

MTA Capital Program 2010-2014

Protecting
and Improving
Service for
Customers





96 Street
Subway Station



Wednesday, January 4
10:10 a.m.

Elevator at NW corner
95 Street & 2 Avenue

E 94th

ONE WAY

BREAKFAST LUNC

Background: 2010-2014 Capital Program Adoption and Prior Program Amendments

On April 28, 2010, the MTA Board approved a proposed \$23.812 billion 2010-2014 Capital Program. The Capital Program Review Board (CPRB) approved the program on June 1, 2010. The MTA Bridges and Tunnels (B&T) portion of the original 2010-2014 Capital Program, which does not require CPRB approval, was \$2.453 billion. Together, these capital programs totaled \$26.265 billion.

On December 21, 2011, the MTA Board approved an amendment that reduced the program to \$22.195 billion. This amendment, approved by the CPRB on March 27, 2012, provided full funding for the program through future efficiency initiatives and revised financing. The amendment did not identify specific savings at the project level but noted that the savings would be identified in a future amendment and were expected to be achieved without impact to customer benefits. (The B&T 2010-2014 Capital Program was revised to \$2.078 billion. Together, these capital programs totaled \$24.274 billion for 2010-2014.)

On December 19, 2012, the MTA Board approved an amendment to the CPRB 2010-2014 Capital Program to add projects totaling \$3.977 billion for the restoration of MTA agency assets damaged because of Superstorm Sandy, which struck the region on October 29, 2012. This amendment was approved by the CPRB on January 22, 2013. (\$777.5 million in B&T restoration and mitigation projects were included as well. Together, the Capital Program totaled \$29.029 billion.)

On July 24, 2013, the MTA Board approved an amendment to the program adding mitigation projects totaling \$5.674 billion to help protect the system against future storms and disruptions. It also provided updated project-level detail on the \$22.195 billion core program budget, which resulted in a \$31.849 billion overall program that was deemed approved by the CPRB on August 26, 2013. An allocation of \$96 million was added to B&T for mitigation. The total Capital Program level, including B&T, was \$34.801 billion.

On July 28, 2014, the MTA Board approved an amendment to the CPRB 2010-2014 Capital Program. This amendment reallocated the budgets of select program elements primarily to

reflect revised project estimates for work in the Disaster Recovery Restoration and Mitigation, i.e., “Sandy” programs. In addition, several elements in NYCT’s program were adjusted to reflect new projects or revised project estimates. The overall CPRB portion total of \$31.849 billion remained unchanged. That program was deemed approved on September 3, 2014. That amendment did not include B&T, so the total program remained \$34.801 billion, which is its current level.

On May 24, 2017, the MTA Board approved an amendment to the program that reduced the overall MTA capital program from \$34.801 billion to \$32.021 billion. The amendment contained (1) Overall reductions to the MTA Security / Disaster Recovery projects primarily due to adjusting the Sandy program to match funding assumptions; (2) A transfer of surplus funds from B&T’s 2010-2014 Capital Program to its 2015-2019 Capital Program to support Open Road Tolling (Cashless Tolling); (3) Administrative scope transfers of \$464 million from the 2015-2019 Capital Program to consolidate work and budgets for East Side Access (ESA) and Regional Investments in the 2010-2014 Capital Program; (4) Modifications to ensure the timing of projects and budgets reflect updated assumptions; and (5) Identification of elements with 10% issues requiring CPRB approval. The CPRB portion of the amendment was deemed approved on July 31, 2017.

On September 25, 2019, the MTA Board approved an amendment to the program that reduced the overall MTA Capital Program from \$32.021 billion to \$31.704 billion. The amendment contained (1) Overall increases to the MTA Security / Disaster Recovery projects primarily due to adjusting projects to match funding assumptions; (2) Administrative budget transfers from this program to the 2015-2019 Capital Program for ESA and Regional Investments; (3) Transfers of scope from B&T’s 2015-2019 Capital Program to its 2010-2014 Sandy program to utilize surplus budgets; (4) Modifications to ensure the timing of projects and budgets throughout the program to reflect updated assumptions; and (5) Identification of elements with 10% issues requiring CPRB approval. The amendment was deemed approved by the CPRB on February 21, 2020.

(In the text below, this amendment will be referred to as the September 2019 approved program)

Proposed Program Amendment

The proposed amendment reduces the overall MTA capital program from \$31.704 billion to \$31.561 billion. The amendment contains (1) Superstorm Sandy budget adjustments including one new project; (2) B&T envelope reductions; (3) Modifications to timing of projects and budgets throughout the program to reflect updated assumptions as projects have been both awarded and completed; and (4) Identification of elements with 10% issues requiring CPRB approval. Table I summarizes the proposed changes to the 2010-2014 Capital Program.

Table I
MTA 2010-2014 Capital Program Amendment All Agency Summary
(\$ in millions)

| | Sept. 2019 Approved Program | Proposed Program | Change |
|--|--|-----------------------------|----------------|
| Core Capital Program | | | |
| New York City Transit | \$11,365 | 11,370 | \$4 |
| Long Island Rail Road | 2,360 | 2,361 | 1 |
| Metro-North Railroad | 1,564 | 1,560 | (4) |
| MTA Bus | 297 | 297 | 0 |
| MTA-Wide Security / Disaster Recovery Program (CPRB Agencies) | | | |
| • MTA Police Department/MTA-Wide Security | 254 | 254 | 0 |
| • Disaster Recovery – Restoration | 4,158 | 4,168 | 10 |
| • Disaster Recovery – Mitigation | 2,834 | 2,824 | (10) |
| MTA Interagency | 223 | 213 | (9) |
| Core Subtotal | \$23,056 | \$23,047 | (\$8) |
| MTA Network Expansion | 5,861 | 5,861 | 0.0 |
| Total 2010-2014 CPRB Program | \$28,917 | \$28,909 | (8) |
| Bridges and Tunnels | 2,022 | 1,972 | (50) |
| Disaster Recovery Program - Bridges and Tunnels | | | |
| • Disaster Recovery – Restoration | 596 | 527 | (69) |
| • Disaster Recovery – Mitigation | 169 | 153 | (16) |
| Total 2010-2014 Capital Program | \$31,704 | \$31,561 | (\$143) |

Numbers may not total due to rounding

Sandy budget adjustments. Since the September 2019 Amendment, there have been considerable changes to the Sandy program reflecting actual estimates at award and completion. In addition, NYCT has leveraged savings within its Sandy restoration program to create a new \$224 million project that will address storm damage at its Coney Island Yard Complex.

B&T program reductions due to savings. B&T has completed much of its Sandy program including the major restoration and mitigation efforts for its Hugh L. Carey and Queens Midtown tunnels, both of which were damaged extensively by Sandy. As B&T's Sandy Capital Program draws to a close, the Authority is releasing \$85 million in unused program reserves from the Sandy portion of the program. A further \$50 million is being removed from B&T's core program due to realized savings.

Revisions to reflect project cost, schedule and other project changes. The amendment identifies project changes reflecting timing, phasing opportunities and revised estimates at completion of planned commitments. Changes are highlighted in the agency sections of this document. Some of these changes reflect transfers to and from other MTA capital programs and are described in the respective agency sections in this amendment.

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

Program Funding

Since the last MTA Board approved amendment, the overall program size has decreased by \$143 million (see Table II), reflecting changes in the fund sources summarized in the table and described in the following narrative.

Table II
MTA 2010-2014 Capital Program Amendment Funding Plan
(\$ in millions)

| Program Funding | Sept. 2019 Approved Program | Proposed Program | Change |
|--|--|-----------------------------|---------------|
| Federal Formula, Flexible/CMAQ and Misc. | \$5,844 | \$5,838 | (5) |
| Federal High-Speed Rail | 173 | 173 | 0 |
| Federal New Starts | 1,271 | 1,271 | 0 |
| Federal Security | 89 | 91 | 3 |
| MTA Bus Formula /City Match | 132 | 132 | 0 |
| City Capital Funds | 719 | 722 | 4 |
| State Assistance | 770 | 770 | 0 |
| MTA Bonds | 11,635 | 11,654 | 20 |
| Other | 1,293 | 1,264 | (29) |
| Federal / Insurance Reimbursement for Hurricane Damage | 6,315 | 6,315 | 0 |
| MTA Bonds for Hurricane Damage | 659 | 659 | 0 |
| Storm Recovery/Mitigation PAYGO | 18 | 18 | 0 |
| Total CPRB Program | 28,917 | 28,908 | (8) |
| Bridges and Tunnels Dedicated Funds | 2,022 | 1,972 | (50) |
| Bridges and Tunnels Hurricane Damage Bonds and PAYGO | 383 | 318 | (64) |
| Bridges and Tunnels Federal / Insurance Reimbursement for Hurricane Damage | 382 | 362 | (21) |
| Total 2010-2014 Program | 31,704 | 31,561 | (143) |

Numbers may not total due to rounding

Federal Formula, Flexible and Miscellaneous

(\$5 million)

The proposed amendment increases federal funding by \$24 million attributable to receipt of unplanned federal discretionary funding. This increase is offset by a \$20 million in federal flexible funds transferred to the 2015-2019 Capital Program.

Federal High-Speed Rail **No Funding Change**

This category of the funding plan remains unchanged.

Federal New Starts **No Funding Change**

This category of the funding plan remains unchanged.

Federal Security **\$3 million**

The federal security funding assumption for the capital program is increased by \$3 million to reflect the receipt of additional federal funding.

MTA Bus Federal Formula/Match **No Funding Change**

This category of the funding plan remains unchanged.

City Capital Funds **\$4 million**

The proposed amendment reflects receipt of \$4 million of additional funding from the City.

New York State Assistance **No Funding Change**

This category of the funding plan remains unchanged.

MTA Bonds **\$20 million**

The proposed amendment increases MTA Bonds plan by \$20 million transferred from the 2015-2019 capital program, which receives federal flexible funds of equal value.

Other **(\$29 million)**

The proposed amendment decreases MTA "Other" fund category by \$29 million. Changes include recognition of \$8 million in proceeds from settlements and insurance to support ongoing capital projects, offsets totaling \$17 million from the addition of unplanned Federal and City fund sources to the program, net transfer of \$16 million to the LIRR 33rd Street Corridor project in the 2015-2019 Program, and \$4.2 million of other additional reductions.

Bridges and Tunnels Dedicated Funds **(\$50 million)**

The proposed amendment reduces Bridges and Tunnels Dedicated Funds by \$50 million, reflecting program budget reduction.

Bridges and Tunnels Sandy Recovery/Resiliency Funds **(\$85 million)**

The proposed amendment reduces the Bridges and Tunnels Sandy Recovery/Resiliency Program by \$85 million (\$21 million federal and \$64 million Bonds/PAYGO) to match remaining Bridges and Tunnels Sandy program needs.

DISCUSSION OF AGENCY PROGRAMS

New York City Transit:

The proposed amendment increases NYCT's 2010-2014 Capital Program from \$11,365 million to \$11,370 million. The overall increase of +\$4.4 million encompasses Category-level changes presented in Table III, as well as additional funding added to the Program. The discussion that follows summarizes the proposed changes to NYCT's 2010-2014 Capital Program.

Table III
MTA New York City Transit 2010-2014 Capital Program by Category
(\$ in millions)

| Category | Sept. 2019 Approved Program | Proposed Program | Change |
|------------------------------------|--|-----------------------------|---------------|
| Subway Cars | \$1,028.4 | \$1,049.7 | \$21.2 |
| Buses | 1,370.4 | 1,347.6 | (22.8) |
| Passenger Stations | 2,239.9 | 2,138.9 | (101.0) |
| Track | 1,484.8 | 1,482.1 | (2.7) |
| Line Equipment | 282.7 | 278.4 | (4.3) |
| Line Structures | 455.5 | 428.0 | (27.5) |
| Signals and Communications | 2,693.0 | 2,753.2 | 60.2 |
| Power | 165.7 | 180.3 | 14.6 |
| Shops and Yards | 215.7 | 230.2 | 14.5 |
| Depots | 465.2 | 456.8 | (8.3) |
| Service Vehicles | 129.0 | 133.2 | 4.2 |
| Miscellaneous | 738.7 | 795.9 | 57.2 |
| Staten Island Railway | 96.3 | 95.4 | (0.9) |
| New York City Transit Total | \$11,365.3 | \$11,369.7 | \$4.4 |

Numbers may not total due to rounding

The generally modest changes since the last amendment reflect a program in which most of the work has completed since the last program amendment and is now financially closing out.

The Subway Cars category increases by +\$21 million, due primarily to support cost and warranty costs in the R179 purchase. The Buses category decreases by (-\$23 million) due to closeout savings in completed bus purchase projects and related bus fleet investments.

The Passenger Stations category decreases (-\$101 million) due to select projects that transferred scope to the 2015-2019 Program, resulting in budget decreases in the 2010-2014 Capital Program and corresponding increases in the 2015-2019 Capital Program. The (-\$138 million) administrative adjustment to the Other Station Improvements Element resulted in no net budget change between the two programs and enabled the award of several Sandy contracts with high bids, a project to perform mitigation at 24 substations that is funded via +\$24 million added to the Passenger Stations category, as well as additional funding in the Misc./Emergency category. Other offsetting increases include +\$14 million for new accessibility and state of good restoration investments.

The Track category decrease of (-\$3 million) reflects closeout savings in the Track program. There was no change in the Switch program. There is a net decrease of (-\$4 million) in the Line Equipment category due to savings generated by projects to reflect final charges (-\$7 million). This was partially offset by an increase of +3 million to provide additional funding to complete the design and construction phases on select projects +\$3 million.

There is a net decrease of (-\$28 million) in the Line Structures category. Major decreases include savings from a reserve in the Demolition of Abandoned Structures project that was no longer needed (-\$6 million), savings generated by projects to reflect final charges (-\$3 million) and a budget reduction of a structure painting project on the White Plains Road Line due to part of its scope being performed in the 2015-2019 Capital Program (-\$30 million). These decreases were offset by administratively establishing a budget for resiliency work that enabled the award of a Sandy mitigation contract with a high bid at the Steinway Portal on the Flushing Line -- an increase of +\$11 million.

The Signals and Communications category increase by a total of +\$60 million due to an increase in the Signal Modernization element +\$104 million, which was partially offset by a decrease in the Communications Systems element (-\$44 million). The increase in the Signals and Communications category resulted because of a cathodic protection project in the Steinway Tube (\$1 million), wrap-up work from the Dyre Line signals project (\$2 million) and to administratively establish a budget for resiliency work that enabled the award of a Sandy mitigation contract to build a new interlocking on the Rockaway Line that had a high bid (\$117 million). The decrease in Communications Systems reflects the final costs at completion for various projects, including ISIM - B Modules 1 and 2, Public Address/Customer Information

Screens at 45 Stations, and Help Points at 61 Stations.

The Power category has a net increase of +\$15 million. This change is due to administratively establishing a budget for resiliency work that enabled the award of a Sandy mitigation contract to protect substations from flooding (+\$14 million) plus savings and is offset by the needs in various projects to reflect final charges (+\$1 million).

The Shops and Yards category increases by \$15 million, with the Concourse Car Washer and 207th Street Boiler House projects experiencing the largest increases. The Bus Depot investment category decreases by (-\$8 million), inclusive of additional costs for the bus radio system replacement and the deletion of a dispatch system improvement along with other budget changes. The Service Vehicles category increases by +\$4 million, due to the shifting of flat car support funding from another capital program. The Misc./Emergency has an overall net increase +\$57 million, resulting from adjustments to the budgets of current or completed projects of \$16 million, offset by adjustments to reserves and contracts that provide broad support for the capital program in the amount of \$56 million, and a new Sandy project to perform mitigation at 24 substations that is funded via +\$19 million added to the Misc./Emergency category along with additional funding added in the Passenger Stations category. Lastly, the Staten Island Railway Category decreased by (-\$1 million) due to savings generated by projects to reflect final charges.

Long Island Rail Road:

The proposed amendment to the LIRR's 2010-2014 Capital Program involves a slight increase of +\$0.5 million to the overall LIRR program envelope of \$2,360 million, bringing the LIRR program to \$2,361 million. Table IV and the discussion that follows summarizes the proposed changes to the LIRR's 2010-2014 Capital Program by investment category.

Table IV
MTA Long Island Rail Road 2010-2014 Capital Program by Category
(\$ in millions)

| Category | Sept. 2019 Approved Program | Proposed Program | Change |
|------------------------------------|--|-----------------------------|---------------|
| Rolling Stock | \$404.8 | \$369.6 | (\$35.2) |
| Passenger Stations | 106.8 | 102.0 | (4.8) |
| Track | 872.9 | 898.4 | 25.5 |
| Line Structures | 133.2 | 132.1 | (1.1) |
| Communications & Signals | 400.9 | 413.4 | 12.5 |
| Shops & Yards | 123.1 | 135.9 | 12.8 |
| Power | 151.2 | 116.9 | (34.3) |
| Miscellaneous | 167.6 | 192.7 | 25.1 |
| Long Island Rail Road Total | \$2,360.5 | \$2,360.9 | \$0.5 |

Numbers may not total due to rounding

Since the last program amendment there have been modest changes to the program of projects that generally reflect updated estimates and timing as this largely completed capital program continues to advance. On a bottom-line basis, the total agency envelope increases by under +\$1 million.

The overall decrease of (-\$35 million) in the Rolling Stock element reflects a funding transfer to the 2020-2024 Capital Program, which consolidates the budget for the Work Locomotive purchase within a single capital program. Power was also reduced by (-\$34 million) because the assumed replacement of the Penn Station substation has been deferred to a future capital program to align with assumed Penn Reconstruction work.

Cost increases associated with Positive Train Control resulted in an overall increase of +\$13 million within the Signals category. Higher third-party construction costs for the Long Island City Yard Phase 3B project, resulted in an overall increase of +\$13 million within the Shops & Yards category. Cost increases of +\$31 million for the Extend Great Neck Pocket Track contributed to an overall increase of the Track category of \$26 million.

