	0.5	0.0	50.8
18 Install Low-Resistance Contact Rail QBL	SI	0.0	0.2	2.2	38.8	0.3	0.0	41.4
19 New Substation: Canal St 8AV	SI	0.0	0.0	1.0	2.0	0.0	65.2	68.2
20 New Substation: 27 St 8AV DES	SI	0.0	0.0	1.0	1.8	1.8	0.0	4.7
21 New Substation: 14 St-Avenue B CNR	SI	0.0	0.0	62.0	9.5	10.4	0.0	81.9
22 New Substation: Maspeth Av-Humboldt St CNR	SI	0.0	0.0	44.7	0.3	6.5	0.0	51.5
23 New Substation: Harrison PI CNR	SI	0.0	0.0	51.5	0.4	7.0	0.0	58.8
24 Substation Roof & Enclosure: Stanton St [SBDP]	SGR	0.0	0.0	3.5	0.2	0.3	0.0	3.9
25 Substation Renewal: Washington Heights / 8AV DES	SGR	0.0	0.0	0.0	0.0	0.5	0.0	0.5
26 Village Substation Renewal DES	SGR	0.0	0.0	0.0	0.0	0.6	0.0	0.6
27 Avenue O Substation Renewal - CUL DES	SGR	0.0	0.0	0.0	0.0	1.3	0.0	1.3
28 Priority Repairs: 78 St Substation QBL DES	SGR	0.0	0.0	0.0	0.0	2.4	0.0	2.4
Element Total 02		\$7.3	\$11.6	\$238.8	\$166.2	\$95.6	\$65.2	\$584.6
04 POWER DISTRIBUTION								
01 Rehab CBH # 586 - 18 Av CUL	SGR	0.0	0.9	1.0	11.9	0.8	0.0	14.5
03 Rehab CBH # 210 - 239 St WPR	SGR	1.0	1.0	20.2	0.0	0.2	0.0	22.4
04 Rehab CBH # 86 - Wilson Av CNR	SGR	0.6	0.0	4.8	0.0	0.2	0.0	5.6
06 Rehab CBH # 85 & New Ducts: Bedfrd-N 6 St SS CNR	SGR	0.7	0.3	11.7	0.0	0.6	0.0	13.4
07 Rehab CBH # 5 - 53 St BWY	SGR	0.0	0.6	0.6	15.1	0.5	0.0	16.8
10 Rehab Various CBH Enclosures DES	SGR	0.0	0.0	0.0	0.9	1.0	0.0	1.9
11 Rehab Ducts: Stanton St. Substation	NR	0.6	0.6	0.0	0.0	0.0	0.0	1.2
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	2.1	2.1	0.3	0.0	4.4
14 Repl Control & Bat Cables: Substation CZs	SGR	0.0	1.4	0.0	26.8	0.6	0.0	28.8
15 Reconstruct CBH # 392 Flushing River Bridge FLS	SGR	0.0	0.0	0.3	0.8	14.0	0.0	15.1
17 Replace Negative Cables 4AV Ph 2	NR	0.0	15.7	0.2	0.0	0.2	0.0	16.1
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	2.0	0.0	0.0	2.0
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	1.4	0.0	0.0	1.4
25 New 84C Contact Rail on QBL East project DES	SGR	0.0	0.0	0.0	1.1	0.1	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
Element Total 04		\$2.9	\$20.5	\$42.1	\$65.1	\$21.1	\$0.0	\$151.7
Category Total 709		\$10.2	\$32.1	\$280.9	\$231.3	\$116.7	\$65.2	\$736.3

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Commitments
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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	1.6	0.0	31.2	0.0	33.9
02	207th St Maint & OH Shop Roof & Component Repl	SGR	1.1	0.0	1.3	48.9	8.6	0.0	60.0
03	DCE Shop Components Ph 2: 239 St, Concourse, ENY	SGR	0.0	1.4	1.5	38.3	3.9	0.0	45.1
04	DCE Shop Components Ph 3: Jerome	SGR	0.0	0.0	0.5	0.6	3.0	0.0	4.1
05	DCE Shop Components Ph 4: 207 St Admin	SGR	0.0	1.2	0.8	0.0	22.6	0.0	24.7
06	Rehab Livonia Maintenance Shop, Ph 1	SGR	0.0	2.3	0.0	1.4	0.0	0.0	3.8
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	5.0	0.0	5.0
09	Heavy Shop Equipment	NR	1.2	0.0	0.0	0.3	13.2	0.0	14.7
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	0.1	0.0	0.0	4.5	0.0	4.6
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	3.4	0.0	0.0	3.5
14	2019 Yard Track Replacement	SGR	0.0	0.0	0.0	0.0	1.7	0.0	1.7
15	2020 Yard Track Replacement DES	SGR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
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	0.1	3.4	0.0	0.0	0.0	3.5
19	2018 Yard Switch Replacement	SGR	0.0	0.0	0.1	3.5	0.0	0.0	3.6
20	2019 Yard Switch Replacement	SGR	0.0	0.0	0.0	0.1	2.6	0.0	2.7
21	2020 Yard Switch Replacement DES	SGR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
22	Yard Lighting: 207th St Yard	SGR	2.1	0.0	22.9	0.0	0.0	0.0	25.0
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	9.0	0.0	0.0	0.0	0.0	0.0	9.0
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	3.4	0.0	0.0	3.4
31	Rehab Livonia Maintenance Shop, Ph 1 [SBDP]	SGR	0.0	0.0	0.0	0.0	5.0	0.0	5.0
34	Purchase Oil-Water Separators at DCE Facilities	SGR	0.0	0.0	0.0	0.0	0.3	0.0	0.3
35	Purchase 10 Hot Water Pressure Washers at DCE Fac	SGR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
36	Purchase Closed Loop Filtration Systems at DCE Fac	SGR	0.0	0.0	0.0	0.0	0.7	0.0	0.7
37	Installation of 600 VDC Feed & Equip: 207 St Shop	SGR	0.0	0.0	0.0	0.0	1.7	0.0	1.7
38	Installation of Utilities & Equip: 207 St Shop	SGR	0.0	0.0	0.0	0.1	2.3	0.0	2.3
39	Windows Replacement: 207 St OH Shop	SGR	0.0	0.0	0.0	0.0	2.2	0.0	2.2
40	Rehab Livonia Maintenance Shop, Ph 1 HVAC [NYPA]	SGR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
41	New Railcar Receiving Improvements	SI	0.0	0.0	0.0	1.9	0.2	78.8	81.0
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	0.0	1.8
44	Yard Lighting: Fresh Pond DES	SGR	0.0	0.0	0.0	0.0	0.5	0.0	0.5
Element Total 04			\$19.7	\$11.5	\$41.0	\$115.8	\$113.8	\$78.8	\$380.6
Category Total 710			\$19.7	\$11.5	\$41.0	\$115.8	\$113.8	\$78.8	\$380.6

* 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
03 DEPOT REHAB AND RECONSTRUCTION								
01 Artic Modification: ENY Depot	SI	0.0	1.1	2.6	0.0	13.2	0.0	16.9
02 Roof: Gun Hill Depot	NR	0.4	0.5	11.3	0.1	0.0	0.0	12.2
03 Roof, HVAC: Queens Village Depot	NR	1.2	0.0	0.0	1.1	14.5	0.0	16.8
04 Chassis Wash: Grand Ave Depot [SBDP]	SI	0.0	0.2	0.0	0.0	1.3	0.0	1.5
05 Windows, HVAC: Casey Stengel Depot DES	NR	0.9	0.0	0.0	0.1	0.0	0.0	1.0
06 Generator: Yukon Depot	NR	0.0	0.0	0.0	1.0	9.0	0.0	10.0
07 Roof, Office, HVAC: Fresh Pond Depot	NR	0.0	0.0	1.3	0.2	23.5	0.0	25.0
08 Paving: Manhattanville Depot DES	NR	0.0	0.4	0.8	0.0	0.0	0.0	1.2
10 New Depot: Jamaica	NR	0.0	0.2	0.0	0.0	2.5	0.0	2.7
11 Office Upgrade: Zerega Consolid Maint Fac [SBDP]	NR	1.3	0.5	0.0	2.0	0.0	0.0	3.8
12 Chassis Wash: Gun Hill Depot [SBDP]	NR	0.0	0.0	0.0	1.0	0.0	0.0	1.0
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	16.4	0.1	0.0	16.5
15 HVAC: Zerega Consolidated Maintenance Facility	NR	0.0	0.0	0.0	0.0	8.5	0.0	8.5
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	10.4	0.0	10.4
22 Modular Office: ENY Depot [SBFP]	SI	0.0	0.0	0.0	0.0	4.6	0.0	4.6
23 Jamaica Depot: Demo Lots #68 & #72 [SBDP]	NR	0.0	0.0	0.0	0.1	1.0	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	4.8	0.0	4.8
27 Depot Components: East New York (NYPA)	NR	0.0	0.0	0.0	0.0	12.0	0.0	12.0
Element Total 03		\$3.8	\$2.8	\$16.0	\$29.4	\$111.5	\$0.0	\$163.5
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	2.5	0.2	0.5	0.0	3.2
03 Select Bus Service 2015-19	SI	0.0	6.1	11.2	2.5	4.2	0.0	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	0.2	0.3	2.9	0.1	0.0	0.0	3.6
08 Elevator Upgrades: JG,GH,MTV,CS,ENY	NR	1.2	0.0	1.5	20.0	0.2	0.0	22.9
10 North Shore BRT: Environmental and Design	SI	0.0	0.0	0.0	5.0	0.0	0.0	5.0
12 Portable Lift Replacement	NR	0.0	0.4	4.8	0.1	0.0	0.0	5.4
13 Bus Washer: Zerega Consolidated Maint Facil [SBDP]	NR	0.0	0.2	1.2	0.0	0.0	0.0	1.4
14 Chassis Wash: Casey Stengel Depot [SBDP]	NR	0.0	0.1	0.0	2.1	0.0	0.0	2.2
15 2 Bus Washers: Fresh Pond Depot [SBDP]	NR	0.0	3.1	0.0	0.0	0.0	0.0	3.1
16 2 Bus Washers: Jackie Gleason Depot [SBDP]	NR	0.0	0.0	0.0	0.0	2.7	0.0	2.7
18 Automated Fuel Management System Upgrade	NR	0.0	0.0	0.2	0.0	2.4	0.0	2.6
19 Queens Depot Property & Environmental Prep	SI	0.0	0.0	0.0	0.4	19.1	0.0	19.5
22 Storage Tanks: Jackie Gleason and Castleton Depots	NR	0.0	0.0	9.1	0.2	0.1	0.0	9.3
Element Total 04		\$5.6	\$11.4	\$37.5	\$30.7	\$29.1	\$0.0	\$114.3
Category Total 712		\$9.4	\$14.2	\$53.6	\$60.1	\$140.6	\$0.0	\$277.9