Metro-North Railroad:

The proposed amendment decreases Metro-North's 2010-2014 Capital Program from \$1,564 million (the level last approved by the MTA Board and CPRB in 2019) to \$1,560 million.

Table V
MTA Metro-North Railroad 2010-2014 Capital Program by Category
(\$ in millions)

| Category | Sept. 2019 Approved Program | Proposed Program | Change |
|-----------------------------------|--|-----------------------------|----------------|
| Rolling Stock | \$242.4 | \$246.5 | \$4.1 |
| Stations | 188.9 | 185.9 | (3.0) |
| Track & Structures | 306.3 | 300.4 | (5.9) |
| Communications & Signals | 303.8 | 306.6 | 2.8 |
| Power | 117.5 | 116.1 | (1.4) |
| Shops & Yards | 321.6 | 321.9 | 0.2 |
| Miscellaneous | 83.9 | 83.0 | (0.9) |
| Metro-North Railroad Total | \$1,564.3 | \$1,560.3 | (\$4.0) |

Numbers may not total due to rounding

In this proposed amendment there are limited changes and most reflect final costs of completing the program. The Rolling Stock category is revised to reflect a +\$4 million higher final cost for the M8 fleet. Stations is reduced by (-\$3 million) mainly due to reductions at completion of Grand Central Terminal projects including GCT Utilities, Trainshed Rehabilitation, Outlying station work at Fordham and a Harlem Line design project. Track is reduced by (-\$6 million) to reflect savings of a Turnouts project as well as the 2014 Cyclical Track program.

Communications and Signals increases by +\$3 million due to higher needs for the Harlem and Hudson Wayside Communication & Signals project with +\$4 million of additional needs, partly offset by savings on a West of Hudson Signal Improvements project. Power, Shops & Yards and the Miscellaneous investments categories all change by approximately \$1 million and again reflect adjusting values at the completion of projects.

MTA Bus:

This proposed capital program amendment does not change the overall value of the \$297 million MTA Bus program or its mix of projects. There are no significant matters to report.

MTA-Wide Security/Disaster Recovery and Mitigation:

This proposed capital program amendment does not significantly adjust the values or mix of projects for the MTA Police Department or MTA-Wide Security. There are notable changes within the MTA's recovery and mitigation programs. These are discussed below.

Table VI
MTA Security/Disaster Recovery 2010-2014 Capital Program by Category
(\$ in millions)

| Category | Sept. 2019 Approved Program | Proposed Program | Change |
|--|--|-----------------------------|-----------------|
| MTA Police Department | \$84.0 | \$84.0 | \$0.0 |
| MTA-Wide Security | 170.3 | 170.4 | 0.1 |
| MTA Disaster Recovery: | | | |
| • Restoration Program | 4,157.6 | 4,167.9 | 10.3 |
| • Mitigation Program | 2,834.1 | 2,824.2 | (9.9) |
| MTA Security and Disaster Recovery (CPRB) | \$7,246.0 | \$7,246.6 | \$0.6 |
| Bridges and Tunnels Disaster Recovery: | | | |
| • Restoration Program | 596.0 | 526.9 | (69.1) |
| • Mitigation Program | 169.0 | 153.5 | (15.5) |
| Total Bridges and Tunnels Disaster Recovery | 765.0 | 680.3 | (84.7) |
| Total MTA Security and Disaster Recovery | \$8,010.9 | \$7,926.9 | (\$84.1) |

Numbers may not total due to rounding

MTA Police Department

MTA Police Department's mix of projects has not changed since the last amendment although

final project estimates are now reflected.

MTA-Wide Security

The MTA-Wide Security program has had no significant changes since the last amendment.

MTA Disaster Recovery

(Restoration and Mitigation programs):

Sandy Restoration Program

The MTA Sandy restoration program is updated to include the most recent cost estimates for completed, ongoing and future projects and to match available funding with scope. There is one new project being proposed in this amendment to address repairs at NYCT's Coney Island Complex. Table VII and the discussion that follows summarize these proposed changes to the previously approved program.

**Table VII
Restoration Program 2010-2014 Capital Program by Agency
(\$ in millions)**

| Category | Sept. 2019 Approved Program | Proposed Program | Change |
|----------------------------------|--|-----------------------------|-----------------|
| New York City Transit | \$3,359.8 | \$3,360.3 | \$0.5 |
| Long Island Rail Road | 395.9 | 402.9 | 7.0 |
| Metro-North Railroad | 367.7 | 370.6 | 2.9 |
| MTA Bus Company | 11.0 | 11.0 | 0.0 |
| MTA Network Expansion | 23.2 | 23.2 | 0.0 |
| Bridges and Tunnels (not CPRB) | 596.0 | 526.9 | (69.1) |
| Restoration Program Total | \$4,753.6 | \$4,694.9 | (\$58.7) |

Numbers may not total due to rounding

New York City Transit

NYCT's Sandy restoration program was increased by \$0.5 million since the last amendment. Additionally, the estimates of many individual projects were adjusted. Due to savings, NYCT has

been able to create a new grant funded project to address Superstorm Sandy damage that was suffered at the Coney Island Complex. This new \$224 million project is in development and not expected to be awarded before 2025.

Long Island Rail Road

The overall +\$7 million increase to the LIRR's restoration program is the result of additional needs for the Long Island City restoration project. The budget increase came from reserves in the LIRR's mitigation program. Most LIRR restoration projects have been completed. The largest award yet to be made is for restoration work in the East River Tunnels which needs to be coordinated with Amtrak.

Metro-North Railroad

Metro-North restoration program adjustments reflect revised project costs to complete with no new projects added. The primary project in the program was replacement and restoration of power equipment and infrastructure along the lower Hudson Line which suffered extensive flooding and damage during Superstorm Sandy.

Replacement of three damaged substations at Riverdale, Tarrytown and Croton-Harmon continues and will adhere to the ABFE+4 [Advisory Base Flood Elevation] standards.

MTA Bus

There was no overall change to MTA Bus Company.

MTA Network Expansion

There are no changes to report since the last approved amendment.

Sandy Mitigation Program

The MTA Sandy mitigation program is updated to include the most recent cost estimates for completed, ongoing and future projects and to match available funding with scope. The overall decrease of (-\$26 million) is a result of 1) B&T removing surplus funding from its mitigation program and 2) the LIRR and Metro-North transferring surplus mitigation budgets to their Sandy restoration programs to address other Sandy related needs. Table VIII and the discussion that follows summarize these proposed changes to the previously approved mitigation program.

Table VIII
Mitigation Program 2010-2014 Capital Program by Agency
(\$ in millions)

| Category | Sept. 2019 Approved Program | Proposed Program | Change |
|---------------------------------|--|-----------------------------|-----------------|
| New York City Transit | \$2,555.4 | \$2,555.4 | \$0.0 |
| Long Island Rail Road | 182.9 | 175.9 | (7.0) |
| Metro-North Railroad | 95.8 | 92.9 | (2.9) |
| Bridges and Tunnels (not CPRB) | 169.0 | 153.4 | (15.6) |
| Mitigation Program Total | \$3,003.1 | \$2,977.6 | (\$25.5) |

Numbers may not total due to rounding

New York City Transit

NYCT's Sandy mitigation program has not changed overall since the last amendment although the estimates of many individual projects were adjusted. Due to savings, the overall programmatic reserves for NYCT's mitigation program have increased to \$116 million.

Long Island Rail Road

The LIRR's Sandy mitigation program was reduced by (-\$7 million) to transfer budgets to the LIRR's restoration program where there have been additional needs.

Metro-North Railroad

Metro-North's Sandy mitigation program was reduced by (-\$3 million) overall. The primary driver of this reduction was a reduction of budget for a Communications and Signals Infrastructure resiliency project. The amendment also recognizes the split-out of the Power and Signals Mitigation project into two distinct phases. Phase 1 has been completed, but due to in house resource issues the Phase 2 work has not yet commenced.

MTA Bridges and Tunnels Sandy Program
(Restoration and Mitigation)

The MTA B&T Sandy restoration and mitigation programs are unchanged from the previous amendment in terms of program envelope, other than an approximate (-\$85 million) administrative reduction due to savings and efficiencies which is part of this amendment (-\$69

million from the restoration program and -\$16 million from the mitigation program). Beyond these overall program envelope reductions, individual project budgets have also been revised within the reduced program envelope based on final project budgets and scopes.

MTA Interagency:

This program amendment reduces the MTA Interagency 2010-2014 Capital Program by \$9.3 million). Table IX and the discussion that follows summarize MTA Interagency.

**Table IX
MTA Interagency 2010-2014 Capital Program by Category
(\$ in millions)**

| Category | Sept. 2019 Approved Program | Proposed Program | Change |
|--|--|-----------------------------|----------------|
| MTA Mentoring Program Administration | \$28.6 | \$27.6 | (\$1.0) |
| MTA Business Services Center/Facilities Rehab. | 156.8 | 144.8 | (12.0) |
| MTA Planning | 37.3 | 41.0 | 3.7 |
| MTA Interagency Total | \$222.7 | \$213.3 | (\$9.3) |

Numbers may not total due to rounding

MTA Mentoring Program Administration

MTA mentoring program administration activities for the 2010-2014 capital program was largely completed by 2016 when a new five-year capital program was fully approved for the 2015-2019 time period. The remaining \$1 million reserve left in the project is being removed as savings.

MTA Business Services Center / Facilities Rehabilitation

At the completion of the Jay Street Project, remaining reserves were removed from the project as savings. Other minor changes to projects in this category resulted in an overall (-\$12.0 million) reduction.

MTA Planning

Changes within the Planning program reflect support for the OutFront Media project that commenced in 2020. The budget in this program is \$13.6 million. All but \$3.7 million of the budget came from other Planning sources in this same MTA Planning group of projects, resulting in a +\$3.7 million increase

MTA Network Expansion:

The overall budget for Network Expansion program remains unchanged at \$5.861 billion. Most of the work in Network Expansion is both completed, but remaining to be awarded is East Side Access rolling stock reserves of \$463 million that will support a future M9A growth fleet for the LIRR.

Table X

**MTA Network Expansion 2010-2014 Capital Program by Category
(\$ in millions)**

| Category | Sept. 2019 Approved Program | Proposed Program | Change |
|-------------------------------------|--|-----------------------------|---------------|
| East Side Access | \$3,192.9 | \$3,192.9 | \$0.0 |
| Second Avenue Subway Phase 1 | 1,607.9 | \$1,609.9 | 1.9 |
| Regional Investments | 397.8 | 397.8 | 0.0 |
| ESA Rolling Stock/Liability Reserve | 566.8 | 559.8 | (7.1) |
| Miscellaneous | 95.9 | 100.9 | 5.1 |
| MTA Network Expansion Total | \$5,861.3 | \$5,861.3 | \$0.0 |

Numbers may not total due to rounding

Network Expansion budgets reflected in the blue pages have been updated to reflect the latest project estimates and minor budget reallocations between projects within the program. Table X summarizes adjustments to the proposed 2010-2014 program amendment by investment category. Overall, the \$5,861.3 million overall budget remains unchanged since the last amendment to the program. Transfers of \$1.9 million and \$5.1 million were made from the

program's liability reserve to the Second Avenue Subway Phase 1 budget and the Miscellaneous Administrative budget, respectively.

MTA Bridges and Tunnels:

MTA Bridge and Tunnels 2010-2014 Capital Program is 96% complete as of this amendment and the remaining 4% of project budgets are in financial closeout. Individual project budgets have been revised based on final project budgets and scope. No further monetary reallocation is needed to complete this capital program, but an unneeded (\$50 million) is being removed from the capital program envelope.

**Table XI
MTA Bridges and Tunnels 2010-2014 Capital Program by Category
(\$ in millions)**

| Category | Sept. 2019 Approved Program | Proposed Program | Change |
|----------------------------------|--|-----------------------------|-----------------|
| Structures | \$401.4 | \$388.7 | (\$12.7) |
| Roadways and Decks | 1,168.3 | 1,143.9 | (24.4) |
| Toll Plazas & Traffic Management | 27.4 | 26.5 | (0.9) |
| Utilities | 204.9 | 197.4 | (7.5) |
| Buildings and Sites | 13.1 | 11.1 | (2.0) |
| Miscellaneous | 36.7 | 36.5 | (0.2) |
| Structural Painting | 170.1 | 168.0 | (2.1) |
| Bridges and Tunnels Total | \$2,022.0 | \$1,972.0 | (\$50.0) |

Numbers may not total due to rounding

MTA Bridge and Tunnels' portion of the 2010-2014 Capital Program will total \$1,972 million for normal replacement and system improvement projects. All major projects from the 2010-2014 Capital Program have now been completed. Due to good-bid savings and project efficiencies, MTA Bridge and Tunnels was able implement budget reductions in several of the asset categories.

The Structures category is reduced by (-\$13 million). This is primarily driven by the completion of a structural rehabilitation project at the Throgs Neck Bridge and the release of most of the unused project contingencies during project closeout. Also contributing were the closeout of three tunnel reconstruction – two at the Queen Midtown Tunnel and one at the Hugh Carey Tunnel – and the surrender of unused project contingencies and reserves from these projects. All of these savings are contributing to the reduction of the total 2010-2014 Capital Program envelope.

The Roadways and Decks category is reduced by (-\$24 million). Around half of this reduction is driven by the closeout of two projects – one deck and one roadway - at the Verrazzano-Narrows Bridge and the release of the unused project contingencies and reserves during project closeout. Also contributing were the closeout of three deck projects – two at the RFK Bridge and one at the Hugh Carey Tunnel – and the surrender of unused project contingencies and reserves from these projects. This amendment also reflects an administrative reallocation of around \$12 million from one RFK bridge deck project to another to allow for the demolition of unused structures. All these savings are contributing to the reduction of the total 2010-2014 Capital Program envelope.

The Toll Plazas and Traffic Management category has a minor reduction of (-\$1 million), based on final project values in this category.

The Utilities category is reduced by (-\$8 million). Most of this reduction is driven by the closeout of two projects – one at the Queens Midtown Tunnel and one at the Marine Parkway Bridge -- and the release of the unused project contingencies and reserves during project closeout. All of these savings contribute to the reduction of the total 2010-2014 Capital Program envelope.

The Buildings and Sites category is reduced by (\$2 million), based on final project values for the Service Building Rehabilitation and the release of Hazardous Materials reserves. All of these savings are contributing to the reduction of the total 2010-2014 Capital Program envelope.

This amendment will only have minor adjustments to project budgets in the Miscellaneous category.

The Structural Painting category is reduced by (-\$2 million). This is based on a \$3 million reduction in final project values for the various painting projects at B&T facilities and the release of associated project contingencies and reserves. This, however, is partially offset by a budget increase in one painting project at the Marine Parkway Bridge, which was required to support project acceleration. All these savings contribute to the reduction of the total 2010-2014 Capital Program envelope.

Agency 10% Issues

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the CPRB to be progressed. Table XII 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%.

B&T does not require CPRB approval and elements are not identified in this table.

**Table XII
MTA CPRB Agency Elements with Increases Exceeding 10 Percent
(\$ in millions)**

| Agency | Element | Element Description | Sept. 2019 Approved Plan | Proposed Plan |
|---------------|----------------|---------------------------------|---|--------------------------|
| NYCT | T61602 | Miscellaneous | \$223.6 | \$289.2 |
| NYCT | ET1603 | Sandy Miscellaneous Mitigation | \$83.0 | \$116.0 |
| NYCT | ET1002 | Sandy Shops & Yards Restoration | \$924.1 | \$1,025.0 |
| LIRR | L60601 | LIRR Shops & Yards | \$112.4 | \$125.2 |

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---------------------------------------|---------------|---------------------------------|----------------|----------------|---------------|--------------|--------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 01 SUBWAY CARS | | | | | | | | |
| 01 Purchase 103 "A" Division Railcars | SI | 0.0 | 249.9 | 0.0 | 26.0 | 0.0 | 0.0 | 275.9 |
| 02 Purchase 300 "B" Division Railcars | NR | 0.0 | 0.4 | 756.2 | 0.0 | 0.0 | 5.1 | 761.7 |
| 04 Design of New "B" Division Cars | NR | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 0.0 | 12.0 |
| Element Total 01 | | \$0.0 | \$250.3 | \$768.3 | \$26.0 | \$0.0 | \$5.1 | \$1,049.7 |
| Category Total 601 | | \$0.0 | \$250.3 | \$768.3 | \$26.0 | \$0.0 | \$5.1 | \$1,049.7 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