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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	NR	1.9	0.1	0.0	0.0	0.0	0.0	2.0
08 Purchase 12 3-Ton Crane Cars	NR	2.2	0.0	0.0	0.0	26.3	0.0	28.5
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	1.9	0.0	0.3	0.0	225.3	0.0	227.5
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	14.4	0.0	14.4
14 Purchase 53 Non-Revenue Vehicles (SAP)	SI	0.0	0.0	0.0	8.5	0.0	0.0	8.5
15 Convert 10 R77E Locomotives	SGR	0.0	0.0	0.0	0.0	23.3	0.0	23.3
16 Purchase 65 Flat Cars	NR	0.0	0.0	0.0	0.0	7.5	0.0	7.5
Element Total 02		\$6.0	\$6.6	\$33.3	\$8.5	\$296.8	\$0.0	\$351.2
Category Total 713		\$6.0	\$6.6	\$33.3	\$8.5	\$296.8	\$0.0	\$351.2

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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	1.8	0.0	6.4
02 Property Insurance Self-Insured Retention		0.0	0.0	0.0	0.0	5.0	0.0	5.0
03 2015 Capital Revolving Fund		5.0	0.0	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	163.8	0.0	163.8
Element Total 02		\$5.0	\$6.3	\$172.0	\$6.6	\$175.6	\$0.0	\$365.6
04 MANAGEMENT INFORMATION SYSTEMS								
01 Upgrade Copper Cable: Livingston Plaza	NR	3.5	0.0	0.0	0.0	0.1	0.0	3.6
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
03 HP SAN Hardware for Disaster Recovery: 2 Bwy	NR	0.0	0.0	0.0	0.0	1.4	0.0	1.4
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	6.9	0.0	22.1	12.0	0.0	41.0
Element Total 04		\$3.5	\$6.9	\$5.0	\$22.9	\$13.5	\$0.0	\$51.8
05 ENGINEERING SERVICES								
01 Scope Development		1.5	3.0	8.2	7.1	25.1	0.0	45.0
02 Design Reserve		0.0	0.0	0.0	0.0	171.7	0.0	171.7
03 Engineering Services		3.1	0.0	7.6	13.1	48.4	0.0	72.2
04 MTA Independent Engineering Consultant		0.0	9.7	0.0	0.0	4.8	0.0	14.5
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	1.4	0.0	2.6
08 Construction Support Services		0.0	5.6	0.0	6.5	0.0	0.0	12.1
09 Concrete Batch Plant Inspection		0.0	0.0	0.0	0.0	1.6	0.0	1.6
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
13 Concrete Cylinder Testing	NR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
15 Utica Avenue Subway Extension Study	SI	0.0	0.0	0.0	0.3	4.7	0.0	5.0
17 Small Business Mentoring Program	SGR	0.0	0.0	0.0	0.0	11.4	0.0	11.4
20 Staten Island West Shore Light Rail Alt Analysis		0.0	0.0	0.0	0.6	3.4	0.0	4.0
Element Total 05		\$13.6	\$28.7	\$28.8	\$47.5	\$288.8	\$0.0	\$407.4
06 ENVIRONMENTAL AND SAFETY								
01 Fire Alarm System Replacement - 3 Locs	NR	0.6	1.3	17.7	0.1	0.2	0.0	20.0
05 Consultant Services-USTs & Remediation	NR	0.0	0.0	0.0	6.2	0.3	0.0	6.5
06 Groundwater and Soil Remediation	NR	0.0	0.0	0.0	0.0	11.5	0.0	11.5
Element Total 06		\$0.6	\$1.3	\$17.7	\$6.4	\$12.0	\$0.0	\$38.0

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
07 EMPLOYEE FACILITIES								
01 Rehab: PD Office 14 St - Union Square	SGR	0.0	1.2	0.0	0.0	0.0	1.3	2.5
02 URT Phase 3 DES	SI	0.0	0.0	0.0	2.3	3.7	0.0	6.0
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	3.4	0.5	0.2	0.0	5.6	0.0	9.7
05 Emp Fac Component Repairs: 3 Locs (ICC)	SGR	0.0	0.6	0.0	0.0	0.0	0.0	0.6
06 Reconstr Elev & Escal Fac - E Bway 6AV	SGR	0.0	0.0	0.0	0.0	0.4	0.0	0.4
07 Emp Fac Line Repairs: 10 Locs 8AV (Downtown)	SGR	0.0	0.0	2.6	0.1	0.0	0.0	2.7
08 Emp Fac Reloc: Trk Qtrs 14 St-Union Sq	SGR	0.0	0.0	0.0	0.0	0.2	0.0	0.2
14 Livingston Plz Elec, Mechanical, Generator Phase A	NR	1.2	1.8	0.1	28.6	0.1	0.0	31.8
16 RCC and PCC Power Upgrade	NR	0.0	0.0	54.6	0.3	0.6	0.0	55.5
18 Consolidated Rev Fac: Security Syst Upgrade [SBDP]	NR	0.0	0.0	0.0	0.3	3.0	0.0	3.3
21 EDR Rprs: DO #20 - Briarwood-Van Wyck	SGR	0.0	0.9	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	9.9	0.0	10.1
25 Emp Fac Rehab: Rest Rooms & Fac Var Locs [SBDP]	SGR	0.0	0.0	0.0	0.0	5.0	0.0	5.0
26 IESS Wrap-Up Construction (Penn & TSQ)	SI	0.0	0.0	0.2	0.0	37.9	0.0	38.1
27 Roof Replacement: Tiffany Central Warehouse	SGR	0.0	0.0	0.1	0.7	0.1	15.9	16.9
28 EMD Facility: Hoyt-Schermerhorn FUL	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
29 RTO Facility Repair: 3 Avenue-138 Street PEL	SGR	0.0	0.0	0.0	0.0	1.0	4.0	5.0
30 Elev & Escalator Training Facility Expansion DES	SI	0.0	0.0	0.0	0.0	1.0	0.0	1.0
31 CCTV for PID 3 Locations BW7 [SBDP]	SI	0.0	0.0	0.0	0.3	4.5	0.0	4.9
32 IESS Wrap-Up Construction (Grand Ctrl & 63 St)	SI	0.0	0.0	0.0	0.0	27.3	0.0	27.3
33 Emp Fac Component Repairs at Various Stations	SGR	0.0	0.0	0.0	0.0	15.0	0.0	15.0
34 Livingston Plz Elec, Mechanical, Generator Phase B	SI	0.0	0.0	0.0	1.4	0.0	0.0	1.4
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	15.3	0.0	15.3
Element Total 07		\$4.6	\$5.0	\$57.9	\$43.7	\$132.5	\$21.2	\$265.0
Category Total 716		\$27.3	\$48.2	\$281.5	\$127.2	\$622.4	\$21.2	\$1,127.8
TOTAL PROGRAM		\$341.3	\$1,888.1	\$3,427.4	\$4,157.8	\$5,422.1	\$1,028.7	\$16,265.4

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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	257.5	0.0	0.0	257.5
02 SIR Station Component Program	SGR	0.0	0.0	0.5	1.0	17.1	0.0	18.6
03 SIR Mainline Track Replacement	SGR	0.0	0.0	0.0	43.3	5.5	0.0	48.9
04 UHF T-Band Radio System Replacement, SIR	NR	0.1	3.5	0.1	0.0	21.1	0.0	24.9
05 New Power Substation: Tottenville	SI	2.2	0.2	24.7	0.0	0.3	0.0	27.4
06 New Power Substation: New Dorp	SI	2.3	0.2	21.1	0.3	0.2	0.0	24.0
07 New Power Substation: Clifton	SI	2.4	0.1	28.1	0.2	0.3	0.0	31.0
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	0.3	0.0	8.4
11 Relocate HQ to Clifton Shop	SI	0.0	8.8	0.1	0.0	0.3	0.0	9.1
12 Enhanced Stn Init: Richmond Valley SIR [SBDP]	NR	0.0	0.0	0.0	8.0	0.1	0.0	8.2
13 SIR Clifton Yard Track and Switch Replacement	SGR	0.0	0.0	0.0	16.2	1.3	0.0	17.5
Element Total 01		\$6.9	\$14.1	\$75.2	\$333.8	\$46.5	\$0.0	\$476.6
Category Total 707		\$6.9	\$14.1	\$75.2	\$333.8	\$46.5	\$0.0	\$476.6
TOTAL PROGRAM		\$6.9	\$14.1	\$75.2	\$333.8	\$46.5	\$0.0	\$476.6

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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	\$341.3	\$1,888.1	\$3,427.4	\$4,157.8	\$5,422.1	\$1,028.7	\$16,265.4
TOTAL Staten Island Railway	\$6.9	\$14.1	\$75.2	\$333.8	\$46.5	\$0.0	\$476.6
TOTAL NEW YORK CITY TRANSIT AGENCY PROGRAM	\$348.2	\$1,902.2	\$3,502.6	\$4,491.6	\$5,468.7	\$1,028.7	\$16,742.0

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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	295.6	0.0	316.2	0.0	611.8
Element Total 01		\$0.0	\$0.0	\$295.6	\$0.0	\$316.2	\$0.0	\$611.8
Category Total 701		\$0.0	\$0.0	\$295.6	\$0.0	\$316.2	\$0.0	\$611.8