BUSES T - 603

| ELEMENT DESCRIPTION/PROJECT | | Needs Code | Commitments (\$ in millions) | | | | | Post 2014 | Total All Years |
|--------------------------------|--|---------------|---------------------------------|----------------|---------------|----------------|----------------|----------------|--------------------|
| | | | 2010 | 2011 | 2012 | 2013 | 2014 | | |
| 02 BUS REPLACEMENT | | | | | | | | | |
| 01 | Purchase 90 Standard Diesel Buses | NR | 39.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 39.6 |
| 02 | Purchase 328 Articulated Buses | NR | 0.0 | 240.8 | 0.0 | 0.0 | 0.0 | 0.0 | 240.8 |
| 03 | Purchase 90 Express Buses | NR | 0.0 | 53.8 | 0.0 | 0.0 | 0.0 | 0.0 | 53.8 |
| 04 | Purchase 15 Paratransit Vans | NR | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 |
| 05 | Purchase 185 CNG Standard Buses | NR | 0.0 | 88.1 | 0.0 | 0.0 | 0.0 | 0.0 | 88.1 |
| 06 | Purchase 90 Articulated Buses | NR | 0.0 | 0.0 | 65.5 | 0.0 | 0.0 | 0.0 | 65.5 |
| 07 | Purchase 300 Express Buses DES | NR | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 15 | Purchase 231 Articulated Buses- DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 |
| 17 | Purchase 177 Paratransit Vehicles | NR | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | 1.6 | 8.4 |
| 18 | Integrated Farebox Units: Replace Main Comp. | NR | 0.9 | 0.0 | 5.2 | 0.0 | 0.0 | 0.0 | 6.1 |
| 20 | Purchase 90 Standard Diesel Buses | NR | 0.0 | 38.4 | 0.0 | 0.0 | 0.0 | 0.0 | 38.4 |
| 21 | Purchase 90 Standard Diesel Buses | NR | 0.0 | 37.1 | 0.0 | 0.0 | 0.0 | 0.0 | 37.1 |
| 22 | Purchase 600 Standard Buses DES | NR | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 23 | Bus Cameras | NR | 0.0 | 0.0 | 24.7 | 0.1 | 0.0 | 0.0 | 24.8 |
| 24 | Purchase 324 Standard Buses (Nova) | NR | 0.0 | 0.0 | 0.0 | 150.3 | 0.0 | 0.0 | 150.3 |
| 25 | Purchase 300 Express Buses | NR | 0.0 | 0.0 | 0.0 | 172.5 | 0.0 | 0.0 | 172.5 |
| 26 | Bus Integrated Asset Mngmt Planning System | SI | 0.0 | 0.0 | 0.0 | 5.5 | 1.0 | 0.5 | 7.0 |
| 27 | On-Board Audio Visual (OBAV) System | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 20.5 |
| 28 | Purchase 276 Standard Buses (New Flyer) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 145.7 | 0.0 | 145.7 |
| 29 | On-Board Audio Visual - Pilot | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 2.4 | 2.6 |
| 30 | Purchase 72 Standard Diesel Buses | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.1 | 37.1 |
| 32 | On-Board Audio Visual (OBAV) - Depot Wi-Fi | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 2.5 |
| 34 | Purchase 139 Articulated Buses (New Flyer) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 120.2 | 120.2 |
| 35 | Purchase 92 Articulated Buses (Nova) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 84.4 | 84.4 |
| Element Total 02 | | | \$40.5 | \$459.7 | \$95.4 | \$328.4 | \$154.4 | \$269.3 | \$1,347.6 |
| Category Total 603 | | | \$40.5 | \$459.7 | \$95.4 | \$328.4 | \$154.4 | \$269.3 | \$1,347.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|--------------|---------------|--------------|---------------|--------------|----------------|-----------------|
| 04 FARE COLLECTION | | | | | | | | |
| 01 MetroCard-Electronic Components Replacement | NR | 0.0 | 14.6 | 0.1 | 0.0 | 0.1 | 0.5 | 15.3 |
| 02 Purchase of Automated Farecard Access (AFAS) Gates | SI | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 |
| 05 New Fare Payment System | SI | 0.0 | 0.2 | 5.4 | 13.1 | 0.1 | 106.1 | 125.0 |
| 06 Passenger Station LAN: 4 Stations (I-H) | SI | 0.0 | 0.0 | 2.0 | 1.7 | 0.0 | 1.7 | 5.5 |
| 09 Passenger Station LAN: 2 Stations (I-H) Montague | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 1.9 |
| 10 Passenger Station LAN: 6 Stations | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 3.8 |
| 11 Passenger Station LAN: 188 Stations | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 70.5 | 70.5 |
| Element Total 04 | | \$0.0 | \$14.9 | \$9.4 | \$14.9 | \$2.1 | \$182.5 | \$223.7 |
| 07 STATION ESCALATORS / ELEVATORS | | | | | | | | |
| 01 Replace 3 Escalators in South Manhattan | SGR | 0.0 | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 | 14.2 |
| 03 Replace 2 Escalators Roosevelt Av QBL | SGR | 0.0 | 0.0 | 0.0 | 9.5 | 0.0 | 0.0 | 9.5 |
| 04 Replace 11 Hydraulic Elevators | NR | 2.1 | 0.0 | 0.0 | 23.9 | 0.8 | 0.0 | 26.8 |
| 05 Replace 7 Hydraulic Elevators:125, 51,B.Bridge LEX | NR | 0.0 | 0.0 | 0.9 | 2.4 | 0.0 | 23.5 | 26.8 |
| 06 Replace 2 Hydraulic Elevators at GCT LEX | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.6 | 14.6 |
| 07 Replace 2 Escalators / GCT 42 St DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 08 Replace 11 Hydraulic Elevators / Various DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 |
| 09 Replace 12 Traction Elevators / 3 locs BWY7 DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 12 Replace 1 Hydraulic Elevator at GCT LEX | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 5.2 |
| Element Total 07 | | \$2.1 | \$14.2 | \$0.9 | \$35.7 | \$0.8 | \$43.8 | \$97.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|------|------|------|------|------|-----------|-----------------|
| 12 STATION WORK | | | | | | | | |
| 01 Station Work at 4th Av Station on Culver Line | SGR | 9.5 | 0.5 | 0.1 | 0.7 | 0.1 | 0.2 | 11.0 |
| 06 Station Work at Pelham Bay Park Pelham Line | NR | 0.0 | 0.3 | 0.0 | 7.6 | 0.0 | 0.0 | 7.9 |
| 07 Renewal of Buhre Av Station Pelham Line | SGR | 0.0 | 0.8 | 0.0 | 21.3 | 0.2 | 0.0 | 22.3 |
| 08 Renewal of Middletown Rd. Station on Pelham Line | SGR | 0.0 | 0.9 | 0.0 | 24.1 | 0.0 | 0.0 | 25.0 |
| 09 Renewal of Zerega Av on Pelham Line | SGR | 0.0 | 0.7 | 0.0 | 22.4 | 0.0 | 0.1 | 23.3 |
| 10 Renewal of Castle Hill Av Station on Pelham Line | SGR | 0.0 | 0.2 | 0.0 | 23.6 | 0.1 | 0.0 | 23.9 |
| 11 Dyckman St. Station Improvements BW7 | NR | 45.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.2 |
| 12 Rehabilitate Smith-9th Station CUL | SGR | 26.9 | 0.9 | 0.0 | 0.0 | 3.9 | 0.7 | 32.4 |
| 13 Renewal 20 Av Station Sea Beach Line | SGR | 0.0 | 0.0 | 0.2 | 0.0 | 32.9 | 4.8 | 37.9 |
| 14 Renewal 8 Av Station Sea Beach Line | SGR | 0.0 | 0.0 | 0.1 | 0.0 | 43.4 | 6.4 | 49.9 |
| 15 Renewal Ft Hamilton Pky Stn Sea Beach Line | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 28.6 | 3.1 | 31.7 |
| 16 Renewal 18 Av Station Sea Beach Line | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 35.3 | 3.9 | 39.2 |
| 17 Renewal Kings Hwy Station Sea Beach Line | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.0 | 36.0 |
| 18 Renewal New Utrecht Av Station Sea Beach Line | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 32.4 | 3.6 | 36.0 |
| 19 Renewal Bay Parkway Station Sea Beach Line | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 37.5 | 4.9 | 42.5 |
| 20 Renewal Av U Station Sea Beach Line | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.7 | 40.7 |
| 21 Renewal 86 St Station Sea Beach Line | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.1 | 34.1 |
| 22 Ceiling Repair 181 St & 168 St / Broadway-7th Av | NR | 0.0 | 0.0 | 0.0 | 64.3 | 0.3 | 0.2 | 64.7 |
| 23 Street Stair: Times Square TSS | SGR | 0.6 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| 25 Station Renewal: Central Avenue MYT | SGR | 0.2 | 0.6 | 7.4 | 0.0 | 0.0 | 0.0 | 8.3 |
| 26 Station Renewal: Seneca Avenue MYT | SGR | 0.1 | 0.2 | 6.6 | 0.0 | 0.0 | 0.3 | 7.2 |
| 27 Station Renewal: Forest Avenue MYT | SGR | 0.1 | 0.2 | 6.1 | 0.1 | 0.0 | 0.0 | 6.5 |
| 28 Station Renewal: Knickerbocker Avenue MYT | SGR | 0.2 | 0.5 | 7.1 | 0.2 | 0.0 | 0.0 | 7.9 |
| 29 Station Renewal: Fresh Pond Road MYT | SGR | 0.1 | 0.6 | 7.9 | 0.1 | 0.0 | 0.0 | 8.7 |
| 30 Structural Repairs: Borough Hall LEX | SGR | 0.6 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 1.5 |
| 31 Station Renewal: 104 Street LIB | SGR | 0.0 | 0.5 | 0.4 | 13.0 | 0.2 | 0.5 | 14.6 |
| 32 Station Renewal: Ozone Pk - Lefferts Blvd LIB | SGR | 0.0 | 0.4 | 0.7 | 0.1 | 6.9 | 0.5 | 8.5 |
| 33 Station Renewal: 111 Street LIB | SGR | 0.0 | 0.6 | 0.4 | 15.9 | 0.0 | 0.6 | 17.5 |
| 34 Station Renewal: Rockaway Blvd LIB | SGR | 0.0 | 0.5 | 0.5 | 15.7 | 0.1 | 1.0 | 17.8 |
| 35 Station Renewal: 88 Street LIB | SGR | 0.0 | 0.6 | 0.4 | 14.2 | 0.1 | 0.6 | 16.0 |
| 36 Station Renewal: 80 Street LIB | SGR | 0.0 | 0.8 | 0.7 | 14.4 | 0.1 | 0.4 | 16.3 |
| 37 Station Renewal: Hunters Point Ave FLS | SGR | 0.0 | 8.1 | 0.0 | 0.2 | 0.0 | 0.0 | 8.4 |
| 38 Station Renewal: Avenue X CUL | SGR | 0.0 | 0.0 | 0.8 | 0.7 | 18.2 | 4.7 | 24.4 |
| 39 Station Renewal: Avenue U CUL | SGR | 0.0 | 0.0 | 0.4 | 0.2 | 14.2 | 0.8 | 15.7 |
| 40 Station Renewal: Avenue P CUL | SGR | 0.0 | 0.0 | 0.4 | 0.2 | 13.9 | 0.6 | 15.1 |
| 41 Station Renewal: Bay Parkway CUL | SGR | 0.0 | 0.0 | 0.4 | 0.6 | 13.1 | 0.6 | 14.8 |
| 42 Station Renewal: 18 Avenue CUL | SGR | 0.0 | 0.0 | 0.3 | 0.3 | 23.7 | 1.2 | 25.5 |
| 43 Station Renewal: Ditmas Avenue CUL | SGR | 0.0 | 0.0 | 0.3 | 0.3 | 17.4 | 1.2 | 19.2 |
| 44 Station Renewal: Avenue I CUL | SGR | 0.0 | 0.0 | 0.4 | 0.2 | 17.9 | 0.8 | 19.3 |
| 45 Station Renewal: Pennsylvania Ave NLT | SGR | 0.0 | 0.0 | 0.0 | 0.4 | 19.7 | 0.6 | 20.7 |
| 46 Station Renewal: Rockaway Ave NLT | SGR | 0.0 | 0.0 | 0.0 | 0.6 | 13.1 | 0.5 | 14.3 |
| 47 Station Renewal: Saratoga Ave NLT | SGR | 0.0 | 0.0 | 0.0 | 0.4 | 13.3 | 0.5 | 14.2 |
| 48 Station Renewal: Junius Street NLT | SGR | 0.0 | 0.0 | 0.0 | 0.4 | 15.7 | 0.6 | 16.6 |
| 49 Station Renewal: Sutter Ave NLT | SGR | 0.0 | 0.0 | 0.0 | 0.6 | 13.5 | 0.5 | 14.5 |
| 50 Station Renewal: Van Siclen Ave NLT | SGR | 0.0 | 0.0 | 0.0 | 1.0 | 15.6 | 0.6 | 17.1 |
| 51 Components: Platform Edges 3 Locs EPK | SGR | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| 52 Replace 2 Stairs Junius St NLT SBMP | SGR | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| 53 Replace 2 Stairs Van Siclen Ave NLT SBMP | SGR | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|------------|------|------|------|------|------|-----------|-----------------|
| 12 STATION WORK | | | | | | | | |
| 54 Replace 2 Stairs Pennsylvania Av NLT SBMP | SGR | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| 55 Replace 2 Stairs Rockaway Av NLT SBMP | SGR | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| 56 Replace 3 Stairs Saratoga Av NLT SBMP | SGR | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 57 Replace 2 Stairs New Lots Av NLT SBMP | SGR | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| 58 Replace 3 Stairs Sutter Av NLT SBMP | SGR | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| 59 Replace 2 Stairs Longwood Av NB PEL SBMP | SGR | 0.3 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 |
| 60 Components: 4 Stations JAM | SGR | 0.0 | 2.4 | 1.1 | 0.0 | 0.1 | 101.2 | 104.8 |
| 61 Components: 5 Stations (DES) & 7 Ave BRT SBMP | SGR | 0.0 | 1.4 | 0.4 | 0.0 | 0.0 | 0.0 | 1.9 |
| 62 Components: 2 Stations BXC | SGR | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 |
| 63 Components: 138St-3rd Ave PEL SBMP | SGR | 0.0 | 1.1 | 0.1 | 0.0 | 0.0 | 0.0 | 1.2 |
| 64 Components: 3 Stations AST DES | SGR | 0.0 | 0.0 | 0.9 | 0.3 | 0.0 | 0.0 | 1.2 |
| 65 Components: Street Stair 5 Av FLS | SGR | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 66 Replace 2 Stairs Longwood Av SB PEL SBMP | SGR | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 |
| 67 Components: 149 St-Grand Concrs JER | SGR | 0.0 | 0.5 | 5.7 | 0.0 | 0.0 | 0.0 | 6.3 |
| 68 Components: 149 St-Grand Concrs WPR | SGR | 0.0 | 1.0 | 10.1 | 0.0 | 0.0 | 0.0 | 11.2 |
| 69 Components: 2 Locations / Flushing DES | SGR | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| 70 Components: Vernon Blvd-Jackson Av FLS | SGR | 0.0 | 0.3 | 3.6 | 0.0 | 0.0 | 0.0 | 3.9 |
| 71 Component Painting: 207 St BW7 | SGR | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| 72 Components: Ventilator Rehab 7 Locs CNR 6AV | SGR | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.2 | 3.8 |
| 73 Components: Structure Roof Longwood St PEL | SGR | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 2.4 |
| 74 Components: 157th St BW7 | SGR | 0.0 | 0.0 | 0.6 | 3.7 | 0.0 | 0.1 | 4.5 |
| 75 Components: 23rd, 7th Av 6AV DES | SGR | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 |
| 76 Components: Hoyt, Franklin EPK | SGR | 0.0 | 0.0 | 0.7 | 0.0 | 1.2 | 0.0 | 1.9 |
| 77 Components: 3 Stations BRT | SGR | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 6.1 |
| 78 Components: (S1/S3) Junction Blvd FLS SBMP | SGR | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 79 Components: (S2/S4) Junction Blvd FLS SBMP | SGR | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 |
| 80 Components: 103 St LEX | SGR | 0.0 | 0.0 | 1.8 | 0.0 | 11.7 | 0.3 | 13.9 |
| 81 Components: Avenue N, Kings Hwy CUL | SGR | 0.0 | 0.0 | 0.7 | 0.3 | 21.4 | 1.1 | 23.4 |
| 82 Components: 49 St BWY | SGR | 0.0 | 0.0 | 1.0 | 0.0 | 5.2 | 0.1 | 6.3 |
| 83 Components: 9 St, 59 St 4AV | SGR | 0.0 | 0.0 | 0.0 | 0.9 | 12.1 | 0.1 | 13.1 |
| 84 Components: Delancey-Essex NAS | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.0 | 0.3 |
| 85 Components: Ventilator Rehab 4 Locs QBL | SGR | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 |
| 86 Components: Ventilator Rehab 4 Locs BK/QN DES | SGR | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 |
| 87 Components: Ventilators Elmhurst (N Bwy) QBL SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 1.1 |
| 88 Components: Ventilators Montrose Av CNR SBMP | SGR | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 89 Component Painting: 3 Locs BRT | SGR | 0.0 | 0.0 | 0.2 | 2.4 | 0.0 | 0.0 | 2.6 |
| 90 Components:Stairs, Platforms 5 Stations FUL DES | SGR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| 91 Components: Platform, Wall 3 Stations LEX | SGR | 0.0 | 0.0 | 0.0 | 1.3 | 6.5 | 0.6 | 8.4 |
| 92 Components: Platform, Wall New Lots Av NLT | SGR | 0.0 | 0.0 | 0.0 | 0.4 | 2.9 | 0.3 | 3.6 |
| 93 Components: Platform, Wall 2 Stations QBL | SGR | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 11.9 | 13.4 |
| 94 Components:Stair,Platform 6 Stations CNR - DES | SGR | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 2.1 |
| 95 Station Ventilators: Ph 6 - 5 Loc / Upper MH/BX | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 0.1 | 10.4 |
| 96 Components: President St, Newkirk Av NOS | SGR | 0.0 | 0.0 | 0.0 | 0.4 | 0.1 | 0.0 | 0.5 |
| 97 Components: Broad Channel RKY | SGR | 0.0 | 0.0 | 0.4 | 6.4 | 0.0 | 0.0 | 6.8 |
| 98 Components: Stairs(S2/S3) Ditmars Blv AST SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.1 |
| 99 Components: Stairs(S1/S4) Ditmars Blv AST SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 1.0 |
| A1 Components: Street Stairs 39 Ave AST SBMP | SGR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| A2 Components: Street Stairs Grand St CNR SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 3.2 | 3.5 |