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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									
U8	ESA - Biltmore Room GCT	SI	0.0	0.0	0.0	0.0	3.0	0.0	3.0
U9	Jamaica Station - Planning & Engineering	SI	0.0	0.0	1.9	1.6	6.5	0.0	10.0
UA	Station Component Replacement	NR	0.0	0.0	0.4	0.4	18.4	0.0	19.2
UG	Mets-Willets Point Station DES	SI	0.0	0.0	0.0	5.0	5.0	0.0	10.0
UJ	Enhanced Stns Initiative: Shared Des & 2 Stns	NR	0.0	5.8	13.5	1.8	0.5	0.0	21.6
UM	Murray Hill Station - New Elevators	SI	0.0	1.3	9.7	0.2	0.4	0.0	11.5
UN	Nostrand Ave. Station Rehabilitation	NR	0.0	0.3	27.7	0.0	0.1	0.0	28.1
UO	East Yaphank Station	SI	0.0	0.0	0.0	5.6	14.4	0.0	20.0
UP	Port Washington Station Improvements DES	NR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
UQ	Babylon Station Platform Replacement DES	NR	0.0	0.0	0.0	0.5	3.5	0.0	4.0
UU	Mentor Allowance - Stations	NR	0.0	0.0	0.0	0.0	4.5	0.0	4.5
UV	New Fare Payment System	SI	0.0	0.0	7.6	0.0	1.3	0.0	8.9
UW	GCT/ESA Unified Trash Facility	SI	8.7	1.9	0.0	0.0	0.5	0.0	11.1
V3	Laurelton & Locust Manor Stn Imprvmnts [SBDP]	NR	0.0	0.0	2.2	1.8	0.1	0.0	4.1
V5	Enhanced Station Initiative: 8 Stations	NR	0.0	0.0	0.0	94.0	0.0	0.0	94.0
V6	Enhanced Station Initiative: Stewart Manor [SBDP]	NR	0.0	0.0	1.2	0.8	3.3	0.0	5.3
V7	Enhanced Station Initiative: Port Jefferson	NR	0.0	0.0	3.6	0.4	0.0	0.0	3.9
V8	Enhanced Station Initiative: Port Jefferson [SBDP]	NR	0.0	0.0	0.7	1.9	1.0	0.0	3.6
V9	Enhanced Station Initiative: 6 Stations	NR	0.0	0.0	0.0	22.6	2.9	0.0	25.5
VT	St. Albans Station Renewal [SBDP]	NR	0.0	0.0	0.0	2.1	1.0	0.0	3.1
VU	Station Signage Replacement 9 Locations [SBDP]	NR	0.0	0.0	0.0	2.9	0.4	0.0	3.4
VV	Lynbrook Station Improvements [SBDP]	NR	0.0	0.0	0.0	2.2	6.9	0.0	9.1
VW	Amityville Platform Canopy Roof [SBDP]	NR	0.0	0.0	0.0	0.5	1.0	0.0	1.5
VX	Hempstead Fencing & Lighting Upgrade [SBDP]	NR	0.0	0.0	0.0	0.0	1.3	0.0	1.3
VY	Atlantic Terminal Leak Remed & Comp Renewal DES	NR	0.0	0.0	0.0	0.0	1.8	0.0	1.8
VZ	Elmont Station	SI	0.0	0.0	0.0	0.0	105.5	0.0	105.5
Element Total 04			\$8.7	\$9.3	\$68.5	\$144.3	\$184.3	\$0.0	\$415.2
05 PARKING									
V1	Parking Rehabilitation	NR	0.0	0.0	1.0	0.7	0.3	0.0	2.0
VH	Ronkonkoma Parking Garage Rehab [SBDP]	NR	0.0	0.0	0.0	0.0	3.0	0.0	3.0
Element Total 05			\$0.0	\$0.0	\$1.0	\$0.7	\$3.3	\$0.0	\$5.0
06 PENN STATION									
EF	PSNY-33rd Corridor (Phase 1B Construction)	SI	0.0	0.0	0.0	0.0	44.0	0.0	44.0
EG	PSNY-33rd Corridor (Phase 2 Construction)	SI	0.0	0.0	0.0	0.0	380.0	0.0	380.0
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	11.5	158.5	0.0	170.0
VP	Penn Sta Elevator/Escalator Renewal	NR	0.0	0.0	10.9	1.0	0.5	0.0	12.4
VQ	Penn Station Customer Facilities	NR	0.0	2.0	0.5	0.0	15.5	0.0	18.0
VR	Penn Station Complex Improvements	SI	0.0	11.1	0.0	0.3	0.2	0.0	11.6
VS	Moynihan Train Hall	SI	0.0	0.0	98.4	3.5	12.5	0.0	114.5
Element Total 06			\$0.0	\$13.1	\$120.5	\$16.4	\$611.3	\$0.0	\$761.2
Category Total 702			\$8.7	\$22.4	\$190.0	\$161.4	\$799.0	\$0.0	\$1,181.4

* 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	1.5	0.0	1.5
WA 2015 Annual Track Program	NR	64.4	0.4	0.0	0.0	0.2	0.0	65.0
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	74.9	0.0	0.1	0.0	75.0
WD 2018 Annual Track Program	NR	0.0	0.0	0.0	63.5	0.5	0.0	64.0
WE 2019 Annual Track Program	NR	0.0	0.0	0.0	0.0	74.1	0.0	74.1
WF Right of Way Fencing	SI	0.0	0.0	2.9	0.7	0.5	0.0	4.1
WG Construction Equipment - Phase I	NR	0.0	0.0	0.0	1.0	9.1	0.0	10.1
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	1.5	0.0	2.9
Element Total 01		\$64.4	\$76.9	\$79.1	\$65.3	\$87.7	\$0.0	\$373.4
04 OTHER TRACK IMPROVEMENTS								
WU Jamaica Capacity Improvements Ph 2 DES	SI	0.0	0.0	23.4	8.9	10.2	0.0	42.5
WV Amtrak Territory Investments	SI	0.0	32.5	0.0	18.9	16.2	0.0	67.5
WX Double Track Ph 2	SI	0.0	203.0	104.6	13.8	12.4	0.0	333.8
Element Total 04		\$0.0	\$235.4	\$128.1	\$41.5	\$38.7	\$0.0	\$443.8
Category Total 703		\$64.4	\$312.3	\$207.1	\$106.8	\$126.5	\$0.0	\$817.2

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Long Island Rail Road

LINE STRUCTURES

L - 704

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)						Total All Years
		2015	2016	2017	2018	2019	Post 2019	
01 BRIDGES								
BM Wreck Lead Rehabilitation	SGR	0.0	0.0	0.8	0.0	2.0	0.0	2.8
BQ Bridge Program - Buckram Road	SGR	0.0	5.3	10.5	0.0	0.0	0.0	15.8
BR Main Line Bridge - Post Ave.	SGR	0.0	14.1	1.2	0.0	0.1	0.0	15.5
BS Bridge Waterproofing	SGR	0.0	0.7	4.6	0.0	2.8	0.0	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	2.7	4.7	0.0	8.7
BV North Main Street & Accabonac Road	SGR	0.0	5.1	5.4	1.6	8.9	0.0	21.1
BW Flushing Main Street Bridge	SGR	0.0	0.7	2.8	0.2	0.0	0.0	3.7
BX Springfield Blvd & Union Tpke	SGR	0.0	0.0	2.1	4.2	1.0	0.0	7.4
BZ Webster Ave Bridge DES	SGR	0.0	0.0	1.1	0.0	0.8	0.0	1.9
C3 Lynbrook & Rockville Centre Renewals	SGR	0.0	0.0	4.0	0.0	2.0	0.0	6.0
C4 Cherry Valley Road Bridge DES	SGR	0.0	0.0	1.9	0.0	1.1	0.0	3.0
C5 Atlantic Ave Hatchways	SGR	0.0	0.0	0.2	0.4	0.5	0.0	1.1
C6 Bridge Painting	SGR	0.0	0.0	3.7	0.0	0.9	0.0	4.7
C7 Atlantic Ave Hatchways [SBDP]	SGR	0.0	0.0	0.0	0.0	4.6	0.0	4.6
C8 ROW Improvements: Franklin Ave & Murray Hill	SGR	0.0	0.0	0.4	0.6	0.0	0.0	0.9
C9 ROW Imprvmnts Franklin Ave & Murray Hill [SBDP]	SGR	0.0	0.0	0.0	0.0	6.8	0.0	6.8
D4 Lynbrook & Rockville Centre Renewals [SBDP]	SGR	0.0	0.0	0.0	0.0	6.0	0.0	6.0
D6 Buckram Road Bridge Landscaping [SBDP]	SGR	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Element Total 01		\$0.0	\$26.3	\$45.5	\$9.7	\$42.7	\$0.0	\$124.1
Category Total 704		\$0.0	\$26.3	\$45.5	\$9.7	\$42.7	\$0.0	\$124.1

* Represents values less than \$50,000

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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 Initiatives/FCC Mandate	SI	0.0	0.0	0.0	0.3	0.0	0.0	0.3
SJ LIRR Public Address System	NR	0.0	0.0	5.0	0.0	0.0	0.0	5.0
SN Penn Station Radio Retrofit/ERT Antenna	NR	0.0	0.0	6.5	0.0	0.0	0.0	6.5
SR Station Platform CCTV Cameras	SI	0.0	0.0	1.0	0.0	0.2	0.0	1.2
Element Total 01		\$0.0	\$40.2	\$12.5	\$0.3	\$0.2	\$0.0	\$53.2
02 SIGNAL IMPROVEMENTS								
LH Babylon Interlocking Renewal	NR	0.0	1.6	2.8	0.8	27.4	0.0	32.6
LJ Signal Normal Replacement Program	NR	0.0	28.1	0.0	0.0	1.9	0.0	30.0
LK Positive Train Control (PTC)	SI	42.1	0.0	116.8	9.4	15.2	0.0	183.4
LM Hunt to Post DES	NR	0.0	0.0	0.0	0.0	5.0	0.0	5.0
LN Babylon to Patchogue	NR	0.0	0.0	1.7	8.1	36.2	0.0	46.0
LP Lightning Protection	SI	0.0	0.0	2.4	0.0	2.6	0.0	5.0
LQ Centralized Train Control	SI	0.0	0.0	0.0	7.8	2.2	0.0	10.0
Element Total 02		\$42.1	\$29.8	\$123.7	\$26.0	\$90.5	\$0.0	\$312.0
Category Total 705		\$42.1	\$69.9	\$136.2	\$26.3	\$90.7	\$0.0	\$365.2