* 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 |
|--------------------------------|---|---------------------------------|------|------|------|------|-----------|------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | | |
| 12 STATION WORK | | | | | | | | | |
| A3 | Components: Morgan CNR SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.2 | 1.5 | 0.1 | 1.7 |
| A4 | Components: Eastchester DYR | SGR | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 25.3 | 27.5 |
| A5 | Components: Ventilators QBL XTN NOS BW7 8AV | SGR | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 |
| A6 | Components: Stairs (S1/S2) 23rd Station 6AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| A7 | Components: Stairs (S3/S4) 23rd Station 6AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| A8 | Components: Stairs (S5/S8) 7AV Station 6AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 1.0 | 0.1 | 0.0 | 1.1 |
| A9 | Components: Stairs (S1/S4) 7AV Station 6AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| B1 | Components: 3 Locations XTN DES | SGR | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.4 | 1.1 |
| B2 | Components: 21 Street XTN | SGR | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| B3 | Components: Greenpoint Avenue XTN | SGR | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 3.2 |
| B4 | Component Painting: 21 St Greenpoint Ave XTN | SGR | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| B5 | Component Painting 2 Locations XTN DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| B6 | Components:3 Locations BWY | SGR | 0.0 | 0.0 | 0.0 | 10.6 | 0.2 | 0.0 | 10.8 |
| B7 | Components: 2 Locs Lower Manhattan BWY | SGR | 0.0 | 0.0 | 0.0 | 6.1 | 0.1 | 0.0 | 6.2 |
| B8 | Components: Franklin Av Stairs S1,S3 EPK SBMP | SGR | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 |
| B9 | Components: Franklin Av Stairs S2,S4 EPK SBMP | SGR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| C1 | Ventilators Clinton-Washington E.Waverly XTN SBMP | SGR | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| C2 | Components: Aqueduct-North Conduit Av RKY | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 6.1 | 6.8 |
| C3 | Components: 2 Locs / Canarsie | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.7 | 20.7 |
| C4 | Components: 3 Locs / 8th Avenue | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 23.5 | 27.0 |
| C5 | Components: 2 Stairs Broadway AST SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 1.4 |
| C6 | Components: 1 Stair Broadway AST SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.8 |
| C7 | Components: 3 Stairs Rector St NB BWY SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 2.8 |
| C8 | Components: 2 Stairs Rector St SB BWY SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.9 |
| C9 | Components: 1 Stair Jay St-Metro Tech BWY SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 1.1 |
| D1 | Station Ventilator Elmhurst Av (S of Bwy) QBL SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.1 | 1.3 |
| D2 | Station Ventilators Grand St CNR SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 1.5 |
| D3 | Station Ventilators Clinton-Wash (W of Wvryly) SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| D4 | Components: Stairs (P2A,B) 49th St BWY SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| D5 | Components: 2 Stairs 4th-9th St/ 4AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| D6 | Comp:3 Stairs (S2/S4/S6) Clin-Wash Av /FUL SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 1.3 |
| D7 | Comp:3 Stairs (S1/S3/S5) Clin-Wash Av/ FUL SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| D8 | Comp:3 Stairs (S2/S4/S8) Rockaway Av/ FUL SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| D9 | Comp:3 Stairs (S1/S3/S7) Rockaway Av/FLT SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| E2 | Components: High St 8AV / York St 6AV | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.8 |
| E3 | Station Component: Van Cortlandt-242 St BW7 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 4.6 |
| E4 | Painting Component: Van Cortlandt-242 St BW7 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| E5 | Station Renewal: Astoria-Ditmars Blvd AST DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| E6 | Station Renewal: 30th Avenue AST DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| E7 | Station Renewal: Broadway AST DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| E8 | Station Renewal: 36th Avenue AST DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| E9 | Station Renewal: 39th Avenue AST DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| F2 | Components: Ventilators Rehab. 8 Locs Ph 7 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 9.6 | 0.0 | 9.6 |
| F4 | Hard Rail Track Panel at 9 stations SEA | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 | 0.0 | 7.2 |
| F5 | Renewal: 138 St-Grant Concourse JER DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| F6 | Components: 4 Street. Stairs Ave N CUL SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 |
| F7 | Painting Component: 3 Locs (104, 111, 121 St) JAM | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 |
| F8 | Components:50th St (Lower Level) 8AV | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 3.2 |

* 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 |
|---|---------------|---------------------------------|---------------|---------------|----------------|----------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 12 STATION WORK | | | | | | | | |
| F9 Components: 4 Street. Stairs Kings Hwy CUL SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 |
| G1 Components: Stairs S1-S2 / 23 St 8AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.1 |
| G2 Components: Stairs S7-S8 / 23 St 8AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 |
| G3 Components: Stairs S5-S6 / 23 St 8AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 1.2 |
| G4 Renewal: Borough Hall LEX Water Remed DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.6 |
| G5 Station Ventilators: Ph 8 - 3 Locs SE Brklyn | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 5.8 |
| G6 Station Painting: 50th St / 8AV (LL) | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.8 |
| G9 Station Ventilators Ph 10 - 4 locs N Bklyn | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 4.4 |
| H1 Components: Stairs S3-S4 / 23 St 8AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.1 |
| H2 Components: Stairs S9-S10-S11 / 23 St 8AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 |
| H3 Components: Stairs S7 / 168 St 8AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| H4 Components: Stairs S4 / 168 St 8AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.1 |
| H5 Components: Stairs S5-S6 / 168 St 8AV SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 1.2 |
| H7 Station Ventilators Ph 9 - 2 locs - SW Bklyn | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 3.8 |
| H8 Reconstruction: Times Sq Ph 3 Shuttle - DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| H9 Painting Components: 49th Street BWY | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.6 |
| I1 Platform Components: 2 Locs JER DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| I9 Station Painting Comp Locs Wilson Av CNR | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 |
| J1 Street Stair: Rector St BWY SBDP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| J2 Asbestos Abatement and Painting: Pelham Bay Pk PEL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 3.7 |
| J3 Sandy Mitigation: 24 Substations | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.0 | 24.0 |
| Element Total 12 | | \$90.4 | \$36.0 | \$81.5 | \$316.2 | \$545.4 | \$423.7 | \$1,493.1 |
| 13 ACCESSIBILITY | | | | | | | | |
| 01 ADA Forest Hills-71 Av Station QBL | SI | 0.0 | 18.3 | 0.5 | 0.0 | 0.0 | 0.0 | 18.8 |
| 02 Improve Platfrm Edges 34 St Station Broadway Line | SI | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 |
| 03 Improve Platform Edges 34 St Station 6th Av Line | SI | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 |
| 04 Imprve Platfrm Horizntl/Vertical Clearance-Var Loc | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.6 | 14.6 |
| 06 ADA Kingsbridge Rd Station - Concourse Line | SI | 0.0 | 0.0 | 19.2 | 0.1 | 0.1 | 0.0 | 19.4 |
| 07 ADA 68 St-Hunter College - Lexington Av Line | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.4 | 10.4 |
| 08 ADA Utica Avenue Station - Fulton Line | SI | 0.0 | 12.9 | 0.2 | 0.0 | 0.2 | 0.0 | 13.2 |
| 09 ADA Hunts Point Av Station - Pelham Line | SI | 0.0 | 0.0 | 14.2 | 0.2 | 0.0 | 0.0 | 14.4 |
| 10 ADA 23 Station - Lexington Av Line | SI | 0.0 | 0.0 | 0.0 | 0.0 | 18.3 | 0.0 | 18.3 |
| 11 ADA Phase 2 at 57 St Station-Broadway Line | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.9 | 35.9 |
| 12 ADA Ozone Pk-Lefferts Blvd Station- Liberty Line | SI | 0.0 | 1.4 | 2.5 | 0.1 | 19.4 | 0.4 | 23.8 |
| 13 ADA Dyckman St Station-Broadway/7th Line | SI | 0.0 | 1.5 | 10.7 | 0.2 | 0.0 | 0.0 | 12.5 |
| 14 ADA Astoria Blvd AST DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 15 ADA Gun Hill Road DYR DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.6 |
| 16 ADA Bedford Park Blvd BXC DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 17 ADA New Utrecht Av SEA & 62St WST | SI | 0.0 | 0.0 | 0.0 | 0.0 | 16.8 | 2.6 | 19.4 |
| 18 ADA 8th Ave SEA | SI | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 | 6.8 | 18.4 |
| 19 ADA Bedford Av CNR DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 4.5 |
| 20 ADA 1st Ave CNR DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 5.4 |
| 21 ADA Times Sq Ph 3 Shuttle DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 23 ADA: 8th Ave/Sea Beach (Southbnd Ph2) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 10.0 |
| Element Total 13 | | \$6.1 | \$34.2 | \$47.4 | \$0.6 | \$66.3 | \$91.4 | \$246.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| 14 OTHER STATION IMPROVEMENTS | | | | | | | | |
| 01 Station Signage 2011 | NR | 0.5 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| 02 Station Railings | SGR | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 |
| 03 Water Condition Remedy | SGR | 0.1 | 3.3 | 0.0 | 2.7 | 0.0 | 0.0 | 6.0 |
| 04 Scrubber Room Drainage 4 Locations | SGR | 0.0 | 0.0 | 0.0 | 2.7 | 0.0 | 0.0 | 2.7 |
| 05 Grand Central - Access Improvement | SI | 1.6 | 0.1 | 0.0 | 1.1 | 20.8 | 1.7 | 25.4 |
| 07 Station Signage 2014 | NR | 0.0 | 0.0 | 1.3 | 3.0 | 0.0 | 0.0 | 4.3 |
| 08 Station Condition Survey Update | NR | 0.0 | 6.1 | 0.1 | 0.0 | 0.0 | 0.0 | 6.2 |
| 09 Church Street Corridor Improvements | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 1.4 |
| 10 Platform Repl: 45 Rd-Court House Sq Flushing Line | SGR | 0.0 | 14.6 | 0.0 | 0.7 | 0.0 | 0.0 | 15.4 |
| 11 Grand Central Access Improvement Phase II DES | SI | 0.0 | 0.0 | 0.0 | 0.4 | 0.3 | 0.0 | 0.8 |
| 12 Reconstruction Cortlandt St BW7 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.7 | 10.7 |
| Element Total 14 | | \$4.6 | \$26.9 | \$1.5 | \$10.6 | \$21.1 | \$13.9 | \$78.6 |
| Category Total 604 | | \$103.3 | \$126.1 | \$140.6 | \$377.9 | \$635.8 | \$755.3 | \$2,138.9 |

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Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|-------|------|------|------|-----------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 MAINLINE TRACK REHABILITATION | | | | | | | | |
| 01 2010 Mainline Track Replacement | NR | 196.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 196.4 |
| 02 2010 Track Force Account | NR | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 |
| 03 2010 Welded Rail | NR | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 |
| 04 2011 Mainline Track Replacement | NR | 1.0 | 155.2 | 0.0 | 0.0 | 0.0 | 0.0 | 156.1 |
| 05 2011 Track Force Account | NR | 0.0 | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 |
| 06 2011 Welded Rail | NR | 0.0 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13.9 |
| 07 2012 Mainline Track Repl: Design/Support | NR | 0.0 | 1.0 | 3.9 | 0.0 | 0.0 | 0.0 | 4.9 |
| 08 2012 Track Force Account | NR | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 0.0 | 35.0 |
| 09 2012 Welded Rail | NR | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 | 9.4 |
| 10 2013 Mainline Track Repl: Design/Support | NR | 0.0 | 0.0 | 0.6 | 2.8 | 0.0 | 0.0 | 3.4 |
| 11 2013 Track Force Account | NR | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 35.0 |
| 12 2013 Welded Rail | NR | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 13 2014 Mainline Track Repl: Design/Support | NR | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 4.2 |
| 14 2014 Track Force Account | NR | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 35.0 |
| 15 2015 Mainline Track Repl DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 1.4 |
| 16 2014 Welded Rail | NR | 0.0 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | 16.3 |
| 17 2011 Mainline Track Repl: Jamaica Line | NR | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 |
| 18 2011 Mainline Track Repl: Qns Crosstown | NR | 0.0 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 12.9 |
| 19 2011 Mainline Track Repl: 8AV Line | NR | 0.0 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13.4 |
| 20 2011 Mainline Track Repl: 6AV Line | NR | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |
| 22 2011 Mainline Trk Rep: Lexington Ave (S/B Express) | NR | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| 23 2011 Mainline Track Repl: Clark St Tube | NR | 0.0 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 |
| 24 2012 Mainline Track Repl: Broadway - BMT | NR | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 |
| 25 2012 Mainline Track Repl: Brighton | NR | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 0.0 | 7.6 |
| 26 2012 Mainline Track Repl: N/O Dekalb | NR | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 5.1 |
| 27 2012 Mainline Track Repl: Atlantic Avenue | NR | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 | 0.0 | 5.5 |
| 28 2012 Mainline Track Repl: S/O Court Street | NR | 0.0 | 0.0 | 6.5 | 0.0 | 0.0 | 0.0 | 6.5 |
| 29 2012 Mainline Track Repl: West End | NR | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 4.3 |
| 30 2012 Mainline Track Repl: Sea Beach | NR | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 |
| 31 2012 Mainline Track Repl: N/O Pacific | NR | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 4.5 |
| 32 2012 Mainline Track Repl: Jamaica | NR | 0.0 | 0.0 | 7.8 | 0.0 | 0.0 | 0.0 | 7.8 |
| 33 2012 Mainline Track Repl: Myrtle Avenue | NR | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 | 0.0 | 11.3 |
| 34 2012 Mainline Track Repl: 168th St / 8 Ave | NR | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 0.0 | 4.4 |
| 35 2012 Mainline Track Repl: Cranberry Tube / 8 Ave | NR | 0.0 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 9.2 |
| 36 2012 Mainline Track Repl: 6th Avenue | NR | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 | 17.6 |
| 37 2012 Mainline Track Repl: Concourse | NR | 0.0 | 0.0 | 10.6 | 0.0 | 0.0 | 0.0 | 10.6 |
| 38 2012 Mainline Track Repl: Queens Blvd | NR | 0.0 | 0.0 | 8.2 | 0.0 | 0.0 | 0.0 | 8.2 |
| 39 2012 Mainline Track Repl: Canarsie | NR | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.7 |
| 40 2012 Mainline Track Repl: Rockaway | NR | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | 0.0 | 9.6 |
| 41 2012 Mainline Track Repl: Broadway / 7 Ave | NR | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 |
| 42 2012 Mainline Track Repl: Flushing | NR | 0.0 | 0.0 | 20.2 | 0.0 | 0.0 | 0.0 | 20.2 |
| 43 2012 Mainline Track Repl: Eastern Parkway | NR | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 2.4 |
| 44 2012 Mainline Track Repl: Lenox-WPR | NR | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 0.0 | 7.6 |
| 45 2012 Mainline Track Repl: Jerome Ave | NR | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 |
| 46 2012 Mainline Track Repl: Pelham | NR | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 1.6 |
| 47 2012 Mainline Track Repl: Lexington Ave | NR | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| 48 2012 Mainline Track Repl: White Plains Road | NR | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 7.7 |
| 49 2012 Mainline Track Repl: S/O 14th St Union Square | NR | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 |

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|---|--|---------------------------------|----------------|----------------|----------------|----------------|---------------|--------------------|------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | | |
| 02 MAINLINE TRACK REHABILITATION | | | | | | | | | |
| 50 | 2012 Mainline Track Repl: Ave U Sheepshead Brightn | NR | 0.0 | 0.0 | 15.6 | 0.0 | 0.0 | 0.0 | 15.6 |
| 51 | 2012 Mainline Track Repl: S/O Halsey St & Montrose | NR | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 2.5 |
| 52 | 2012 Mainline Track Repl: Northern BLVD QBL | NR | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 |
| 53 | 2012 M/L Track Repl: Gaston - Straiton Ave RKY | NR | 0.0 | 0.0 | 11.2 | 0.0 | 0.0 | 0.0 | 11.2 |
| 54 | 2012 CWR: 6AV s/o 59St Columbus Crc; n/o-s/e 7Av | NR | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 1.3 |
| 55 | 2013 Mainline Track Repl: 6th Avenue IND | NR | 0.0 | 0.0 | 0.0 | 19.5 | 0.0 | 0.0 | 19.5 |
| 56 | 2013 Mainline Track Repl: :Broadway IRT | NR | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 6.6 |
| 57 | 2013 Mainline Track Repl: Lexington IRT | NR | 0.0 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | 14.8 |
| 58 | 2013 Mainline Track Repl: 59th St 8Av | NR | 0.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 2.6 |
| 59 | 2013 Mainline Track Repl: Euclid Ave Sta 8Av | NR | 0.0 | 0.0 | 0.0 | 10.7 | 0.0 | 0.0 | 10.7 |
| 60 | 2013 Mainline Track Repl: DeKalb Ave / CNR | NR | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 2.9 |
| 61 | 2013 Mainline Track Repl: Sea Beach | NR | 0.0 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | 13.5 |
| 62 | 2013 Mainline Track Repl: Jamaica | NR | 0.0 | 0.0 | 0.0 | 18.3 | 0.0 | 0.0 | 18.3 |
| 63 | 2013 Mainline Track Repl:8th Avenue | NR | 0.0 | 0.0 | 0.0 | 23.0 | 0.0 | 0.0 | 23.0 |
| 64 | 2013 Mainline Track Repl: Queens Blvd | NR | 0.0 | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | 9.6 |
| 65 | 2013 Mainline Track Repl: Crosstown | NR | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 2.8 |
| 66 | 2013 Mainline Track Repl: Lenox WPR | NR | 0.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 5.3 |
| 67 | 2013 Mainline Track Repl: Brighton | NR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| 68 | 2013 Mainline Track Repl: 4th Avenue | NR | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 4.5 |
| 69 | 2013 Mainline Track Repl: Canarsie | NR | 0.0 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 | 18.2 |
| 70 | 2013 Mainline Track Repl: Concourse | NR | 0.0 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 | 8.1 |
| 71 | 2013 Mainline Track Repl: Archer Avenue | NR | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 4.2 |
| 72 | 2013 Mainline Track Repl: Liberty Avenue | NR | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 |
| 73 | 2013 Mainline Track Repl: Jerome | NR | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 8.0 |
| 74 | 2013 Mainline Track Repl: Pelham | NR | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 2.4 |
| 75 | 2013 Mainline Track Repl: 7th Avenue | NR | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 3.2 |
| 76 | 2013 Mainline Track Repl: White Plains Road | NR | 0.0 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 7.3 |
| 78 | 2013 Mainline Track Repl: S/O 190th St 8AV | NR | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 6.6 |
| 79 | 2013 Mainline Track Repl: 8th Avenue | NR | 0.0 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 11.8 |
| 80 | 2013 Mainline Track Repl: Flushing Line | NR | 0.0 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 17.3 |
| 81 | 2013 Mainline Track Repl: Greenpoint Tube/Xtwn | NR | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 2.9 |
| 83 | 2014 Mainline Track Repl: 4th Avenue | NR | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | 0.0 | 6.8 |
| 84 | 2014 Mainline Track Repl: 8th Avenue | NR | 0.0 | 0.0 | 0.0 | 0.0 | 13.6 | 0.0 | 13.6 |
| 85 | 2014 Mainline Track Repl: Concourse | NR | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 0.0 | 2.7 |
| 86 | 2014 Mainline Track Repl: QBL | NR | 0.0 | 0.0 | 0.0 | 22.7 | 0.0 | 0.0 | 22.7 |
| 87 | 2014 Mainline Track Repl: WPR | NR | 0.0 | 0.0 | 0.0 | 0.0 | 23.0 | 0.0 | 23.0 |
| 88 | 2014 Mainline Track Repl: E Parkway | NR | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 4.8 |
| 89 | 2014 Mainline Track Repl: Jerome Ave | NR | 0.0 | 0.0 | 0.0 | 10.9 | 0.0 | 0.0 | 10.9 |
| 90 | 2014 Mainline Track Repl: Lex Ave/42 St Shuttle | NR | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 0.0 | 17.2 |
| 91 | 2014 Mainline Track Repl: Pelham | NR | 0.0 | 0.0 | 0.0 | 22.8 | 0.0 | 0.0 | 22.8 |
| 92 | 2014 Mainline Track Repl: 7th Avenue | NR | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 6.1 |
| 93 | 2014 Mainline Track Repl: Brighton | NR | 0.0 | 0.0 | 0.0 | 24.8 | 0.0 | 0.0 | 24.8 |
| 94 | 2014 Mainline Track Repl: Flushing | NR | 0.0 | 0.0 | 0.0 | 5.5 | 0.1 | 0.0 | 5.6 |
| Element Total 02 | | | \$237.6 | \$255.5 | \$266.1 | \$403.4 | \$87.5 | \$0.0 | \$1,250.0 |