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Long Island Rail Road

SHOPS AND YARDS

L - 706

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)						Total All Years
		2015	2016	2017	2018	2019	Post 2019	
01 SHOPS AND YARDS								
YG Diesel Locomotive Shop Improvements	NR	0.0	0.0	94.4	7.3	0.5	0.0	102.3
YH Rolling Stock Support Equipment	NR	15.0	0.0	0.0	0.0	1.0	0.0	16.0
YR Mid Suffolk Yard Improvements	SI	0.0	0.0	52.2	0.9	0.9	1.6	55.6
YS New Huntington/Port Jeff Branch Electric Yard	SI	0.0	0.0	0.2	0.4	3.4	0.0	4.0
Element Total 01		\$15.0	\$0.0	\$146.8	\$8.6	\$5.8	\$1.6	\$177.9
04 EMPLOYEE FACILITIES								
62 Huntington Station HVAC Replacement - L [SBDP]	NR	0.0	0.0	0.0	1.3	0.0	0.0	1.3
63 Employee Facility Consolidation	SI	0.0	0.0	0.0	0.0	20.0	0.0	20.0
YJ Mentor Allowance - Shops & Yards	NR	0.0	0.0	0.0	0.0	12.6	0.9	13.5
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	0.2	0.9	0.0	0.0	1.1
YQ Sewer & Facility Imprvmnts - C (3 Locs) [SBDP]	NR	0.0	0.0	0.0	2.0	0.0	0.0	2.0
YV Hillside & Other Employee Facility Imprvmnts	NR	0.0	0.0	0.5	1.3	0.0	1.6	3.4
YW Rehabilitation of Employee Facilities	NR	0.0	0.0	0.2	0.0	1.4	0.0	1.6
YX Fire Protection Improvements	NR	0.0	0.0	0.0	0.5	4.5	0.0	5.0
YZ Morris Park Communication Building- I [SBDP]	NR	0.0	0.0	0.0	1.3	0.0	0.0	1.3
Element Total 04		\$0.0	\$0.0	\$1.5	\$7.2	\$38.6	\$2.5	\$49.7
Category Total 706		\$15.0	\$0.0	\$148.3	\$15.8	\$44.4	\$4.1	\$227.5

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Long Island Rail Road

POWER
L - 707

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
01 POWER								
XA Substation Replacement Package 1	NR	0.0	3.8	0.6	15.1	3.4	0.0	22.9
XB Substation Components	NR	0.0	6.7	0.0	12.4	17.8	0.0	36.8
XC 3rd Rail - 2000 Million Cubic Meter Cable	NR	0.0	1.0	0.0	0.0	1.4	0.0	2.4
XD 3rd Rail - Disconnect Switches	NR	0.0	0.6	0.0	0.0	1.0	0.0	1.6
XE 3rd Rail - Protection Board	NR	0.0	3.0	0.0	0.0	3.3	0.0	6.4
XF 3rd Rail -Composite Rail	NR	0.0	3.7	0.0	0.0	7.9	0.0	11.6
XG 3rd Rail - Feeder Cable Upgrade	NR	0.0	1.0	0.0	0.0	2.2	0.0	3.2
XH Negative Reactor Upgrade	NR	0.0	1.1	0.0	0.0	2.1	0.0	3.2
XJ Substation Battery Replacement	NR	0.0	0.8	0.0	0.0	0.0	0.0	0.8
XK Signal PowerMotor Generator Repl.	NR	0.0	3.2	0.0	1.2	2.0	0.0	6.4
XL DC Relay Controls Replacement	NR	0.0	1.6	0.0	0.0	0.0	0.0	1.6
XM Signal Power Line Replacement	NR	0.0	3.2	0.0	0.0	0.0	0.0	3.2
XN Power Pole Replacement	NR	0.0	3.2	0.0	0.0	0.0	0.0	3.2
XP Atlantic Avenue Tunnel Lighting	NR	0.0	0.4	4.2	0.0	0.5	0.0	5.0
XQ 4,160 Volt Feeders	NR	0.0	1.6	0.0	0.0	0.0	0.0	1.6
XR New Substations DES	SI	0.0	2.2	0.0	0.0	1.8	0.0	4.0
XU Substation Replacement Package 2: Constr.	NR	0.0	0.0	0.0	0.0	24.2	0.0	24.2
XX Hall & Babylon Signal Pwr Motor Generator Repl	NR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
Element Total 01		\$0.0	\$36.9	\$4.8	\$28.7	\$69.7	\$0.0	\$140.1
Category Total 707		\$0.0	\$36.9	\$4.8	\$28.7	\$69.7	\$0.0	\$140.1

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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	2.0	0.0	2.0
NJ Program Development		0.0	0.0	1.0	0.7	12.5	0.0	14.2
NK Insurance		0.0	0.1	0.2	0.2	5.2	0.0	5.7
NL Independent Engineer		0.0	6.0	0.0	0.0	2.0	0.0	7.9
NN OCIP		0.0	0.0	9.3	5.9	0.0	0.0	15.2
NP Program Contingency		0.0	0.0	0.0	0.0	0.0	0.0	0.0*
NQ Program Administration		20.2	21.2	21.7	22.1	25.0	0.0	110.2
NR EAM Reserve		0.0	1.3	2.7	2.6	1.4	0.0	8.0
NS PCB Clean-Up - Penn Station Tracks	NR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
Element Total 04		\$20.2	\$28.5	\$34.9	\$31.5	\$49.0	\$0.0	\$164.1
Category Total 709		\$20.2	\$28.5	\$34.9	\$31.5	\$49.0	\$0.0	\$164.1
TOTAL PROGRAM		\$150.3	\$496.4	\$1,062.3	\$380.1	\$1,538.2	\$4.1	\$3,631.5

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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	254.6	0.0	256.5
02 M-8 Fleet Purchase	SI	0.0	0.0	85.4	26.3	4.5	0.0	116.2
03 EMU Spec Development	NR	0.0	0.0	0.0	0.0	6.8	0.0	6.8
Element Total 01		\$0.0	\$1.0	\$86.3	\$26.3	\$265.8	\$0.0	\$379.4
Category Total 701		\$0.0	\$1.0	\$86.3	\$26.3	\$265.8	\$0.0	\$379.4

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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 GCT								
01 GCT Trainshed/Tunnel Struct (incl Roof Exp. Jts)	SGR	0.0	4.1	13.8	1.5	48.2	0.0	67.6
02 Park Ave Tunnel Fire & Life Safety Imprvmnts	NR	0.0	0.0	0.0	0.0	4.0	0.0	4.0
03 GCT Platform Rehabilitation	SGR	0.0	0.0	0.0	0.0	1.9	0.0	1.9
04 GCT Fire Protection	NR	13.4	0.0	0.0	0.0	0.0	0.0	13.4
05 GCT Utilities	NR	0.0	0.0	0.0	0.4	4.7	0.0	5.0
06 GCT Elevator Improvements - Final Phase	NR	0.0	0.0	0.0	1.3	8.0	0.0	9.3
07 GCT PA Head End and VIS Systems	NR	0.0	0.0	57.4	1.2	1.0	0.0	59.5
08 Mentoring - GCT	NR	0.0	0.0	0.0	0.0	6.0	0.0	6.0
09 Replace PAT Emergency Exit Hatches & Stairs	SGR	0.0	0.0	0.0	0.0	1.2	0.0	1.2
10 270 Park Avenue GCT Trainshed	SGR	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Element Total 01		\$13.4	\$4.1	\$71.2	\$4.4	\$84.9	\$0.0	\$177.9
02 OUTLYING STATIONS								
01 Harlem - 125th Street Improvements	NR	0.8	0.2	0.3	0.0	0.0	0.0	1.4
03 Upper Hudson Station Improvements	NR	0.0	1.1	0.0	0.0	2.0	0.0	3.1
04 Harlem Line Station Improvements	NR	0.0	4.3	0.0	0.0	15.7	0.0	20.0
05 West of Hudson Station Improvements	NR	0.0	0.0	0.0	0.5	0.1	0.0	0.6
06 Station Building Rehabilitation	NR	0.0	0.0	0.2	0.1	0.8	0.0	1.1
07 Customer Communication-Stations	SI	0.0	0.0	71.7	9.1	0.0	0.0	80.8
08 New Fare Payment	SI	0.0	0.0	5.0	0.0	1.3	0.0	6.3
09 Mentoring Program - Stations	NR	0.0	1.0	1.2	2.4	11.4	0.0	16.0
10 Enhanced Station Initiative, 5 Stations	NR	0.0	4.2	6.0	0.8	1.8	0.0	12.8
11 Customer Communication-Systems	NR	0.0	0.0	11.7	0.0	1.6	0.0	13.4
13 Enhanced Station Initiative	NR	0.0	0.0	89.4	23.7	9.7	0.0	122.8
14 East of Hudson Station Priority Repairs	NR	0.0	0.0	0.0	2.0	4.1	0.0	6.1
15 Beacon & Southeast Improvements	NR	0.0	0.0	0.0	1.2	3.7	15.4	20.3
16 Port Jervis Station Improvements	NR	0.0	0.0	0.0	1.0	3.3	0.0	4.3
17 Purdy's Elevator Improvements	SGR	0.0	0.0	0.0	0.7	6.3	0.0	7.0
Element Total 02		\$0.8	\$10.9	\$185.5	\$41.6	\$61.7	\$15.4	\$315.9
03 PARKING								
01 Strategic Facilities	SI	0.0	0.0	0.0	3.4	10.7	0.0	14.1
02 Mentoring Program - Strategic Facilities	NR	0.0	0.0	0.0	1.0	2.0	0.0	3.0
Element Total 03		\$0.0	\$0.0	\$0.0	\$4.4	\$12.7	\$0.0	\$17.1
Category Total 702		\$14.2	\$15.0	\$256.7	\$50.3	\$159.3	\$15.4	\$510.9

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Metro-North Railroad

TRACK & 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	0.1	0.0	22.8
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	10.4	0.2	0.0	8.0	0.0	18.6
04	Turnouts - Mainline/High Speed	NR	0.0	12.3	5.0	12.1	15.2	0.0	44.6
05	GCT Turnouts/Switch Renewal	NR	3.0	4.4	4.5	4.7	8.3	0.0	24.9
06	Turnouts - Yards/Sidings	NR	0.0	0.0	0.0	2.3	2.8	0.0	5.2
07	Rebuild Retaining Walls	NR	0.0	0.0	1.6	0.0	5.9	0.0	7.5
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	8.0	0.0	19.0
10	2017 Cyclical Track Program	NR	0.0	0.0	0.0	2.2	0.0	0.0	2.2
11	2018 Cyclical Track Program	NR	0.0	0.0	0.0	20.9	0.0	0.0	20.9
12	2019 Cyclical Track Program	NR	0.0	0.0	0.0	0.0	26.7	0.0	26.7
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	\$52.6	\$19.8	\$46.8	\$75.0	\$5.0	\$202.2
02 STRUCTURES									
01	Overhead Bridge Program - E of H	SGR	0.0	4.3	12.6	0.2	48.9	0.0	66.0
02	Bridge Preservation Program	SGR	0.0	0.0	0.0	0.0	0.6	0.0	0.6
03	Undergrade Bridge Rehabilitation	SGR	0.0	0.0	0.3	5.1	66.5	0.0	71.9
06	Railtop Culverts	SGR	0.0	1.6	0.0	0.0	0.4	0.0	2.0
07	Bridge Walkways	NR	0.0	0.6	0.0	0.0	1.4	0.0	2.0
08	Replace Timbers - Undergrade Bridges	SGR	0.0	1.9	1.4	0.0	2.5	0.0	5.7
09	Harlem River Lift Bridge	NR	0.0	0.0	0.2	1.5	8.2	0.0	9.9
10	Hudson Line Tunnels Inspection	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
11	ROW Fencing	SGR	0.0	0.1	0.4	0.0	0.5	0.0	1.0
12	Catenary Painting	SGR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
13	DC Substation/SignalHse Roof Replacement	NR	0.0	0.0	0.0	0.0	4.5	0.0	4.5
15	Mentoring Program - Structures	NR	0.0	0.0	0.0	0.0	6.0	0.0	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	\$8.4	\$14.9	\$6.8	\$147.6	\$0.0	\$177.6
03 W OF HUD INFRASTR									
01	Rock Slope Remediation	NR	0.0	6.8	4.1	0.8	1.2	0.0	12.8
02	West of Hudson Track Improvements	SGR	2.2	1.0	6.8	0.1	5.4	0.0	15.5
03	Undergrade Bridge Rehabilitation	SGR	0.0	0.0	3.3	2.6	9.0	0.0	15.0
04	Moodna/Woodbury Viaduct (incl timbers/walkways)	SGR	0.0	0.0	0.0	3.7	10.3	0.0	14.0
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	\$8.5	\$14.9	\$7.9	\$26.6	\$0.0	\$60.7
Category Total 703			\$5.9	\$69.4	\$49.5	\$61.5	\$249.2	\$5.0	\$440.6

* 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 COMM & SIGNALS								
01 Network Infrastructure Replacement	NR	0.0	0.0	26.7	7.7	9.1	0.0	43.5
02 Harmon to Poughkeepsie SignalSystem	NR	0.0	0.0	57.3	0.0	43.6	0.0	100.9
03 Positive Train Control	SI	0.0	17.1	35.6	4.7	64.3	0.0	121.7
04 Repl Signal OfficeEqpmt/SCADA Office	NR	0.0	0.0	0.0	0.0	3.5	0.0	3.5
05 PBX Replacement	NR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
06 Upgrade Grade Crossings	NR	0.0	0.0	0.0	1.2	0.3	0.0	1.5
07 Replace High Cycle Relays	NR	0.0	0.3	0.2	0.0	0.3	0.0	0.8
09 Fire Suppression Systems	NR	0.0	0.0	0.1	0.0	0.7	0.0	0.8
11 West of Hudson Signal Improvements	NR	0.0	0.0	21.1	0.0	0.0	0.0	21.1
12 Harlem Wayside Comm & Signal Improvements	NR	0.0	0.0	40.4	0.0	0.0	11.9	52.2
Element Total 01		\$0.0	\$17.5	\$181.3	\$13.6	\$123.8	\$11.9	\$348.0
Category Total 704		\$0.0	\$17.5	\$181.3	\$13.6	\$123.8	\$11.9	\$348.0

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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	0.5	20.4	0.0	24.2
02 Transformer Rehabilitation	NR	0.0	0.0	0.0	0.1	2.9	0.0	3.0
03 Replace AC Circuit Breaker/Switchgear	NR	0.0	0.0	0.0	0.0	3.9	0.0	3.9
04 Harlem & Hudson Power Rehabilitation	NR	0.0	0.0	0.4	0.0	14.6	0.0	15.0
05 Harlem and Hudson Power Improvements	NR	0.0	1.4	0.0	18.3	5.1	0.0	24.8
06 Traction Power Substation Improvements	NR	0.0	0.0	0.0	0.0	10.5	0.0	10.5
08 Replace 3rd Rail Sectionalizing Switches	NR	0.0	0.0	0.0	0.1	0.3	0.0	0.4
09 Replace Substations 128 and 178	NR	0.0	0.0	0.0	0.4	3.0	0.0	3.4
10 Park Avenue Tunnel Power Initiatives	NR	0.0	0.0	0.0	0.0	4.0	0.0	4.0
13 H&H Power (86th St / 110th St)	NR	0.0	0.0	6.0	3.0	0.9	0.0	10.0
Element Total 01		\$0.0	\$1.4	\$9.7	\$22.5	\$65.5	\$0.0	\$99.1
Category Total 705		\$0.0	\$1.4	\$9.7	\$22.5	\$65.5	\$0.0	\$99.1

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
01 SHOPS & YARDS								
01 Harmon Shop Replacement - Phase V	SGR	0.0	0.0	1.8	428.2	1.7	0.0	431.6
02 Harmon Wheel True Improvements	NR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
03 Brewster YD Improvements - Design	SI	0.0	0.0	0.0	0.0	7.5	0.0	7.5
04 West of Hudson Capacity Improvements	SI	0.0	0.0	4.5	7.1	12.7	0.0	24.2
05 Mentoring Program - Shops and Yards	SGR	0.0	0.0	2.5	1.5	4.0	0.0	8.0
Element Total 01		\$0.0	\$0.0	\$8.7	\$436.7	\$27.9	\$0.0	\$473.3
Category Total 706		\$0.0	\$0.0	\$8.7	\$436.7	\$27.9	\$0.0	\$473.3

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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	1.9	0.0	1.9
02 Environmental Remediation	NR	0.0	0.3	0.0	0.0	1.3	0.0	1.6
03 Railroad Protective Liability		0.0	0.1	0.1	0.1	2.8	0.0	3.2
04 Independent Engineer		0.0	3.3	0.0	0.0	4.7	0.0	8.0
06 Program Administration		8.1	7.6	8.7	9.6	11.8	0.0	45.8
07 Program Scope Development		2.2	1.8	4.2	3.6	5.6	0.0	17.5
08 OCIP - Insurance		2.0	0.0	17.8	8.7	5.7	0.0	34.2
09 GCT/ESA Investments	SI	11.3	0.0	5.9	2.7	6.2	11.2	37.2
10 Systemwide Security Initiatives	SI	0.0	0.0	0.0	1.3	16.1	0.0	17.4
11 EAM Reserve		0.0	2.1	0.0	7.1	3.9	0.0	13.1
12 Harlem River Lift Bridge Security	SI	0.0	0.0	5.0	0.0	3.4	0.0	8.4
13 Customer Communication-CM	NR	0.0	0.0	3.1	10.6	2.2	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
Element Total 01		\$23.7	\$15.2	\$44.7	\$43.8	\$74.5	\$11.2	\$213.1
Category Total 708		\$23.7	\$15.2	\$44.7	\$43.8	\$74.5	\$11.2	\$213.1
TOTAL PROGRAM		\$43.8	\$119.5	\$636.9	\$654.8	\$966.0	\$43.4	\$2,464.5

* 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	\$150.3	\$496.4	\$1,062.3	\$380.1	\$1,538.2	\$4.1	\$3,631.5
TOTAL Metro-North Railroad	\$43.8	\$119.5	\$636.9	\$654.8	\$966.0	\$43.4	\$2,464.5
TOTAL COMMUTER RAILROAD AGENCY PROGRAM	\$194.1	\$615.9	\$1,699.3	\$1,034.9	\$2,504.2	\$47.5	\$6,095.9

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
02 BUS COMPANY PROJECTS								
01 Purchase 53 Articulated Buses	NR	0.0	0.0	0.0	48.3	1.9	0.0	50.2
02 Purchase 257 Express Buses	NR	0.0	0.0	0.0	0.0	192.5	0.0	192.5
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	0.0	1.8
07 Storerooms and Depot Reconfiguration: LaGuardia	SGR	0.0	0.0	0.0	0.0	5.4	0.0	5.4
08 Roof Replc [SBFP] and CNG Equip: Spring Creek	NR	0.0	0.0	2.3	0.0	0.0	0.0	2.3
09 Rehab and Facility Upgrade: College Point	SGR	0.0	0.0	0.0	0.0	9.5	0.0	9.5
10 Paint Booths: Eastchester, College Point	NR	0.0	0.0	0.0	0.0	4.9	0.0	4.9
11 Bus Radio System - MTA Bus Share	NR	0.0	34.5	0.0	0.0	0.0	0.0	34.5
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	0.0	2.5
14 MTA Bus Rubber Tire Service Vehicles 2015-19	NR	0.0	0.0	0.0	0.0	3.6	0.0	3.6
15 Project Administration		0.0	0.0	0.0	0.0	10.5	0.0	10.5
16 Design/Engineering Management Services		0.0	0.0	0.0	0.0	3.4	0.0	3.4
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	0.0	3.0
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	0.0	2.8
21 BP Windows Replacement [SBFP]	NR	0.0	0.0	2.0	0.0	0.0	0.0	2.0
22 2015-2019 Accrued Savings		0.0	0.0	0.0	0.0	8.2	0.0	8.2
23 CNG Fuel Upgrade: Spring Creek	NR	0.0	0.0	0.0	0.0	5.9	0.0	5.9
24 Repair of East New York Tower (MTAB)	NR	0.0	0.0	0.0	0.8	0.0	0.0	0.8
Element Total 02		\$0.0	\$34.5	\$8.9	\$51.9	\$263.9	\$16.8	\$376.0
Category Total 703		\$0.0	\$34.5	\$8.9	\$51.9	\$263.9	\$16.8	\$376.0
TOTAL PROGRAM		\$0.0	\$34.5	\$8.9	\$51.9	\$263.9	\$16.8	\$376.0

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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	6.4	43.1	0.0	0.0	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	\$6.4	\$43.1	\$0.0	\$0.0	\$59.3
Category Total 700		\$0.0	\$9.9	\$6.4	\$43.1	\$0.0	\$0.0	\$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	10.9	3.8	13.8	0.0	28.5
02 Poughkeepsie Facility	NR	0.0	0.0	0.0	2.0	0.0	0.0	2.0
03 Other Facilities	NR	0.0	0.0	0.0	0.3	2.1	0.0	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	4.9	0.0	5.0
Element Total 01		\$0.0	\$0.5	\$10.9	\$6.3	\$20.8	\$0.0	\$38.5
Category Total 710		\$0.0	\$0.5	\$10.9	\$6.3	\$20.8	\$0.0	\$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 PLANNING INITIATIVES								
01 Core Planning Support	SI	0.0	0.0	0.0	0.0	10.0	0.0	10.0
02 Corridor Planning Support	SI	0.0	0.0	0.0	0.0	10.0	0.0	10.0
03 Capital Program Support	SI	0.0	0.0	0.0	0.0	100.0	0.0	100.0
05 Demolition Madison Ave HQ Campus	SI	0.0	0.0	0.0	0.0	25.0	0.0	25.0
Element Total 01		\$0.0	\$0.0	\$0.0	\$0.0	\$145.0	\$0.0	\$145.0
Category Total 711		\$0.0	\$0.0	\$0.0	\$0.0	\$145.0	\$0.0	\$145.0
TOTAL PROGRAM		\$0.0	\$10.4	\$17.2	\$49.3	\$165.8	\$0.0	\$242.8