* 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 | |
|---------------------------------------|--|---------------------------------|----------------|----------------|----------------|----------------|----------------|--------------------|------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | | |
| 03 MAINLINE SWITCH REPLACEMENT | | | | | | | | | |
| 01 | 2010 Mainline Switch Replacement | NR | 51.8 | 0.0 | 0.0 | 0.0 | 0.0 | 51.8 | |
| 02 | 2011 Mainline Switch Replacement | NR | 7.7 | 27.5 | 0.6 | 0.0 | 0.0 | 35.8 | |
| 03 | 2012 Mainline Switch Replacement: Design/Support | NR | 0.0 | 1.4 | 5.5 | 0.0 | 0.0 | 6.9 | |
| 04 | 2013 Mainline Switch Replacement: Design/Support | NR | 0.0 | 0.0 | 0.7 | 3.8 | 0.0 | 4.5 | |
| 05 | 2014 Mainline Switch Replacement: Design/Support | NR | 0.0 | 0.0 | 0.0 | 3.2 | 1.0 | 4.2 | |
| 06 | 2015 Mainline Switch Replacement DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 1.6 | |
| 07 | 2011 Switch Repl. Jamaica Line | NR | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 2.7 | |
| 08 | 2011 Switch Repl. 238 Street | NR | 0.0 | 8.1 | 0.0 | 0.0 | 0.0 | 8.1 | |
| 09 | 2012 Switch Repl: West End | NR | 0.0 | 0.0 | 6.5 | 0.0 | 0.0 | 6.5 | |
| 10 | 2012 Switch Repl: Queens Blvd | NR | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | 5.7 | |
| 11 | 2012 Switch Repl: Broadway / 7 Ave | NR | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 4.9 | |
| 12 | 2012 Switch Repl: Eastern Parkway | NR | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | |
| 13 | 2012 Switch Repl: Lexington Ave | NR | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 6.0 | |
| 14 | 2012 Switch Repl: White Plains Road | NR | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 | |
| 15 | 2012 Switch Repl: Utica Ave E PKWY | NR | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 | 10.1 | |
| 16 | 2012 Switch Repl: N/O New Lots E PKWY | NR | 0.0 | 0.0 | 6.8 | 0.0 | 0.0 | 6.8 | |
| 17 | 2013 Switch Repl: Queens Blvd IND | NR | 0.0 | 0.0 | 0.0 | 13.7 | 0.0 | 13.7 | |
| 18 | 2013 Switch Repl: Jamaica | NR | 0.0 | 0.0 | 0.0 | 8.7 | 0.0 | 8.7 | |
| 19 | 2013 Switch Repl: 8th Avenue | NR | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 2.9 | |
| 20 | 2013 Switch Repl: Brighton | NR | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 | 7.5 | |
| 21 | 2014 Switch Repl: Eastern Parkway | NR | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 | 10.8 | |
| 22 | 2014 Switch Repl: White Plains Road | NR | 0.0 | 0.0 | 0.0 | 0.0 | 14.5 | 14.5 | |
| 23 | 2014 Switch Repl: Queens Blvd | NR | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 4.7 | |
| Element Total 03 | | | \$59.5 | \$39.6 | \$60.4 | \$44.6 | \$27.8 | \$0.0 | \$232.1 |
| Category Total 605 | | | \$297.1 | \$295.1 | \$326.6 | \$448.0 | \$115.3 | \$0.0 | \$1,482.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

LINE EQUIPMENT

T - 606

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|--------------|---------------|---------------|---------------|---------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 TUNNEL LIGHTING | | | | | | | | |
| 01 Tunnel Lighting:11 St Portal-Queens Plaza Line | SGR | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 |
| 02 Tunnel Lighting: 4 Av-Church Av Culver Line | SGR | 27.7 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 28.0 |
| 03 Tunnel Lighting: Roosevelt Av-36 St QBL | SGR | 1.0 | 0.0 | 32.5 | 17.0 | 0.0 | 0.1 | 50.5 |
| Element Total 02 | | \$36.9 | \$0.1 | \$32.6 | \$17.0 | \$0.0 | \$0.1 | \$86.7 |
| 03 VENTILATION FACILITIES | | | | | | | | |
| 02 New Vent Plant Study:S.of G.Central LEX | SGR | 0.0 | 0.0 | 0.0 | 2.4 | 0.8 | 0.0 | 3.2 |
| 03 New Vent Plant: Mulry Square 8th Avenue Line | SGR | 0.0 | 0.0 | 53.4 | 0.3 | 0.3 | 0.8 | 54.8 |
| 04 New Vent Plant: 46 St Queens Boulevard Line | SGR | 0.0 | 0.0 | 1.4 | 71.3 | 1.6 | 1.3 | 75.6 |
| 05 Replace Ventilation Controls at 22 Locations | SGR | 0.0 | 0.0 | 0.7 | 0.6 | 13.9 | 0.4 | 15.7 |
| 07 Replace Supervisory Vent Controls - Var Loc 15-19 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| Element Total 03 | | \$0.0 | \$0.0 | \$55.6 | \$74.6 | \$16.5 | \$2.6 | \$149.2 |
| 04 PUMPING FACILITIES | | | | | | | | |
| 01 Deep Wells Rehabilitation-Nostrand Av Line DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 2.3 |
| 02 Deep Wells Rehabilitation - Crosstown Line | SGR | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.2 |
| 03 Pumps at 4 Locations Pelham. Jerome | SGR | 0.0 | 0.0 | 1.5 | 1.5 | 15.5 | 0.1 | 18.5 |
| 04 Pumps at 2 Locations - Manhattan Midtown | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 7.8 | 10.3 |
| 05 Pumproom Rehabilitation at 2 Locs - Steinway Tube | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 2.3 |
| Element Total 04 | | \$9.1 | \$0.0 | \$1.5 | \$1.5 | \$20.2 | \$10.2 | \$42.5 |
| Category Total 606 | | \$46.0 | \$0.1 | \$89.7 | \$93.0 | \$36.8 | \$12.8 | \$278.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| 03 LINE STRUCTURE REHABILITATION | | | | | | | | |
| 01 Structural Rehab / Flood Wall: 148 St Yard | NR | 0.0 | 18.8 | 0.2 | 0.1 | 0.0 | 0.0 | 19.1 |
| 02 Rehab Emergency Exits at 125 Locations | NR | 11.0 | 0.1 | 18.3 | 0.2 | 0.0 | 0.0 | 29.6 |
| 03 Culver Viaduct Rehabilitation Ph 3: Underside | SGR | 0.0 | 41.9 | 0.3 | 0.1 | 0.1 | 0.0 | 42.5 |
| 04 Viaduct Rep: Far Rockaway/Rockaway Park Line | NR | 35.7 | 0.6 | 0.0 | 0.1 | 0.0 | 0.0 | 36.4 |
| 05 Struct.Repair: Cypress Hills-130 St Jamaica Line | NR | 19.7 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20.1 |
| 06 Demolish Abandoned Structures | SGR | 0.0 | 0.0 | 4.2 | 1.4 | 0.1 | 3.6 | 9.2 |
| 07 Overcoat Steel Bridges-Rockaway Line | SGR | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 |
| 08 Overcoat 15 Bridges-Brighton Line | SGR | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 |
| 09 Overcoat Portal-E180 St-White Plain Road Line | SGR | 0.0 | 0.0 | 0.0 | 26.4 | 0.0 | 0.3 | 26.7 |
| 12 Sea Beach Line Retaining Wall Rehabilitation | NR | 0.0 | 0.0 | 0.0 | 0.0 | 24.1 | 18.2 | 42.3 |
| 13 Structure Repairs-Dyre Avenue Line | SGR | 0.0 | 0.7 | 0.4 | 0.0 | 9.5 | 0.0 | 10.6 |
| 14 Overcoat Broadway Jct Cypress Hills-Jamaica Ln | SGR | 0.0 | 0.0 | 15.6 | 0.1 | 0.0 | 0.0 | 15.8 |
| 15 Overcoat Dyckman St - 215 St Broadway-7th Av Line | SGR | 0.0 | 0.5 | 0.0 | 10.9 | 0.0 | 0.0 | 11.4 |
| 16 Structural Repairs: 39 St - 60 St 4AV Ph1 | SGR | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 30.4 | 31.2 |
| 17 Overcoat: Church Av Portal-W 8 - Culver Line DES | SGR | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.1 | 0.9 |
| 18 Overcoat: Cypress Hills-130 St on Jamaica Line | SGR | 15.8 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 15.9 |
| 19 Overcoat:Broadway Jct-New Lots Av Canarsie Ln | SGR | 0.0 | 0.0 | 1.0 | 0.1 | 25.1 | 2.7 | 29.0 |
| 21 Steinway Tube Rehabilitation | SGR | 0.0 | 3.8 | 5.5 | 0.0 | 0.5 | 0.2 | 10.1 |
| 22 122 St & 135 St Portal Repair BW7 | SGR | 0.0 | 0.9 | 0.0 | 20.4 | 0.0 | 0.3 | 21.6 |
| 23 Roof Replacement Delancey St NAS DES | SGR | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.3 |
| 24 Column Repair 9th Av Station WST | SGR | 0.0 | 0.0 | 4.8 | 0.0 | 20.7 | 2.0 | 27.5 |
| 25 Roof Rplc Delancey: Norfolk-Suffolk NAS SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| 26 Roof Rplc Delancey: Essex-Norfolk NAS SBMP | SGR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| 29 Collapsed Vent Chamber: South.Blvd & 147 St PEL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 32 Overcoat: Dyre Ave Station DYR | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 3.2 |
| 34 17 Bridges & Flyover at E 180 St / DYR-DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 36 Struct Rehab: Viaduct and Deck MYT - DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.0 |
| 37 Line Structure Overcoat: Bdwy end of line MYR DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 39 Line Structure Repair Uptown Manht BW7 & 8AV DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 |
| 40 Replace Bridge over Atlantic RR MYT DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 |
| 43 Steinway Portal Mitigation | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.9 | 10.9 |
| Element Total 03 | | \$89.4 | \$67.8 | \$51.7 | \$62.5 | \$81.3 | \$75.4 | \$428.0 |
| Category Total 607 | | \$89.4 | \$67.8 | \$51.7 | \$62.5 | \$81.3 | \$75.4 | \$428.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| 03 SIGNAL MODERNIZATION | | | | | | | | |
| 01 Signal Control Line Modifications Phase 4 | NR | 0.0 | 22.7 | 0.3 | 0.1 | 0.2 | 0.0 | 23.3 |
| 03 Interlocking Church Av Rehab/Replace.- Culver Line | SGR | 180.5 | 0.5 | 0.1 | 0.5 | 0.1 | 1.4 | 183.0 |
| 04 Solid State Signal Equipment 13 Locations | NR | 0.0 | 5.7 | 0.2 | 7.1 | 0.0 | 0.1 | 13.1 |
| 05 CBTC Flushing R142 Conversions | SGR | 0.0 | 233.7 | 0.0 | 0.0 | 0.0 | 0.0 | 233.7 |
| 06 CBTC Flushing Support/Removals | SGR | 125.2 | 13.1 | 0.9 | 51.1 | 0.4 | 5.3 | 196.0 |
| 07 Station Time Signal Enhancmts-Lexington Ln Phase 2 | SI | 0.1 | 25.7 | 0.6 | 0.0 | 0.2 | 0.0 | 26.6 |
| 08 Stop Cable Replacement | SGR | 0.0 | 2.2 | 0.1 | 0.0 | 0.0 | 0.0 | 2.3 |
| 10 QBL Interlockings: 71st and Union | SGR | 0.0 | 0.0 | 283.6 | 1.4 | 0.2 | 20.2 | 305.4 |
| 11 CBTC Signals Test Track- Culver Line Phase 2 | SI | 0.0 | 76.7 | 3.3 | 0.2 | 1.7 | 0.4 | 82.3 |
| 12 Signal Control Line Modifications Phase 5 | NR | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 | 0.3 | 8.8 |
| 13 Signal Modernization 2 Interlockings-Dyre Ave Line | SGR | 0.0 | 3.6 | 4.6 | 216.1 | 4.7 | 5.2 | 234.3 |
| 14 Interlocking Modern Roosevelt Av-Queens Blvd Ln | SGR | 0.0 | 0.0 | 0.0 | 97.4 | 0.6 | 0.5 | 98.4 |
| 15 Interlocking Modernization: 34 St - 6th Av Line | SGR | 3.8 | 0.1 | 3.9 | 0.3 | 147.6 | 15.7 | 171.5 |
| 16 Interlocking Modernization:W. 4 St - 6th Ave Line | SGR | 3.4 | 0.0 | 0.1 | 4.8 | 177.7 | 14.3 | 200.3 |
| 18 Signal Key-By Circuit Modification Phase 3 | NR | 0.0 | 0.0 | 0.0 | 0.0 | 12.2 | 0.0 | 12.2 |
| 19 CBTC Queens Blvd Ln West Ph 1 | SGR | 0.0 | 0.0 | 0.0 | 1.9 | 0.5 | 108.6 | 111.0 |
| 22 Steinway Tube Duct Rehab & Negative Cable | SGR | 0.0 | 3.6 | 50.0 | 0.0 | 0.1 | 0.0 | 53.8 |
| 24 CBTC Supplier Interoperability | SI | 0.0 | 0.0 | 0.0 | 0.9 | 0.2 | 3.8 | 4.9 |
| 25 New Display Boards at Rail Control Center | NR | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 0.5 | 4.8 |
| 26 New Servers at Rail Control Center | NR | 0.0 | 0.0 | 0.0 | 3.4 | 1.4 | 0.3 | 5.1 |
| 27 4 Interlockings - 6th Ave Line DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 0.1 | 2.6 |
| 28 Kings HWY Interlocking CUL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 29 AC to DC Fulton Pilot - 24 Locs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | 5.2 |
| 36 Cathodic Protection, Steinway Tube | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 |
| 37 Walkway for 8 Bridges/Dyre | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 2.2 |
| 38 Sandy Mitigation: Rockaway Bundle | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 118.0 | 118.0 |
| Element Total 03 | | \$313.0 | \$387.6 | \$347.6 | \$393.7 | \$359.9 | \$298.4 | \$2,100.3 |