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MTA Interagency Summary

AGENCY	Commitments (\$ in millions)						Total All Years
	2015	2016	2017	2018	2019	Post 2019	
TOTAL MTA MENTORING PROGRAM ADMIN	\$0.0	\$9.9	\$6.4	\$43.1	\$0.0	\$0.0	\$59.3
TOTAL MTA POLICE DEPARTMENT	\$0.0	\$0.5	\$10.9	\$6.3	\$20.8	\$0.0	\$38.5
TOTAL MTA PLANNING	\$0.0	\$0.0	\$0.0	\$0.0	\$145.0	\$0.0	\$145.0
TOTAL MTA INTERAGENCY	\$0.0	\$10.4	\$17.2	\$49.3	\$165.8	\$0.0	\$242.8

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Capital Construction Company

EAST SIDE ACCESS

G - 709

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
01 EAST SIDE ACCESS								
01 Program Management	NE	0.0	53.7	0.0	0.0	4.4	0.0	58.0
02 Design - GEC	NE	0.0	110.5	0.0	0.0	0.0	0.0	110.5
03 MTA Management	NE	0.0	25.8	1.5	9.5	8.8	0.0	45.7
05 Manhattan Structures 1- MNR Force Account	NE	0.0	0.0	19.0	0.0	0.0	0.0	19.0
11 Owner Controlled Insurance Program (OCIP)	NE	0.0	146.0	0.0	1.1	0.0	0.0	147.2
13 Construction Management	NE	0.0	207.5	0.0	0.0	15.2	0.0	222.7
15 Vertical Circulation Elements	NE	0.0	3.7	5.1	0.0	0.0	0.0	8.7
16 General Conditions	NE	0.0	56.3	0.0	0.0	0.0	0.0	56.3
18 Harold Interlocking Force Account	NE	0.0	51.7	5.0	0.0	0.0	0.0	56.8
21 Mid-Day Storage Yard Facility	NE	0.0	0.0	331.6	0.0	0.0	0.0	331.6
23 Harold Structures EBRR & WBBP	NE	0.0	6.3	0.0	0.0	0.0	0.0	6.3
24 B-C Approach	NE	0.0	0.0	0.0	75.4	0.6	0.0	76.0
27 FA Systems Testing & Commissioning	NE	0.0	0.0	0.2	9.4	9.6	0.0	19.2
34 Protect Locomotives	NE	0.0	2.4	0.7	4.3	0.0	0.0	7.5
35 Systems Package 1 - Facilities	NE	0.0	255.0	0.0	0.0	67.0	0.0	322.0
36 Systems Package 2 - Tunnel Systems	NE	0.0	0.0	0.0	60.9	0.0	0.0	60.9
38 Force Account Warehouse	NE	0.0	4.2	0.1	0.5	0.0	0.0	4.7
39 Utilities	NE	0.0	7.7	0.0	0.1	18.5	0.0	26.3
40 Construction Management - Other	NE	16.9	1.9	0.4	0.5	1.8	0.0	21.5
41 A Tunnel/D Approach Structure	NE	2.1	47.3	11.6	0.0	0.0	0.0	61.0
42 GCT Caverns	NE	0.0	709.6	0.0	0.0	0.0	0.0	709.6
44 Arts For Transit	NE	0.0	0.0	0.0	0.0	1.0	0.0	1.0
45 48th St Entrance at 415 Madison Avenue	NE	0.0	0.0	0.0	0.0	5.0	0.0	5.0
47 Building Owner Cost	NE	1.0	0.0	0.0	0.0	0.0	0.0	1.0
49 Material Warranties	NE	0.0	0.0	0.0	0.0	0.4	0.0	0.4
50 Operational Readiness Training	NE	0.0	0.0	0.0	1.3	0.0	0.0	1.3
51 Test Trains	NE	0.0	0.0	0.0	0.7	0.0	0.0	0.7
52 Force Account Support	NE	0.0	4.2	0.0	0.0	0.0	0.0	4.2
54 Cab Simulator	NE	0.0	0.0	0.0	0.0	4.3	0.0	4.3
56 Harold Interlocking Stage 2	NE	0.0	14.9	0.0	4.2	0.0	0.0	19.1
57 Harold Access and Protection	NE	0.0	8.5	0.0	0.0	0.0	0.0	8.5
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	21.1	0.0	0.0	21.1
60 GCT Concourse & Facilities (CM014B)	NE	0.0	0.0	0.0	41.4	67.1	0.0	108.5
61 Leak Remediation	NE	0.0	0.0	0.0	0.0	3.0	0.0	3.0
98 ESA Program Support	NE	0.0	0.0	0.0	0.0	112.4	0.0	112.4
99 Additional ESA Program Support	NE	0.0	0.0	0.0	0.0	157.3	0.0	157.3
Element Total 01		\$20.0	\$1,717.2	\$376.5	\$230.4	\$476.4	\$0.0	\$2,820.5
Category Total 709		\$20.0	\$1,717.2	\$376.5	\$230.4	\$476.4	\$0.0	\$2,820.5

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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	130.2	0.0	4.8	0.0	0.0	135.0
04 SAS 2 Construction Management	NE	0.0	0.0	0.0	50.0	0.0	0.0	50.0
05 SAS 2 Project Support	NE	0.0	0.0	10.0	30.0	0.0	0.0	40.0
07 SAS 2 Prelim Const/Utilities	NE	0.0	0.0	0.0	0.0	270.0	0.0	270.0
98 SAS 2 Real Estate	NE	0.0	0.0	0.6	39.4	0.0	0.0	40.0
99 SAS 2 Reserve	NE	0.0	0.0	0.0	0.0	1,200.0	0.0	1,200.0
Element Total 01		\$0.0	\$130.2	\$10.7	\$124.2	\$1,470.0	\$0.0	\$1,735.0
Category Total 710		\$0.0	\$130.2	\$10.7	\$124.2	\$1,470.0	\$0.0	\$1,735.0

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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	4.6	5.0	4.5	1.5	0.0	15.6
02 Program Management	NE	0.0	0.7	2.2	3.4	3.0	0.0	9.3
03 Construction Management	NE	0.0	0.0	0.0	0.0	31.1	0.0	31.1
04 Track & Structures	NE	0.0	0.0	0.0	0.0	106.4	0.0	106.4
05 Communication and Signals	NE	0.0	0.0	0.0	0.0	56.3	0.0	56.3
06 Power	NE	0.0	0.0	0.0	0.0	66.2	0.0	66.2
07 Stations	NE	0.0	0.0	0.0	0.0	13.8	0.0	13.8
08 Shops & Yards	NE	0.0	0.0	0.0	0.0	30.6	0.0	30.6
09 Rolling Stock Specification	NE	0.0	0.0	0.0	0.0	4.9	0.0	4.9
10 General Engineering Consultant	NE	0.0	0.0	0.0	102.5	0.0	0.0	102.5
11 Design Support	NE	0.0	0.0	0.0	7.7	7.7	0.0	15.5
Element Total 01		\$0.0	\$5.3	\$7.3	\$118.1	\$321.4	\$0.0	\$452.0
Category Total 711		\$0.0	\$5.3	\$7.3	\$118.1	\$321.4	\$0.0	\$452.0

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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 LIRR EXPANSION PROJECT								
03 D-B Construction Contract Base	NE	0.0	0.0	1,442.6	0.0	0.0	0.0	1,442.6
04 D-B Mobilization/Early Payments	NE	0.0	0.0	87.3	63.0	33.8	0.0	184.1
05 D-B Construction Contract Option	NE	0.0	0.0	0.0	23.9	0.0	0.0	23.9
06 Parking Seed Money	NE	0.0	0.0	0.0	15.8	0.0	0.0	15.8
07 Force Account Construction	NE	0.0	0.0	0.0	116.7	0.0	0.0	116.7
08 Force Account Materials	NE	0.0	0.0	0.0	1.2	0.0	0.0	1.2
09 Force Account Support	NE	0.0	0.0	0.0	66.9	0.0	0.0	66.9
10 Busing	NE	0.0	0.0	0.0	6.0	0.0	0.0	6.0
11 Force Account Project Management	NE	0.0	0.0	0.0	16.1	0.0	0.0	16.1
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	49.8	0.0	0.0	49.8
14 3P Project Management Contract	NE	0.0	0.0	65.3	0.0	0.0	0.0	65.3
15 MTACC Project Management	NE	0.0	0.0	3.2	0.4	8.6	0.0	12.1
16 NYSDOT Project Management	NE	0.0	0.0	0.0	1.3	0.0	0.0	1.3
17 Project Administration (Other Costs)	NE	0.0	0.0	0.0	5.4	0.0	0.0	5.4
18 Owner Controlled Insurance Program (OCIP)	NE	0.0	0.0	0.0	13.8	0.0	0.0	13.8
19 Real Estate	NE	0.0	0.0	0.0	1.6	4.6	0.0	6.3
20 Arts for Transit	NE	0.0	0.0	0.0	2.0	0.0	0.0	2.0
21 LIRR Expansion Project Reserve	NE	0.0	0.0	0.0	0.0	16.1	0.0	16.1
Element Total 01		\$0.0	\$0.0	\$1,598.5	\$388.4	\$63.1	\$0.0	\$2,050.0
Category Total 713		\$0.0	\$0.0	\$1,598.5	\$388.4	\$63.1	\$0.0	\$2,050.0

* 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 REGIONAL INVESTMENTS								
01 WBBP & EBRR F/A Connections	NE	0.0	0.0	3.9	2.0	0.0	0.0	5.9
03 Westbound Bypass	NE	0.0	0.0	16.7	0.0	0.0	0.0	16.7
07 GCT Concourse & Facilities Part 2	NE	0.0	0.0	0.8	0.0	0.0	0.0	0.8
08 Program Contingency	NE	0.0	0.0	0.0	0.9	0.0	0.0	0.9
09 Design	NE	0.0	0.0	0.0	0.9	0.0	0.0	0.9
10 Owner Controlled Insurance Program (OCIP)	NE	0.0	0.0	35.3	0.4	0.0	0.0	35.6
11 Construction Management	NE	0.0	0.0	15.8	0.0	4.0	0.0	19.7
15 Harold Track Work Part 3	NE	0.0	0.0	0.0	1.7	0.0	0.0	1.7
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	1.9	0.0	1.9
98 Regional Investments Program Support	NE	0.0	0.0	0.0	0.0	8.2	0.0	8.2
Element Total 01		\$0.0	\$0.0	\$72.5	\$6.0	\$124.7	\$0.0	\$203.1
Category Total 714		\$0.0	\$0.0	\$72.5	\$6.0	\$124.7	\$0.0	\$203.1