* 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 |
|---|---------------|---------------------------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 06 COMMUNICATION SYSTEMS | | | | | | | | |
| 01 Fiber Optic Cable Replacement Phase 1 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 8.3 |
| 02 Application Cutover to SONET Phase 1 | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 11.8 |
| 03 Police Radio Time Domain Interference/Enhancement | SGR | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 3.8 | 5.1 |
| 04 Public Address/Customer Info Screen at 45 Stations | SGR | 2.5 | 0.1 | 52.7 | 0.0 | 0.3 | 3.4 | 59.1 |
| 05 Communication Room Upgrade/Expansion Phase 1 | SI | 0.0 | 0.0 | 0.0 | 1.0 | 0.1 | 13.4 | 14.6 |
| 06 Portable Radio Unit Replacement | NR | 6.3 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 |
| 07 Copper Cable Upgrade/Replacement Phase 2 | SGR | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 08 VHF Radio System Upgrade/Replacement | SGR | 0.0 | 0.0 | 184.5 | 1.4 | 0.3 | 0.2 | 186.3 |
| 09 Communication Room HVAC Upgrade Phase 2 | SGR | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 |
| 10 PBX Upgrade: Phase 1 | NR | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 1.6 | 3.4 |
| 13 Antenna Cable Upgrade/Replacement Phase 1 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 |
| 15 Copper Cable Upgrade/Replacement Phase 3 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 13.6 | 0.0 | 13.6 |
| 17 Integrated Service Info & Mgmt - "B" Div | SGR | 0.0 | 3.5 | 1.1 | 4.3 | 0.4 | 0.1 | 9.4 |
| 18 Copper Cable Replacement | SGR | 2.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.8 | 3.3 |
| 19 Communications Rms Waterproofing | SGR | 0.0 | 1.1 | 0.0 | 5.7 | 0.0 | 0.0 | 6.9 |
| 20 Hydrogen Gas Ventilation at 19 Comm Rooms | SGR | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 7.4 | 9.3 |
| 21 Passenger Station LAN: 30 Stations (3rd party) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 27.2 | 0.4 | 27.5 |
| 22 Help Point: 93 Stations | SI | 0.0 | 0.0 | 0.0 | 29.6 | 18.4 | 15.4 | 63.5 |
| 23 Passenger Station LAN: 68 Stn DES & Solarwind | SI | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 5.0 | 6.5 |
| 24 Comm Room Waterproofing 5 Locations SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 |
| 25 Comm Room Waterproofing 2 Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 |
| 26 ISIM - B Module 1 | SGR | 0.0 | 0.0 | 0.0 | 2.8 | 0.7 | 48.0 | 51.5 |
| 27 Track Intrusion Detection System Pilot | SI | 0.0 | 0.0 | 0.0 | 2.0 | 1.3 | 0.2 | 3.4 |
| 31 ISIM - B Module 2 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 53.4 | 57.2 |
| 32 Help Point 61 Stations | SI | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 | 11.4 | 17.8 |
| 33 Help Point: 2 Stations Jamaica SBMP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 |
| 34 Help Point: 2 Stations Myrtle & Canarsie SBMP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 1.3 |
| 39 Copper Cable Replacement Phase 4 DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 40 Passenger Station LAN: 3 Stations Crosstown | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| 41 ISIM - B Module 3 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 7.9 | 11.4 |
| 43 Platform Screen Doors Pilot DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 |
| 44 Help Point: Junius St & Kingsbridge Rd SBMP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 1.2 |
| 45 Help Point: Livonia Ave & New Lots Ave SBMP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 1.3 |
| 49 Help Point at 64 Stations (TW) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 51 Help Point 3 Locs: 111 103 & 90 Sts. FLS SBMP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 1.3 |
| 52 Asyn Fiber Optic Network to Sonet Phase 1 DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 |
| 55 Help Point 13 Stations (I-H) (15-19) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 |
| 56 Comm Upgrade: Agency - Wide SAN | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 2.1 |
| 58 Police Radio Remedial Repair of UHF Radio System | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 59 B-Division Beacon Train Arrival System | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.9 | 19.9 |
| 60 ISIM B: Module 5A Station Network Infrastructure | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 2.4 |
| 61 ISIM-B Module 3A RCC Build Out | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.4 | 25.4 |
| 62 Upgrade Access Nodes - 60 Stations | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 2.4 |
| Element Total 06 | | \$11.2 | \$5.1 | \$250.9 | \$52.2 | \$80.1 | \$253.4 | \$652.9 |
| Category Total 608 | | \$324.3 | \$392.7 | \$598.4 | \$445.9 | \$440.0 | \$551.8 | \$2,753.2 |

* 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 |
|---|---------------|---------------------------------|---------------|---------------|---------------|--------------|---------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 SUBSTATIONS | | | | | | | | |
| 01 Rehabilitate 5 Substation Enclosures | SGR | 15.1 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 15.8 |
| 02 Modernize 10 St Substation - Culver Line | SGR | 16.3 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 16.5 |
| 03 Underground Substation Hatchways Ph 2 | SGR | 0.0 | 2.9 | 4.7 | 2.7 | 0.0 | 0.0 | 10.3 |
| 04 Cabling Central Substation - 6th Avenue Line | SGR | 0.0 | 0.0 | 1.1 | 10.2 | 0.0 | 0.0 | 11.3 |
| 05 Rehabilitate IRT Substation Roofs/Enclosures DES | SGR | 0.0 | 0.9 | 1.9 | 0.0 | 0.0 | 0.0 | 2.9 |
| 06 Underground Substation Hatchways Ph 3 | SGR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 8.2 | 9.4 |
| 07 Roof & Encl: Concourse/144 St: JER SMBP | SGR | 0.0 | 0.0 | 1.1 | 0.1 | 0.0 | 2.2 | 3.4 |
| 08 Roof & Encl: Jerome/Kingsbridge: JER SBFP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 0.2 | 4.3 |
| 09 Roof & Encl: 180 St Morris Park: WPR - SBMP | SGR | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 1.9 |
| 10 Underground Substation Hatchways 5 Locs - SBFP | SGR | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 2.3 |
| 11 Rehab IRT Substation Roofs/Enclosures - 2 Locs | SGR | 0.0 | 0.0 | 0.0 | 5.1 | 0.2 | 0.0 | 5.4 |
| 12 Three New Substations CNR - DES - 15-19 | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 |
| 17 Reconstruct 6 Negative Manholes- Ctrl Subs/ 6 Ave. | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.9 |
| 18 Montague-Furman Sub: Low Tension Switchgear | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 |
| 19 Sandy Mitigation: 24 Substations | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 |
| Element Total 02 | | \$31.4 | \$4.5 | \$8.9 | \$23.6 | \$4.3 | \$20.7 | \$93.5 |
| 04 POWER DISTRIBUTION | | | | | | | | |
| 01 Duct Bank 141 St-148 St - Lenox Avenue Line | NR | 12.4 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 12.7 |
| 02 Rehab Circuit Breaker House 292/293 Nostrand Ln | SGR | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 |
| 04 Rehab Circuit Breaker House #74/74A Jamaica Line | SGR | 1.0 | 0.0 | 1.3 | 14.4 | 0.1 | 0.0 | 16.8 |
| 05 Rehab Circuit Breaker House #403 Flushing Line | SGR | 0.0 | 0.0 | 0.9 | 10.0 | 0.1 | 0.0 | 11.0 |
| 06 Rehab Circuit Breaker House #146 Brighton Line | NR | 0.5 | 0.0 | 0.6 | 5.1 | 0.0 | 0.0 | 6.2 |
| 08 Replace Negative Cables 59 St-36 St - 4th Av Line | NR | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 3.4 | 5.2 |
| 09 Rehab Circuit Breaker House #275 Clark St.Line | SGR | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 6.8 | 7.4 |
| 10 Power Cable Ducts (Joralemon and Central Subst) | SGR | 3.8 | 7.6 | 1.4 | 0.0 | 0.0 | 0.0 | 12.8 |
| 12 Cables 141 St-148 St - Lenox Avenue Line | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 |
| 13 Rehab Ducts: Stanton St Substation (P.E.) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 14 Rehab CBH #85 DES - CNR -Temporary 15-19 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 16 Rehab CBH #210 DES - 239th St Yd -Temporary 15-19 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 17 Sandy Mitigation: 24 Substations | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 7.5 |
| Element Total 04 | | \$17.8 | \$13.6 | \$4.3 | \$31.9 | \$1.5 | \$17.8 | \$86.8 |
| Category Total 609 | | \$49.2 | \$18.1 | \$13.3 | \$55.4 | \$5.8 | \$38.5 | \$180.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| 04 SHOPS & YARDS | | | | | | | | |
| 02 207 St Overhaul Shop Electrical System | SGR | 19.9 | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 20.2 |
| 03 207 St Overhaul Shop Heating Plant | SGR | 12.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.5 | 13.3 |
| 04 207 St Maintenance Shop DC Power Upgrade | SGR | 0.0 | 0.5 | 1.3 | 14.6 | 0.1 | 0.0 | 16.5 |
| 05 East New York Maintenance Shop Ventilation | SGR | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |
| 06 Rehabilitate Coney Island Power Centers #2 #3 | NR | 0.9 | 6.5 | 0.4 | 0.0 | 0.0 | 0.0 | 7.7 |
| 07 Car Equipment Shops - Priority Repairs | SGR | 0.0 | 0.0 | 0.0 | 1.9 | 20.9 | 1.2 | 24.0 |
| 08 Replace Heavy Shop Equipment | NR | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 5.8 | 7.5 |
| 09 Yard Lighting Jerome Pelham | SGR | 0.6 | 0.0 | 1.3 | 16.0 | 0.1 | 0.7 | 18.5 |
| 10 Yard Closed-Circuit Television Phase 2 | SI | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 13.8 | 15.5 |
| 11 2010 Yard Track Replacement | SGR | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| 12 2011 Yard Track Replacement | SGR | 0.1 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 13 2012 Yard Track Replacement | SGR | 0.0 | 0.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.8 |
| 14 2013 Yard Track Replacement | SGR | 0.0 | 0.0 | 0.1 | 4.9 | 0.0 | 0.0 | 5.0 |
| 15 2014 Yard Track Replacement | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 1.8 | 0.0 | 1.8 |
| 16 2015 Yard Track Replacement Design only | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 17 2010 Yard Switch Replacement | SGR | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 |
| 18 2011 Yard Switch Replacement | SGR | 0.1 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 |
| 19 2012 Yard Switch Replacement | SGR | 0.0 | 0.3 | 4.5 | 0.0 | 0.0 | 0.0 | 4.7 |
| 20 2013 Yard Switch Replacement | SGR | 0.0 | 0.0 | 0.3 | 5.7 | 0.0 | 0.0 | 6.0 |
| 21 2014 Yard Switch Replacement | SGR | 0.0 | 0.0 | 0.0 | 0.3 | 2.1 | 0.0 | 2.4 |
| 22 2015 Yard Switch Replacement DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| 23 2011 Yard Switch Replacement 38St:WST & Pitkin:8AV | NR | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 |
| 24 2011 Yard Track Replacement Concourse & 207 St | NR | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |
| 25 207th St. OH-Equipment for Car HVAC Repair/Maint | NR | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 2.2 |
| 26 180th Street Maint. Shop-Facility Waterproofing | SGR | 0.0 | 0.0 | 0.3 | 0.8 | 4.5 | 0.0 | 5.6 |
| 27 Car Equipment Shops-Car Washers 3 Yards | SGR | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 21.1 | 23.0 |
| 28 Car Equipment Shops- Car Washer Repairs CI Yard | SGR | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 8.2 | 9.5 |
| 38 Upgrade Central Elect. Shop- Woodside Fac-DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 39 Purchase One 2-Ton Crane: Concourse Maint Fac | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 |
| 49 2015 ML Switches / 8 Ave | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| 52 Integrated Wheel/Rail Monitoring and Analytics | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 4.3 |
| 53 Purchase One 2-Ton Crane: 207th St. Maint Fac | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 |
| 54 207th St. OH Shop: Boiler Upgrades & Site Remed | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 14.7 |
| 55 207th St. Boiler House Structural Repairs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 2.2 |
| Element Total 04 | | \$41.2 | \$22.0 | \$10.6 | \$51.4 | \$29.7 | \$75.3 | \$230.2 |
| Category Total 610 | | \$41.2 | \$22.0 | \$10.6 | \$51.4 | \$29.7 | \$75.3 | \$230.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

DEPOTS

T - 612

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|--------------|---------------|---------------|---------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 03 DEPOT REHAB & RECONSTRUCTION | | | | | | | | |
| 03 New Depot: Jamaica DES | SGR | 0.0 | 0.0 | 0.0 | 7.9 | 0.0 | 5.5 | 13.4 |
| 06 Pavement Repairs at Jackie Gleason- SBMP | SGR | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 |
| 07 New Elevator at Medical Asstmt. Center- QV - SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 |
| 08 Jackie Gleason: Sliding Gate Replacement-SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 1.3 |
| 09 Chassis Wash Repl. at MJ Quill Depot- SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 1.1 | 1.4 |
| 10 Fireproofing 1st Fl. & Mezz (100th St)Depot - SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.5 | 0.7 |
| 11 ENY HVAC and Office outfitting | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 4.3 |
| 13 Gun Hill Bus Depot Component Rehab- DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 17 Kingsbridge Depot Annex Roof - SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 3.3 |
| 18 Jackie Gleason Depot CNG Compressor | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 1.6 |
| 19 ENY Locker Room Renovation | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 2.4 |
| 20 Fireproofing 2nd & 3rd Fl (100th St)Depot - SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.6 |
| 21 ENY Windows Replacement & Facade Repairs | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 1.2 |
| 23 Flatbush & Ulmer Park: Window Replacement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 8.3 |
| 24 Flatbush Bus Depot: Deteriorated Wall Repair- SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.6 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$9.8 | \$1.8 | \$29.6 | \$41.2 |
| 04 DEPOT IMPROVEMENTS | | | | | | | | |
| 02 Bus Rapid Transit - 3 Routes | SI | 0.2 | 4.3 | 6.6 | 4.0 | 5.8 | 8.9 | 29.8 |
| 03 Replace Bus Radio System | NR | 0.0 | 0.2 | 7.6 | 5.2 | 0.0 | 210.6 | 223.5 |
| 05 Intelligent Vehicle Network: 5 Depots | SI | 0.0 | 0.0 | 2.1 | 0.0 | 0.5 | 0.0 | 2.7 |
| 06 Bus Washers Kingsbrg MTV Gun Hill Stengel | NR | 0.0 | 1.0 | 3.6 | 0.0 | 0.0 | 0.0 | 4.6 |
| 09 Tank Upgrades: Fresh Pond SBMP | NR | 0.0 | 0.9 | 0.3 | 1.6 | 0.0 | 0.0 | 2.7 |
| 10 Upgrade HVAC Yukon Depot | NR | 0.0 | 0.0 | 1.9 | 16.0 | 0.0 | 0.0 | 17.9 |
| 16 Bus Washers: 4 Depots DES & Queens Village SBFP | NR | 0.0 | 0.0 | 0.8 | 0.1 | 0.0 | 3.1 | 4.0 |
| 19 Miscellaneous Property Acquisition | NR | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 21 Dept of Buses Facility at St George Terminal | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 22 Manhattanville Comprehensive Facade Repairs | NR | 0.0 | 0.0 | 0.2 | 0.8 | 0.6 | 21.2 | 22.8 |
| 23 Tank Upgrade at Jamaica SBMP | NR | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 |
| 24 2 Bus Washers- Gun Hill SBMP | NR | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 |
| 25 3 Bus Washers- Kingsbridge SBMP | NR | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 |
| 26 2 Bus Washers- Casey Stengel SBMP | NR | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 27 4 Bus Washers-Flatbush and Ulmer Park SBFP | NR | 0.0 | 0.0 | 0.0 | 3.9 | 0.1 | 0.0 | 4.0 |
| 28 4 Bus Washers-East NY and Yukon- SBFP | NR | 0.0 | 0.0 | 0.0 | 4.1 | 0.2 | 0.0 | 4.3 |
| 29 Bus Command Center Building | SI | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 59.5 | 60.2 |
| 30 3 Bus Washers- Michael J. Quill | NR | 0.0 | 0.0 | 0.0 | 0.1 | 4.6 | 0.0 | 4.8 |
| 32 Paint Booth Repl Queens Village Depot SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 2.0 | 2.2 |
| 33 Removal of In-ground lifts- 5 Depots | NR | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 2.3 |
| 34 Chassis Wash at Queens Village- SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 1.1 | 1.4 |
| 36 Replacement of Oil/Water Separators at 4 Locs | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 16.4 | 17.7 |
| 37 Storage Tank Component Upgrade- 4 Locs. DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 38 Kingsbridge Shoreline Upgrade- DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 |
| 39 Elevator Upgrades: 7 Elevators at 5 Depots- DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 40 Platform Lift replacement at ENY- SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 |
| 42 Upgrade/Install New Paint Booth Zerega SBMP DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 |
| 44 Repair of East New York Tower | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 4.6 |
| Element Total 04 | | \$0.2 | \$6.4 | \$27.4 | \$36.6 | \$16.0 | \$329.0 | \$415.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|-----------------------------|-----|------------|-------|-------|--------|--------|--------|-----------|-----------------|
| Category Total | 612 | | \$0.2 | \$6.4 | \$27.4 | \$46.4 | \$17.8 | \$358.6 | \$456.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|--------------|---------------|--------------|---------------|---------------|---------------|-----------------|
| 02 SERVICE VEHICLES | | | | | | | | |
| 01 Purchase 84 Non Revenue Vehicles | NR | 0.0 | 10.6 | 1.5 | 1.2 | 0.0 | 0.0 | 13.3 |
| 02 Purchase 65 Flatcars | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 47.9 | 49.6 |
| 03 Purchase 8 Auger Snow-throwers | NR | 0.2 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8.8 |
| 05 Purchase 90 Non Revenue Vehicles | NR | 0.0 | 0.0 | 0.0 | 11.5 | 3.9 | 0.0 | 15.4 |
| 06 Purchase 65 Non Revenue Vehicles | NR | 0.0 | 0.0 | 0.0 | 0.8 | 10.5 | 0.0 | 11.2 |
| 07 Purchase 3 Vacuum Trains | NR | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 34.6 | 34.7 |
| 10 Purchase 27 Refuse Flat Cars - DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 11 Purchase 12 Three-Ton Crane Cars - DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| Element Total 02 | | \$0.2 | \$19.2 | \$1.5 | \$13.6 | \$16.0 | \$82.6 | \$133.2 |
| Category Total 613 | | \$0.2 | \$19.2 | \$1.5 | \$13.6 | \$16.0 | \$82.6 | \$133.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

MISC./EMERGENCY

T - 616

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|--------------|---------------|----------------|---------------|---------------|----------------|-----------------|
| 02 MISCELLANEOUS | | | | | | | | |
| 01 Capital Revolving Fund - 2010 | | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 02 Capital Revolving Fund - 2011 | | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 03 Capital Revolving Fund - 2012 | | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 04 Capital Revolving Fund - 2013 | | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 |
| 05 Capital Revolving Fund - 2014 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| 06 Insurance Deductible | | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 07 All Agency Protective Liability Insurance Premiums | | 0.6 | 1.3 | 1.6 | 0.9 | 1.9 | 1.3 | 7.7 |
| 08 2010-2014 Emerging Needs | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.2 | 24.2 |
| 09 Owner Controlled Insurance Program | | 0.0 | 0.0 | 100.3 | 0.0 | 0.0 | 0.4 | 100.6 |
| 10 Hurricane Sandy Recovery Work | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.6 | 75.6 |
| 12 Storm Mitigation Studies | | 0.0 | 0.0 | 0.0 | 24.5 | 8.8 | 8.8 | 42.1 |
| 13 Help Point: 233 St & 238 St WPR SBMP | SI | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 1.3 |
| 14 Help Point: 219 St & 225 St WPR SBMP | SI | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 |
| 19 Help Point: Allerton Ave & Burke Ave WPR SBMP | SI | 0.0 | 0.0 | 0.0 | 1.2 | 0.1 | 0.0 | 1.3 |
| 20 Help Point: Ave N & Ave X CUL SBMP | SI | 0.0 | 0.0 | 0.0 | 1.3 | 0.1 | 0.0 | 1.4 |
| 21 Help Point: Ave I & Bay Parkway CUL SBMP | SI | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 1.3 |
| 22 Help Point: Bronx Pk East WPR & 82nd St FLS SBMP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 1.4 |
| 23 Help Point: Fisk Ave & Lincoln Ave FLS SBMP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.1 | 1.3 |
| 24 Help Point: Mosholu Pkwy & Bedford Pk JER SBMP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 1.1 |
| 26 Study: Train Safety & Collision Fatality Reduction | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 3.5 |
| Element Total 02 | | \$5.6 | \$6.6 | \$106.9 | \$36.7 | \$14.6 | \$118.8 | \$289.2 |
| 04 MANAGEMENT INFORMATION SYSTEMS | | | | | | | | |
| 02 NYCT-Wide Storage Area Network/Disaster Recovery | SI | 0.0 | 5.7 | 0.5 | 2.8 | 3.0 | 6.1 | 18.1 |
| 03 Enterprise Security Network Infrastructure | SI | 0.0 | 7.9 | 0.0 | 0.0 | 0.7 | 0.0 | 8.7 |
| 04 WAN/LAN Equipment Replacement Phase 1 | NR | 0.0 | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | 9.6 |
| 05 HVAC Upgrade: 130 Livingston Plz SBMP | SI | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 |
| 06 Upgrade Penta UVCS Voice Communication System | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| Element Total 04 | | \$0.0 | \$13.6 | \$0.5 | \$13.1 | \$3.7 | \$7.1 | \$37.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

MISC./EMERGENCY

T - 616

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 05 ENGINEERING SERVICES | | | | | | | | |
| 01 Boring Services Bklyn, Qns, SI | NR | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| 02 Boring Services Manhattan & Bronx | NR | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| 03 Test Pits Contract | NR | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 04 MTA Independent Engineering Consultant | NR | 0.0 | 2.6 | 2.6 | 2.7 | 3.4 | 6.5 | 17.7 |
| 05 General Order Support Traffic Checkers | NR | 9.7 | 8.8 | 9.2 | 13.0 | 8.2 | 1.4 | 50.4 |
| 06 Value Engineering Services | NR | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 2.4 |
| 07 Engineering Services | NR | 2.3 | 3.3 | 3.0 | 0.8 | 3.9 | 4.1 | 17.4 |
| 08 Construction Support Services | | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.8 |
| 09 Scope Development | | 4.7 | 7.7 | 6.2 | 17.9 | 16.1 | 8.4 | 60.9 |
| 11 Concrete Batch Plant | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 |
| 12 Concrete Cylinder Testing | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 |
| 13 Boring Services Manhattan & Bronx | NR | 0.0 | 0.0 | 0.0 | 0.1 | 0.8 | 0.0 | 0.9 |
| 14 Boring Services Bklyn, Qns, SI | NR | 0.0 | 0.0 | 0.0 | 0.1 | 0.8 | 0.0 | 0.9 |
| 15 Test Pits Contract | NR | 0.0 | 0.0 | 0.0 | 0.1 | 2.7 | 0.1 | 2.9 |
| 16 Mentoring Program Administration | | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| Element Total 05 | | \$28.6 | \$24.7 | \$21.0 | \$35.3 | \$36.7 | \$20.8 | \$167.2 |
| 06 ENVIRONMENTAL SAFETY | | | | | | | | |
| 01 Asbestos Abatement: Priority 7 | NR | 0.2 | 2.5 | 0.0 | 0.0 | 0.1 | 0.0 | 2.8 |
| 02 Asbestos Removal | NR | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 |
| 03 Asbestos / Lead Air Monitoring | NR | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 |
| 04 Asbestos Disposal | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 05 Sprinkler Alarm Systems 11 Employee Facilities | NR | 1.0 | 2.3 | 11.9 | 4.6 | 6.1 | 0.0 | 25.8 |
| 06 Fire Alarm 207 St Overhaul Shop | NR | 0.0 | 0.0 | 0.4 | 0.1 | 1.1 | 8.8 | 10.5 |
| 07 Groundwater, Soil Remediation | NR | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 1.1 | 4.3 |
| 08 Consult Svcs Underground Storage Tank Remediation | NR | 0.0 | 0.0 | 6.2 | 0.2 | 0.1 | 0.0 | 6.5 |
| 09 Asbestos Removal | NR | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 0.0 | 5.7 |
| 10 Asbestos / Lead Air Monitoring | NR | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 0.0 | 8.1 |
| 11 Replace Fire Alarm Systems at 13 Locations | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.1 | 30.1 |
| Element Total 06 | | \$13.1 | \$4.7 | \$18.5 | \$8.2 | \$21.2 | \$40.1 | \$105.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

MISC./EMERGENCY

T - 616

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| 07 EMPLOYEE FACILITIES | | | | | | | | |
| 02 Jay Street Systems Relocation | NR | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 03 RTO Facilities Hardening Ph 1 | NR | 0.0 | 0.9 | 3.0 | 0.0 | 0.0 | 1.8 | 5.7 |
| 05 Employee Facility Rehab: RTO Chambers St NAS | SGR | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 20.0 | 21.0 |
| 06 Maspeth Warehouse Repairs | NR | 0.0 | 0.8 | 0.8 | 8.5 | 0.0 | 0.3 | 10.4 |
| 07 Perimeter Hardening Power Contrl Ctr/130 LIV | NR | 0.0 | 0.4 | 0.3 | 0.0 | 5.4 | 0.3 | 6.3 |
| 08 Livingston Plaza Emergency Generator Upgrade | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 |
| 09 Facility Roof Repair/Replacement Ph 3 | SGR | 0.0 | 0.0 | 1.1 | 10.3 | 0.4 | 0.0 | 11.8 |
| 12 Upgrade Power: Rail and Power Control Center DES | NR | 0.0 | 0.0 | 1.7 | 0.0 | 2.8 | 0.1 | 4.6 |
| 13 In-house:Employee Facility Rehab:207 St- 8th Av Ln | SGR | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 6.7 |
| 16 AFC Office Upgrade 4 Depots DES | SGR | 0.0 | 0.0 | 0.5 | 0.5 | 0.0 | 0.0 | 1.0 |
| 17 Livingston Plaza Repairs | NR | 0.0 | 0.0 | 0.7 | 1.0 | 21.9 | 27.9 | 51.5 |
| 19 Facility Roof Repair/Replacement Phase 4 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 14.7 | 16.3 |
| 20 RTO Facilities Hardening Ph 2 | NR | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 9.5 | 11.0 |
| 21 Maspeth Warehs Roof Replc at Office Building | SGR | 0.0 | 0.2 | 1.7 | 0.0 | 0.0 | 0.0 | 1.9 |
| 22 Maspeth Warehs Roof Structure at Storage Area | SGR | 0.0 | 0.2 | 0.7 | 0.0 | 0.0 | 0.0 | 0.9 |
| 23 Livingston Plz: Sidewalk Shed SBMP | NR | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 1.1 |
| 25 AFC Upgrades at 2 Depots: FP, QV SBMP | NR | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.6 |
| 26 Perimeter Hardening RCC SBFP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 3.6 |
| 27 RTO Facilities Hardening - South Ferry | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| 28 Upgrade HVAC Livingston Data Ctr SBMP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 2.5 |
| 29 Livingston Plaza Elec / Mech Systems DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 30 Sandy Mitigation: 24 Substations | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.0 | 19.0 |
| 99 Project Completion Tasks | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 2.2 | 4.9 | 7.1 |
| Element Total 07 | | \$0.0 | \$2.5 | \$29.1 | \$23.4 | \$38.8 | \$101.9 | \$195.7 |
| Category Total 616 | | \$47.2 | \$52.2 | \$176.0 | \$116.8 | \$115.0 | \$288.6 | \$795.9 |
| TOTAL | | \$1,038.6 | \$1,709.7 | \$2,299.5 | \$2,065.4 | \$1,647.8 | \$2,513.3 | \$11,274.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|------------|--------------|---------------|--------------|---------------|---------------|--------------|-----------------|
| 01 SIR: MISCELLANEOUS | | | | | | | | |
| 01 Staten Island Railway: Station Structural Repairs | NR | 0.0 | 13.9 | 0.2 | 0.0 | 0.0 | 0.1 | 14.2 |
| 02 Staten Island Railway: Rehab 8 Bridges, 1 Culvert | NR | 0.0 | 14.7 | 0.1 | 2.5 | 0.2 | 0.0 | 17.4 |
| 03 St George Track and Signal Replacement Phase I | SGR | 0.0 | 1.4 | 0.3 | 0.1 | 12.3 | 0.0 | 14.0 |
| 05 New Substation: Prince's Bay | SI | 0.0 | 0.0 | 0.9 | 1.5 | 20.2 | 0.1 | 22.8 |
| 08 Staten Island Railway: New Station-Arthur Kill | SI | 0.0 | 0.0 | 0.0 | 23.6 | 1.1 | 0.1 | 24.9 |
| 09 SIR Non-reporting Blocks | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 |
| 10 Tottenville Substation DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 |
| 11 New Dorp Substation DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 |
| 12 Clifton Substation DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| Element Total 01 | | \$0.0 | \$30.0 | \$1.5 | \$27.8 | \$33.8 | \$2.3 | \$95.4 |
| Category Total 607 | | \$0.0 | \$30.0 | \$1.5 | \$27.8 | \$33.8 | \$2.3 | \$95.4 |
| TOTAL | | \$0.0 | \$30.0 | \$1.5 | \$27.8 | \$33.8 | \$2.3 | \$95.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

NYCT AGENCY SUMMARY

Commitments
(\$ in millions)

| AGENCY | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--------------|---------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| TOTAL NYCT | PROGRAM | \$1,038.6 | \$1,709.7 | \$2,299.5 | \$2,065.4 | \$1,647.8 | \$2,513.3 | \$11,274.3 |
| TOTAL SIR | PROGRAM | \$0 | \$30.0 | \$1.5 | \$27.8 | \$33.8 | \$2.3 | \$95.4 |
| TOTAL | | \$1,038.6 | \$1,739.8 | \$2,301.0 | \$2,093.2 | \$1,681.6 | \$2,515.6 | \$11,369.7 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|---------------|--------------|--------------|--------------|----------------|--------------|---------------|--------------------|
| 01 REVENUE EQUIPMENT | | | | | | | | |
| MA M-9 Rolling Stock Procurement - 92 cars | NR | 0.0 | 1.3 | 3.0 | 352.8 | 0.0 | 7.7 | 364.8 |
| MF Work Locomotives | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 4.8 |
| Element Total 01 | | \$0.0 | \$1.3 | \$3.0 | \$352.8 | \$0.0 | \$12.5 | \$369.6 |
| Category Total 601 | | \$0.0 | \$1.3 | \$3.0 | \$352.8 | \$0.0 | \$12.5 | \$369.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

STATIONS

L - 602

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|---------------|--------------|--------------|--------------|---------------|---------------|---------------|--------------------|
| 04 STATION AND BUILDINGS | | | | | | | | |
| UB Massapequa Station Platform Replacement | NR | 0.0 | 1.8 | 1.1 | 17.4 | 0.0 | 0.0 | 20.3 |
| UC Wantagh Station Platform Replacement | NR | 1.7 | 0.0 | 0.0 | 0.1 | 4.3 | 19.0 | 25.1 |
| UD Escalator Replacement Program | NR | 0.0 | 0.0 | 0.0 | 0.0 | 10.9 | 0.2 | 11.1 |
| UE East Side Access / Grand Central Terminal Support | SI | 0.0 | 0.0 | 0.0 | 6.4 | 1.2 | 5.2 | 12.9 |
| UF Mets / Willets Point Station Renovation | SI | 0.0 | 0.0 | 0.0 | 0.8 | 0.9 | 0.0 | 1.6 |
| UH Elevator Replacement Program | NR | 0.0 | 0.0 | 0.9 | 0.0 | 3.0 | 0.0 | 3.9 |
| Element Total 04 | | \$1.7 | \$1.8 | \$2.0 | \$24.6 | \$20.3 | \$24.5 | \$75.0 |
| 05 PARKING | | | | | | | | |
| U1 Wyandanch Parking Facility | SI | 0.0 | 0.0 | 1.7 | 20.4 | 1.0 | 0.0 | 23.1 |
| Element Total 05 | | \$0.0 | \$0.0 | \$1.7 | \$20.4 | \$1.0 | \$0.0 | \$23.1 |
| 06 PENN STATION | | | | | | | | |
| VL Penn Station HVAC DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 2.2 | 3.9 |
| Element Total 06 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1.7 | \$2.2 | \$3.9 |
| Category Total | 602 | \$1.7 | \$1.8 | \$3.7 | \$45.1 | \$23.0 | \$26.7 | \$102.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

TRACK L - 603

Commitments (\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|---------------|----------------|----------------|----------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 01 ANNUAL TRACK REHAB PROGRAM | | | | | | | | |
| TA 2010 Annual Track Program | NR | 57.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57.4 |
| TB 2011 Annual Track Program | NR | 0.0 | 53.0 | 0.3 | 0.0 | 0.0 | 0.0 | 53.3 |
| TC 2012 Annual Track Program | NR | 0.0 | 0.0 | 52.2 | 0.2 | 0.0 | 0.0 | 52.4 |
| TD 2013 Annual Track Program | NR | 0.0 | 0.0 | 0.0 | 67.3 | 0.0 | 0.0 | 67.3 |
| TE 2014 Annual Track Program | NR | 0.0 | 0.0 | 0.0 | 0.0 | 49.9 | 0.0 | 49.9 |
| TF Construction Equipment | NR | 0.0 | 3.3 | 2.9 | 0.1 | 0.3 | 0.3 | 6.9 |
| TG Atlantic Branch Half Ties | NR | 0.0 | 0.0 | 6.8 | 0.0 | 20.0 | 0.8 | 27.6 |
| TH Merrick / Bellmore Direct Fixation | NR | 0.4 | 0.0 | 13.7 | 0.0 | 0.0 | 0.0 | 14.1 |
| TJ Right of Way - Culverts | NR | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 |
| TK Right of Way - Drainage Control | NR | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 |
| TL Right of Way - Fencing | SI | 3.0 | 1.0 | 1.3 | 2.4 | 0.0 | 0.2 | 7.9 |
| TM East River Tunnel Track Replacement | NR | 0.0 | 0.0 | 34.4 | 7.4 | 0.0 | 0.0 | 41.8 |
| TN Right of Way - Track Stability / Retaining Walls | NR | 0.0 | 0.8 | 0.0 | 0.0 | 0.2 | 0.0 | 1.1 |
| Element Total 01 | | \$60.8 | \$64.1 | \$111.6 | \$77.3 | \$70.5 | \$1.3 | \$385.6 |
| 04 OTHER TRACK IMPROVEMENTS | | | | | | | | |
| TU Jamaica Capacity Improvements - Phase One | SI | 0.0 | 1.0 | 21.7 | 1.4 | 44.2 | 233.4 | 301.7 |
| TV Massapequa Pocket Track | SI | 0.0 | 3.1 | 0.1 | 14.8 | 3.6 | 0.5 | 22.1 |
| TW Extend Great Neck Pocket Track | SI | 1.0 | 0.0 | 0.0 | 20.7 | 18.5 | 4.0 | 44.3 |
| TX Second Track Farmingdale to Ronkonkoma Phase I | SI | 0.0 | 0.0 | 16.7 | 46.0 | 16.5 | 65.5 | 144.8 |
| Element Total 04 | | \$1.0 | \$4.0 | \$38.5 | \$82.9 | \$82.9 | \$303.4 | \$512.8 |
| Category Total 603 | | \$61.8 | \$68.1 | \$150.1 | \$160.2 | \$153.4 | \$304.7 | \$898.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