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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	131.0	0.0	131.0
Element Total 01		\$0.0	\$0.0	\$0.0	\$0.0	\$131.0	\$0.0	\$131.0
Category Total 715		\$0.0	\$0.0	\$0.0	\$0.0	\$131.0	\$0.0	\$131.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

MISCELLANEOUS

G - 716

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
01 MISCELLANEOUS								
01 Misc Engineering/Prog Support		0.0	0.0	30.7	24.0	27.9	0.0	82.6
02 MTA Indep. Engineering Consultant		0.0	8.6	0.0	4.0	4.2	0.0	16.8
04 SAS Phase 1 Reserve	NE	0.0	0.0	0.0	29.0	0.0	0.0	29.0
Element Total 01		\$0.0	\$8.6	\$30.7	\$57.0	\$32.1	\$0.0	\$128.5
Category Total 716		\$0.0	\$8.6	\$30.7	\$57.0	\$32.1	\$0.0	\$128.5
TOTAL PROGRAM		\$20.0	\$1,861.3	\$2,096.1	\$924.1	\$2,618.6	\$0.0	\$7,520.0

* 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	\$348.2	\$1,902.2	\$3,502.6	\$4,491.6	\$5,468.7	\$1,028.7	\$16,742.0
TOTAL Long Island Rail Road	\$150.3	\$496.4	\$1,062.3	\$380.1	\$1,538.2	\$4.1	\$3,631.5
TOTAL Metro-North Railroad	\$43.8	\$119.5	\$636.9	\$654.8	\$966.0	\$43.4	\$2,464.5
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	\$17.2	\$49.3	\$165.8	\$0.0	\$242.8
Core Subtotal	\$542.3	\$2,563.0	\$5,228.0	\$5,627.7	\$8,402.6	\$1,093.1	\$23,456.6
TOTAL Capital Construction Company	\$20.0	\$1,861.3	\$2,096.1	\$924.1	\$2,618.6	\$0.0	\$7,520.0
TOTAL 2015-2019 CPRB PROGRAM	\$562.3	\$4,424.3	\$7,324.1	\$6,551.8	\$11,021.2	\$1,093.1	\$30,976.7

* 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	1.1	0.0	1.1
X4 Physical Barrier Installation	SI	0.0	0.0	0.0	1.2	0.0	0.0	1.2
Element Total AW		\$0.0	\$0.0	\$0.0	\$1.2	\$1.1	\$0.0	\$2.3
BW BRONX-WHITESTONE BRIDGE								
07 Fender Protection around Tower Piers (Const)	NR	0.0	0.1	0.1	0.0	31.3	0.0	31.5
14 Miscellaneous Structural Rehabilitation	NR	16.4	0.0	0.0	1.0	17.9	0.0	35.3
84 Cable & Suspender Rope Investigation/Testing	NR	8.5	0.0	0.0	0.0	0.0	0.0	8.5
Element Total BW		\$24.9	\$0.1	\$0.1	\$1.0	\$49.2	\$0.0	\$75.3
CB CROSS BAY BRIDGE								
18 CB Scour Protect/Rep/Rpl CB/MP Pier Fender Sys	NR	0.1	0.0	0.6	65.0	0.2	0.0	65.9
Element Total CB		\$0.1	\$0.0	\$0.6	\$65.0	\$0.2	\$0.0	\$65.9
HH HENRY HUDSON BRIDGE								
07 Structural Rehabilitation	NR	0.1	1.7	0.0	0.0	40.4	0.0	42.2
89 Skewback Retrofit	NR	0.0	4.4	95.5	0.0	0.5	0.0	100.4
Element Total HH		\$0.1	\$6.1	\$95.5	\$0.0	\$41.0	\$0.0	\$142.6
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	0.2	2.2	0.0	5.2
19 Seismic/Wind Retrofit & Structural Rehab Ph1	NR	0.0	1.4	2.5	3.7	84.4	0.0	92.0
20 Cable Inspection and Rehabilitation	NR	0.0	0.0	2.2	0.0	10.8	0.0	13.0
22 Interim Repairs - FDR Ramp	NR	0.0	0.0	17.7	0.0	0.0	0.0	17.7
70 Miscellaneous Structural Rehabilitation	NR	0.0	0.2	1.1	1.1	32.0	0.0	34.5
Element Total RK		\$0.1	\$4.4	\$23.5	\$5.0	\$129.4	\$0.0	\$162.3
TN THROGS NECK BRIDGE								
53 Aprch Viaduct Seismic Retrofit/Structrl Rehab	NR	0.0	8.0	0.0	4.2	212.2	0.0	224.4
87 Design for Anchorage & Tower Protection	NR	0.0	0.1	0.0	0.0	6.6	0.0	6.7
Element Total TN		\$0.0	\$8.1	\$0.0	\$4.2	\$218.8	\$0.0	\$231.1
VN VERRAZZANO-NARROWS BRIDGE								
10 Anchorage & Piers Rehabilitation and Sealing	NR	3.4	0.0	0.0	45.5	0.0	0.0	49.0
32 Steel Repair & Concrete Rehabilitation	NR	0.0	0.0	1.8	0.9	31.1	0.0	33.8
34 Main Cable & Suspender Rope Testing - Phase 1	NR	0.0	0.0	23.9	0.0	0.0	0.0	23.9
89 Tower Pier Rehab/Construct Mooring Platform	NR	1.1	0.0	0.0	36.5	0.1	0.0	37.7
Element Total VN		\$4.6	\$0.0	\$25.7	\$82.9	\$31.2	\$0.0	\$144.4
Category Total 701		\$29.8	\$18.7	\$145.3	\$159.3	\$470.9	\$0.0	\$823.9

* 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 Repl of the Manh Plaza Pedestrian Bridge	NR	0.0	0.0	13.1	0.9	0.0	0.0	14.0
Element Total AW		\$0.0	\$0.0	\$13.1	\$0.9	\$0.0	\$0.0	\$14.0
RK ROBERT F. KENNEDY BRIDGE								
23 Construction of New Harlem River Drive Ramp	SI	0.0	22.9	0.1	0.5	111.3	0.0	134.8
65 Reconstruct Mnhattn Toll Plaza Structure & Ramps	NR	0.0	0.0	12.9	22.6	3.8	0.0	39.3
Element Total RK		\$0.0	\$22.9	\$12.9	\$23.1	\$115.1	\$0.0	\$174.1
TN THROGS NECK BRIDGE								
49 Replacement of Grid Decks on Suspended Span	NR	0.0	0.0	0.0	279.3	32.1	3.4	314.7
55 Study for Bx/Queens Approach Viaduct Repl	NR	0.0	0.0	11.2	0.0	0.0	0.0	11.2
Element Total TN		\$0.0	\$0.0	\$11.2	\$279.3	\$32.1	\$3.4	\$325.9
VN VERRAZZANO-NARROWS BRIDGE								
11 Brooklyn Approach Reconstruction	SI	0.0	2.5	0.0	0.0	2.0	28.0	32.5
80 Prelim Design for Suspnded Span Lower Level Deck	NR	0.0	0.0	0.1	0.0	0.0	6.6	6.7
84 Reconstruction of VN Approach Ramps - Phase1	NR	0.0	16.7	0.0	0.0	248.4	0.0	265.1
86 Design for Belt Parkway Ramps Widening	NR	0.0	0.1	0.0	0.0	4.6	0.0	4.6
Element Total VN		\$0.0	\$19.3	\$0.1	\$0.0	\$255.0	\$34.6	\$308.9
Category Total 702		\$0.0	\$42.2	\$37.3	\$303.3	\$402.2	\$38.0	\$822.9

* Represents values less than \$50,000

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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	1.2	9.0	10.3
52 Traffic Detection/Incident Management Systems	SI	0.0	0.0	0.0	0.0	0.2	2.6	2.8
57 Advanced Traffic Mgmt Systems Enhancement/Upgrd	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	65.9	2.4	23.2	0.0	0.0	91.5
65 Toll Collection System Rehabilitation/Upgrades	NR	0.4	25.1	13.9	3.3	0.0	0.0	42.7
Element Total AW		\$1.5	\$91.4	\$16.3	\$26.4	\$1.5	\$19.7	\$156.8
BW BRONX-WHITESTONE BRIDGE								
63 Open Road Tolling Initiative at BWB	SI	0.0	0.0	34.1	13.7	0.0	0.0	47.8
Element Total BW		\$0.0	\$0.0	\$34.1	\$13.7	\$0.0	\$0.0	\$47.8
CB CROSS BAY BRIDGE								
63 Open Road Tolling Initiative at CBB	SI	0.0	0.0	16.5	6.2	0.0	0.0	22.7
Element Total CB		\$0.0	\$0.0	\$16.5	\$6.2	\$0.0	\$0.0	\$22.7
HC HUGH L. CAREY TUNNEL								
63 Open Road Tolling Initiative at HLCT	SI	0.0	6.1	19.1	1.1	0.0	0.0	26.3
Element Total HC		\$0.0	\$6.1	\$19.1	\$1.1	\$0.0	\$0.0	\$26.3
HH HENRY HUDSON BRIDGE								
63 Open Road Tolling/Aesthetics	SI	0.0	0.0	0.5	7.2	0.0	0.0	7.7
88 Toll Plazas & Southbound Apprch Reconstruction	NR	0.0	3.7	91.8	0.2	0.0	2.7	98.5
Element Total HH		\$0.0	\$3.7	\$92.3	\$7.4	\$0.0	\$2.7	\$106.1
MP MARINE PARKWAY BRIDGE								
63 Open Road Tolling Initiative at MPB	SI	0.0	0.0	15.7	7.2	0.0	0.0	22.9
Element Total MP		\$0.0	\$0.0	\$15.7	\$7.2	\$0.0	\$0.0	\$22.9
QM QUEENS MIDTOWN TUNNEL								
63 Open Road Tolling Initiative at QMT	SI	0.0	12.5	25.5	0.0	0.0	0.0	38.1
Element Total QM		\$0.0	\$12.5	\$25.5	\$0.0	\$0.0	\$0.0	\$38.1
RK ROBERT F. KENNEDY BRIDGE								
63 Open Road Tolling Initiative at RFK	SI	0.0	2.7	75.6	0.5	0.0	0.0	78.8
Element Total RK		\$0.0	\$2.7	\$75.6	\$0.5	\$0.0	\$0.0	\$78.8
TN THROGS NECK BRIDGE								
63 Open Road Tolling Initiative at TNB	SI	0.0	0.0	36.5	17.3	0.0	0.0	53.7
Element Total TN		\$0.0	\$0.0	\$36.5	\$17.3	\$0.0	\$0.0	\$53.7

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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 VERRAZZANO-NARROWS BRIDGE									
63	Open Road Tolling Initiative at VNB	SI	0.0	0.0	64.7	4.9	0.6	0.0	70.2
Element Total VN			\$0.0	\$0.0	\$64.7	\$4.9	\$0.6	\$0.0	\$70.2
Category Total 703			\$1.5	\$116.5	\$396.2	\$84.8	\$2.1	\$22.5	\$623.5

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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	12.1	0.0	0.0	12.1
80 Advanced Traveler Information Systems (ATIS)	SI	0.0	0.0	0.0	0.0	0.0	1.2	1.2
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	3.7	2.6	2.8	0.0	9.1
Element Total AW		\$0.0	\$0.0	\$4.2	\$14.8	\$2.8	\$1.2	\$23.0
BW BRONX-WHITESTONE BRIDGE								
32 Installation of Fire Standpipe Connections	NR	0.0	0.2	0.2	0.0	12.7	0.0	13.0
39 Install Electronic Monitoring & Detection Systms	SI	0.1	0.0	36.2	0.0	0.0	0.0	36.2
Element Total BW		\$0.1	\$0.2	\$36.4	\$0.0	\$12.7	\$0.0	\$49.2
HC HUGH L. CAREY TUNNEL								
07 Rehabilitation of HCT Ventilation Systems	NR	0.0	0.0	0.7	87.0	0.3	0.0	88.0
30 Installation of Smoke Detection/Alarm Systems	NR	0.0	0.0	1.0	10.6	0.0	0.0	11.6
64 Brooklyn Service Building Electrical Rehab.	NR	0.0	0.0	0.2	8.6	0.0	0.0	8.9
Element Total HC		\$0.0	\$0.1	\$1.9	\$106.2	\$0.3	\$0.0	\$108.5
HH HENRY HUDSON BRIDGE								
13 Replacement of Facility Lighting System	NR	1.2	0.3	12.4	0.3	0.0	0.0	14.1
19 Replacement and Upgrade of Substations	NR	0.0	0.0	0.0	0.0	2.1	0.0	2.1
Element Total HH		\$1.2	\$0.3	\$12.4	\$0.3	\$2.1	\$0.0	\$16.2
QM QUEENS MIDTOWN TUNNEL								
81 Rehab of Tunnel Controls & Communication Systms	NR	0.0	0.0	0.0	39.0	0.1	0.0	39.1
91 Installation of Smoke Detection/Alarm Systems	NR	0.0	0.1	1.1	11.6	0.0	0.0	12.7
Element Total QM		\$0.0	\$0.1	\$1.1	\$50.6	\$0.1	\$0.0	\$51.8
RK ROBERT F. KENNEDY BRIDGE								
07 Electrical/Mechanical Rehab of HR Lift Span	NR	0.0	0.5	0.0	36.0	0.0	0.0	36.5
21 Install Fire Standpipe/Upgrade Protection Systms	SI	0.2	2.6	19.8	0.0	0.0	0.0	22.6
60 Install Electronic Monitoring & Detection Systms	SI	0.0	0.0	52.1	0.0	0.0	0.0	52.1
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	\$3.1	\$71.9	\$36.0	\$0.0	\$0.0	\$111.3
TN THROGS NECK BRIDGE								
27 Install Service Bldng Alarm Systms & Upgrds [SBMP]	NR	0.0	0.0	0.1	1.2	0.0	0.0	1.3
60 Anchorage Dehumidification	NR	39.0	0.0	0.0	0.0	0.0	0.0	39.0
Element Total TN		\$39.0	\$0.0	\$0.1	\$1.2	\$0.0	\$0.0	\$40.3
VN VERRAZZANO-NARROWS BRIDGE								
30 Elevator Rehabilitation	NR	0.0	0.0	0.0	6.4	0.0	0.0	6.4
Element Total VN		\$0.0	\$0.0	\$0.0	\$6.4	\$0.0	\$0.0	\$6.4
Category Total 704		\$40.4	\$3.7	\$127.9	\$215.5	\$18.0	\$1.2	\$406.8

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

BUILDINGS & SITES

D - 705

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)							Total All Years
		2015	2016	2017	2018	2019	Post 2019		
AW AGENCY-WIDE									
12	Hazardous Material Abatement	NR	1.5	0.0	2.6	0.0	4.0	0.0	8.1
66	Operations Command Center Rehab/Replacement	NR	0.0	2.6	12.4	1.7	0.0	0.0	16.7
Element Total AW			\$1.5	\$2.6	\$15.0	\$1.7	\$4.0	\$0.0	\$24.8
HC HUGH L. CAREY TUNNEL									
80	Rehabilitation of Ventilation Buildings	NR	0.0	0.1	0.0	4.1	0.0	0.0	4.1
Element Total HC			\$0.0	\$0.1	\$0.0	\$4.1	\$0.0	\$0.0	\$4.1
QM QUEENS MIDTOWN TUNNEL									
36	Rehabilitation of Ventilation Building	NR	0.0	0.1	0.0	3.6	0.0	0.0	3.7
Element Total QM			\$0.0	\$0.1	\$0.0	\$3.6	\$0.0	\$0.0	\$3.7
Category Total 705			\$1.5	\$2.7	\$15.0	\$9.3	\$4.0	\$0.0	\$32.6

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Numbers may not add due to rounding

Bridges and Tunnels

MISCELLANEOUS

D - 706

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)						Total All Years
		2015	2016	2017	2018	2019	Post 2019	
AW AGENCY-WIDE								
10	Enterprise Asset Management	0.0	0.6	1.2	2.2	0.0	0.0	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	4.4	0.0	8.5
21	Program Administration	2.2	2.2	2.4	7.2	3.6	0.0	17.6
22	Miscellaneous	0.0	0.1	2.4	2.0	0.1	0.0	4.7
28	Scope Development	2.9	0.2	6.0	3.1	4.9	0.0	17.0
85	Traffic Enforcement Support	0.0	0.0	0.0	2.0	0.0	0.0	2.0
94	Small Business Mentoring Program	0.0	0.0	2.0	0.0	14.6	0.0	16.7
Element Total AW		\$5.1	\$6.8	\$15.6	\$17.7	\$28.5	\$0.0	\$73.6
Category Total 706		\$5.1	\$6.8	\$15.6	\$17.7	\$28.5	\$0.0	\$73.6

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

STRUCTURAL PAINTING

D - 707

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2015	2016	2017	2018	2019	Post 2019	Total All Years
AW AGENCY-WIDE								
95 Miscellaneous Agency Wide Painting	NR	0.0	0.0	0.0	4.0	0.0	0.0	4.0
Element Total AW		\$0.0	\$0.0	\$0.0	\$4.0	\$0.0	\$0.0	\$4.0
BW BRONX-WHITESTONE BRIDGE								
84 Paint Tower Interior Base Cells and Struts	NR	30.1	0.0	0.0	0.0	0.0	0.0	30.1
Element Total BW		\$30.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$30.1
HH HENRY HUDSON BRIDGE								
30 Replacement of HHB Overcoat System	NR	0.0	0.3	0.0	0.0	11.6	0.0	11.9
Element Total HH		\$0.0	\$0.3	\$0.0	\$0.0	\$11.6	\$0.0	\$11.9
RK ROBERT F. KENNEDY BRIDGE								
70 Paint Suspended Span/Bronx Truss Steel	NR	0.0	0.1	0.0	1.9	3.4	0.0	5.4
Element Total RK		\$0.0	\$0.1	\$0.0	\$1.9	\$3.4	\$0.0	\$5.4
TN THROGS NECK BRIDGE								
49 Painting of Suspended Span	NR	0.0	0.0	0.0	21.3	0.0	0.0	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	\$21.3	\$0.0	\$0.0	\$28.8
VN VERRAZZANO-NARROWS BRIDGE								
49 Paint Suspended Span Upper & Lower Level Steel	NR	0.0	0.0	0.2	1.6	70.9	0.0	72.7
Element Total VN		\$0.0	\$0.0	\$0.2	\$1.6	\$70.9	\$0.0	\$72.7
Category Total 707		\$37.6	\$0.4	\$0.2	\$28.8	\$85.9	\$0.0	\$152.9
TOTAL PROGRAM		\$115.9	\$191.1	\$737.5	\$818.6	\$1,011.5	\$61.7	\$2,936.3

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All Agency Summary

AGENCY	Commitments (\$ in millions)						Total All Years
	2015	2016	2017	2018	2019	Post 2019	
TOTAL New York City Transit	\$348.2	\$1,902.2	\$3,502.6	\$4,491.6	\$5,468.7	\$1,028.7	\$16,742.0
TOTAL Long Island Rail Road	\$150.3	\$496.4	\$1,062.3	\$380.1	\$1,538.2	\$4.1	\$3,631.5
TOTAL Metro-North Railroad	\$43.8	\$119.5	\$636.9	\$654.8	\$966.0	\$43.4	\$2,464.5
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	\$17.2	\$49.3	\$165.8	\$0.0	\$242.8
Core Subtotal	\$542.3	\$2,563.0	\$5,228.0	\$5,627.7	\$8,402.6	\$1,093.1	\$23,456.6
TOTAL Capital Construction Company	\$20.0	\$1,861.3	\$2,096.1	\$924.1	\$2,618.6	\$0.0	\$7,520.0
TOTAL 2015-2019 CPRB PROGRAM	\$562.3	\$4,424.3	\$7,324.1	\$6,551.8	\$11,021.2	\$1,093.1	\$30,976.7
TOTAL Bridges and Tunnels	\$115.9	\$191.1	\$737.5	\$818.6	\$1,011.5	\$61.7	\$2,936.3
TOTAL 2015-2019 CAPITAL PROGRAM	\$678.2	\$4,615.4	\$8,061.7	\$7,370.4	\$12,032.7	\$1,154.7	\$33,913.0

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**CAPITAL
PROGRAM**

mta.info/capital