LINE STRUCTURES

L - 604

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|------------|---------------|---------------|---------------|---------------|---------------|--------------|-----------------|
| 01 BRIDGES | | | | | | | | |
| BB Bridge Program | SGR | 0.0 | 0.0 | 15.6 | 7.2 | 0.0 | 1.3 | 24.1 |
| BC Colonial Road Highway Bridge Replacement | SGR | 0.0 | 0.0 | 0.0 | 3.0 | 16.1 | 0.5 | 19.6 |
| BD Broadway /Port Washington Bridge Rehabilitation | SGR | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 3.6 |
| BE Construct Three Montauk Branch Bridges | SGR | 0.0 | 16.6 | 0.6 | 0.0 | 0.0 | 0.0 | 17.2 |
| BF Atlantic Avenue Viaduct - Phase II b | SGR | 23.1 | 0.3 | 0.6 | 0.1 | 0.0 | 0.0 | 24.2 |
| BG Bridge Painting Program | SGR | 0.0 | 2.7 | 2.3 | 0.2 | 0.0 | 0.2 | 5.5 |
| BH Woodhaven Boulevard Bridge | SGR | 0.0 | 0.0 | 9.1 | 0.0 | 0.4 | 0.0 | 9.5 |
| BK 150th Street / Jamaica Bridge Rehabilitation | SGR | 0.0 | 0.0 | 0.0 | 16.6 | 0.0 | 0.1 | 16.6 |
| BL Post Avenue Bridge Replacement DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 |
| Element Total 01 | | \$23.1 | \$19.6 | \$31.8 | \$27.1 | \$16.5 | \$3.0 | \$121.2 |
| 02 TUNNELS | | | | | | | | |
| BP East River Tunnel Fire and Life Safety | NR | 0.0 | 0.0 | 7.9 | 3.0 | 0.0 | 0.0 | 10.9 |
| Element Total 02 | | \$0.0 | \$0.0 | \$7.9 | \$3.0 | \$0.0 | \$0.0 | \$10.9 |
| Category Total | 604 | \$23.1 | \$19.6 | \$39.7 | \$30.1 | \$16.5 | \$3.0 | \$132.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

COMMUNICATIONS AND SIGNALS

L - 605

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|---------------|---------------|---------------|----------------|--------------|---------------|-----------------|
| 01 COMMUNICATIONS IMPROVEMENTS | | | | | | | | |
| L1 Fiber Optic Network | NR | 0.0 | 0.0 | 7.9 | 0.0 | 0.0 | 0.0 | 7.9 |
| L2 PrivateBranchExchange-Wayside Phone Rplcmt Ph 1 | NR | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 |
| L3 Communication Pole / Copper Plant Replacement | NR | 0.0 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 6.6 |
| L4 Radio Coverage Improvements | SI | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 0.0 | 4.9 |
| L6 PennStation Radio Retrofit/EastRiverTunnel Antenna | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| L7 Atlantic Avenue Tunnel Cable Replacement | NR | 0.0 | 0.4 | 4.7 | 0.0 | 0.0 | 0.0 | 5.1 |
| Element Total 01 | | \$0.0 | \$15.7 | \$17.5 | \$0.0 | \$0.0 | \$0.0 | \$33.3 |
| 02 SIGNAL IMPROVEMENTS | | | | | | | | |
| LA Positive Train Control (PTC) | SI | 7.8 | 19.5 | 14.5 | 200.0 | 2.1 | 5.0 | 249.0 |
| LB Signal Normal Replacement Program | NR | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.9 |
| LC Speonk to Montauk Signalization | SI | 0.0 | 53.8 | 0.0 | 24.5 | 0.0 | 0.8 | 79.1 |
| LF Centralized Train Control - Movement Bureau | SI | 0.0 | 0.0 | 11.0 | 3.1 | 0.0 | 3.8 | 17.9 |
| LG Centralized Train Control - Tower Migration | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 2.3 |
| LR Centralized Train Control | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 | 17.0 |
| Element Total 02 | | \$22.8 | \$73.3 | \$25.5 | \$227.6 | \$2.1 | \$28.8 | \$380.2 |
| Category Total 605 | | \$22.8 | \$89.0 | \$43.0 | \$227.6 | \$2.1 | \$28.8 | \$413.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

SHOPS AND YARDS

L - 606

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|---------------|--------------|---------------|--------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 01 SHOPS AND YARDS | | | | | | | | |
| 6J LIC Phase 3B Construction | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.0 | 28.0 |
| YA Shop Reconfig&Reliability Centered Maint Infrastr | NR | 0.0 | 7.7 | 0.2 | 1.6 | 0.0 | 0.0 | 9.5 |
| YB Hillside Facility Roof Renewal | NR | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 1.7 | 5.9 |
| YC Hillside Maintenance Facility | NR | 0.0 | 1.2 | 0.4 | 1.9 | 0.0 | 0.0 | 3.4 |
| YN New Mid Suffolk Electric Yard | SI | 0.0 | 0.0 | 0.0 | 4.3 | 0.4 | 73.7 | 78.4 |
| Element Total 01 | | \$0.0 | \$8.9 | \$0.6 | \$12.0 | \$0.4 | \$103.4 | \$125.2 |
| 04 EMPLOYEE FACILITIES | | | | | | | | |
| YT Employee Facilities Renewal | NR | 0.0 | 1.4 | 1.4 | 1.8 | 1.4 | 4.8 | 10.7 |
| Element Total 04 | | \$0.0 | \$1.4 | \$1.4 | \$1.8 | \$1.4 | \$4.8 | \$10.7 |
| Category Total | 606 | \$0.0 | \$10.3 | \$1.9 | \$13.7 | \$1.8 | \$108.2 | \$135.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

POWER L - 607

Commitments (\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|---------------|--------------|---------------|---------------|--------------|---------------|-----------------|
| 01 POWER | | | | | | | | |
| AA Rplcmt of Hillside & Kew Gardens Substations | NR | 0.0 | 1.8 | 12.3 | 11.5 | 0.0 | 0.0 | 25.5 |
| AB Substation Battery Replacement | NR | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| AC Signal Power Motor Generator Replacement | NR | 0.2 | 1.4 | 0.0 | 0.0 | 0.0 | 0.2 | 1.8 |
| AD Substation Pilot Wire & Relay Replacement | NR | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| AE 3rd Rail - 2000 Million Cubic Meter Cable | NR | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 |
| AF 3rd Rail - Disconnect Switches | NR | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| AG 3rd Rail - Protection Board | NR | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 |
| AH 3rd Rail - Aluminum Rail | NR | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.9 |
| AJ Atlantic Avenue Tunnel Lighting | NR | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 5.9 |
| AK Signal Power Line Replacement | NR | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| AL Power Pole Line Replacement | NR | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 |
| AN 3rd Rail Feeder Cable Upgrade | NR | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| AP Negative Reactor Upgrade | NR | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| AQ Replacement of Port Washington Substation | NR | 0.0 | 0.0 | 1.4 | 0.7 | 0.8 | 22.1 | 24.9 |
| AR Replacement of Richmond Hill Substation | NR | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 13.0 | 15.6 |
| AS Penn Station Substation Replacement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 5.3 | 6.1 |
| Element Total 01 | | \$37.3 | \$3.1 | \$19.6 | \$12.1 | \$4.2 | \$40.6 | \$116.9 |
| Category Total | 607 | \$37.3 | \$3.1 | \$19.6 | \$12.1 | \$4.2 | \$40.6 | \$116.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

MISCELLANEOUS

L - 609

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years | |
|--------------------------------|--|------|----------------|----------------|----------------|----------------|----------------|--------------------|------------------|
| 04 MISCELLANEOUS | | | | | | | | | |
| N3 | Chlordane Remediation - 20 Substations | NR | 0.0 | 1.4 | 0.0 | 0.0 | 0.3 | 4.8 | 6.5 |
| N4 | Yaphank Landfill Remediation | NR | 0.0 | 0.0 | 0.0 | 1.6 | 0.2 | 14.8 | 16.7 |
| N6 | Smithtown Viaduct Remediation | NR | 0.0 | 0.0 | 0.0 | 0.4 | 0.7 | 2.2 | 3.2 |
| N8 | Speonk Yard Metal Treatment System | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 1.8 |
| NA | Program Administration | | 22.8 | 21.7 | 22.5 | 21.5 | 19.4 | 10.4 | 118.4 |
| NB | Program Development | | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 5.2 | 5.5 |
| NC | Insurance | | 0.0 | 0.1 | 0.2 | 0.1 | 0.2 | 0.1 | 0.7 |
| ND | Independent Engineer | | 0.0 | 1.1 | 1.5 | 0.8 | 2.0 | 1.5 | 6.8 |
| NE | Mentoring Program Administration | | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 |
| NF | OCIP | | 0.0 | 0.0 | 10.9 | 0.0 | 0.0 | 0.0 | 10.9 |
| NG | 2010-2014 Accrued Savings | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.8 | 21.8 |
| NH | Sandy Mitigation Grant Support | | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| Element Total 04 | | | \$22.8 | \$24.3 | \$35.1 | \$24.8 | \$23.0 | \$62.6 | \$192.7 |
| Category Total 609 | | | \$22.8 | \$24.3 | \$35.1 | \$24.8 | \$23.0 | \$62.6 | \$192.7 |
| TOTAL | | | \$169.5 | \$217.6 | \$296.1 | \$866.5 | \$224.1 | \$587.1 | \$2,360.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

**Commitments
(\$ in millions)**

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|-----------------------------|--------------|----------------|--------------|--------------|---------------|------------------|----------------------------|
| 01 ROLLING STOCK | | | | | | | | |
| 01 | EMU Replacement / Repair | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 |
| 02 | M-8 New Haven Line Purchase | 0.0 | 202.5 | 0.0 | 0.0 | 12.0 | 7.0 | 221.5 |
| Element Total 01 | | \$0.0 | \$227.5 | \$0.0 | \$0.0 | \$12.0 | \$7.0 | \$246.5 |
| Category Total 601 | | \$0.0 | \$227.5 | \$0.0 | \$0.0 | \$12.0 | \$7.0 | \$246.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

STATIONS M- 602

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|--------------|--------------|---------------|---------------|---------------|---------------|-----------------|
| 01 GRAND CENTRAL TERMINAL | | | | | | | | |
| 01 GCT Trainshed / Park Avenue Tunnel Structure | | 0.0 | 5.2 | 3.9 | 0.7 | 12.4 | 0.2 | 22.4 |
| 02 Park Avenue Tunnel Renewal | | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 7.1 |
| 05 GCT Leaks Remediation | | 0.0 | 0.0 | 0.0 | 17.1 | 1.1 | 0.0 | 18.2 |
| 06 GCT Elevator Renewal - Phase 4 | | 0.0 | 0.0 | 1.4 | 0.0 | 7.2 | 1.6 | 10.2 |
| 08 GCT Utilities | | 0.0 | 0.0 | 1.2 | 2.3 | 0.0 | 34.1 | 37.6 |
| 10 GCT Recycling Facility | | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 1.3 |
| 11 GCT / H&H Line Purchase | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 |
| Element Total 01 | | \$0.0 | \$5.2 | \$13.5 | \$20.1 | \$22.0 | \$41.8 | \$102.6 |
| 02 STATIONS | | | | | | | | |
| 01 Poughkeepsie Station Building | | 0.0 | 0.0 | 0.5 | 0.5 | 0.0 | 0.0 | 1.0 |
| 02 Fordham Station Improvements | | 0.0 | 0.0 | 0.0 | 8.1 | 4.5 | 1.4 | 14.0 |
| 03 Harlem Line Station Renewal DES | | 0.0 | 0.0 | 0.2 | 3.2 | 0.0 | 0.0 | 3.4 |
| 04 Station Building Renewal / Net Lease | | 0.0 | 0.0 | 0.0 | 1.5 | 0.2 | 6.8 | 8.6 |
| 06 New Haven Line Stations - Phase II | | 0.0 | 0.7 | 32.4 | 1.5 | 0.5 | 0.2 | 35.3 |
| 07 New Fare Payment | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 |
| 08 Customer Communication / Connectivity Improvements | | 0.0 | 0.0 | 0.0 | 0.0 | 13.8 | 2.5 | 16.3 |
| Element Total 02 | | \$0.0 | \$0.7 | \$33.2 | \$14.8 | \$19.0 | \$13.6 | \$81.2 |
| 03 PARKING | | | | | | | | |
| 02 Strategic Facilities | | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 1.9 | 2.0 |
| Element Total 03 | | \$0.0 | \$0.1 | \$0.0 | \$0.0 | \$0.0 | \$1.9 | \$2.0 |
| Category Total | 602 | \$0.0 | \$6.0 | \$46.7 | \$34.9 | \$41.0 | \$57.3 | \$185.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

TRACK M- 603

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 01 TRACK | | | | | | | | |
| 01 2010 Cyclical Track Program | | 12.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 |
| 02 Turnouts: Mainline / High Speed | | 8.4 | 10.0 | 26.6 | 2.9 | 9.3 | 0.2 | 57.4 |
| 03 GCT Turnout / Switch Renewal | | 2.6 | 1.2 | 3.5 | 3.5 | 3.8 | 0.0 | 14.6 |
| 04 Turnouts: Yards / Sidings | | 1.0 | 0.8 | 0.5 | 0.0 | 0.8 | 0.0 | 3.0 |
| 05 Maintenance of Way Equipment / Rolling Stock | | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 1.7 | 5.3 |
| 06 Cyclical Replacement of Insulated Joints | | 0.0 | 0.5 | 0.9 | 0.0 | 0.0 | 0.0 | 1.4 |
| 07 Rock Slope Remediation | | 0.2 | 1.4 | 5.4 | 0.0 | 0.0 | 0.0 | 6.9 |
| 08 Drainage and Undercutting | | 0.0 | 0.0 | 2.2 | 1.0 | 0.0 | 5.6 | 8.8 |
| 09 Rebuild Retaining Walls | | 0.1 | 0.8 | 8.1 | 0.0 | 0.0 | 0.0 | 9.0 |
| 11 2011 Cyclical Track Program | | 0.0 | 12.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12.4 |
| 12 2012 Cyclical Track Program | | 0.0 | 0.0 | 12.4 | 0.0 | 0.0 | 0.0 | 12.4 |
| 13 2013 Cyclical Track Program | | 0.0 | 0.0 | 0.0 | 12.2 | 0.0 | 0.0 | 12.2 |
| 14 2014 Cyclical Track Program | | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 11.6 | 12.8 |
| 16 H&H Line / GCT Purchase | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.0 | 15.0 |
| Element Total 01 | | \$25.1 | \$27.1 | \$59.6 | \$19.7 | \$18.6 | \$34.0 | \$184.2 |
| 02 STRUCTURES | | | | | | | | |
| 01 Replace Timbers Undergrade Bridges | | 0.0 | 1.7 | 0.0 | 1.9 | 1.3 | 0.0 | 5.0 |
| 02 Renew / Replace Railtop Culverts | | 1.1 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 1.5 |
| 03 Right-of-Way Fencing | | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 04 DC Substation / Signal House | | 0.3 | 0.3 | 0.0 | 0.0 | 0.6 | 0.0 | 1.2 |
| 05 Bridge Walkways Installation | | 0.1 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.8 |
| 06 Remove Obsolete Facilities | | 0.4 | 0.3 | 0.0 | 0.6 | 0.0 | 0.0 | 1.4 |
| 09 Employee Welfare and Storage Facilities | | 0.0 | 2.2 | 0.3 | 3.0 | 0.2 | 1.9 | 7.6 |
| 10 Replace / Repair Undergrade Bridges | | 0.0 | 2.2 | 11.2 | 0.0 | 0.8 | 10.4 | 24.7 |
| 11 Harlem River Lift Bridge Cable | | 0.0 | 0.8 | 0.9 | 8.6 | 0.0 | 0.0 | 10.2 |
| 12 Overhead Bridge Program - East of Hudson | | 0.9 | 0.0 | 0.0 | 0.0 | 2.9 | 14.3 | 18.1 |
| 13 Catenary Painting/Rehabilitate Catenary Structures | | 0.0 | 0.0 | 2.7 | 0.1 | 0.0 | 0.0 | 2.8 |
| 14 Park Avenue Viaduct Direct Fixation | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 1.4 | 1.5 |
| Element Total 02 | | \$3.0 | \$8.2 | \$15.0 | \$14.6 | \$6.3 | \$28.0 | \$75.1 |
| 03 WEST OF HUDSON INFRASTRUCTURE | | | | | | | | |
| 01 West of Hudson Track Program | | 3.9 | 1.6 | 5.7 | 6.2 | 0.0 | 1.7 | 19.1 |
| 02 West of Hudson Improvements | | 0.7 | 0.7 | 0.7 | 0.0 | 0.0 | 0.0 | 2.1 |
| 03 Moodna / Woodbury Viaducts | | 0.2 | 5.2 | 0.6 | 2.2 | 0.0 | 0.0 | 8.2 |
| 04 Otisville Tunnel Renewal | | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 |
| 05 West of Hudson Replace / Renew Undergrade Bridges | | 0.0 | 1.8 | 0.9 | 0.0 | 3.0 | 0.0 | 5.8 |
| 06 West of Hudson Rock Slope Remediation | | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 0.0 | 2.6 |
| Element Total 03 | | \$4.8 | \$9.3 | \$11.3 | \$8.4 | \$5.6 | \$1.7 | \$41.1 |
| Category Total 603 | | \$33.0 | \$44.6 | \$85.9 | \$42.7 | \$30.5 | \$63.8 | \$300.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

COMMUNICATIONS AND SIGNALS

M- 604

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|---------------|---------------|---------------|---------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 01 COMMUNICATIONS AND SIGNALS | | | | | | | | |
| 01 Positive Train Control | | 0.7 | 7.8 | 5.2 | 58.8 | 45.9 | 68.7 | 187.1 |
| 02 West of Hudson Signal Improvements | | 0.0 | 0.0 | 51.9 | 0.0 | 0.0 | 13.4 | 65.3 |
| 03 Replace Fiber / Communication & Signals Cables | | 0.1 | 0.8 | 0.2 | 2.8 | 0.0 | 0.0 | 3.9 |
| 04 Replace Field Code System - Mott Haven | | 0.0 | 0.2 | 0.6 | 0.1 | 0.0 | 1.6 | 2.5 |
| 05 Crossing Upgrades - Phase 2 | | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.4 |
| 06 Centralized Train Control /SCADA Intrusion Testing | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 07 Refurbish / Replace Electrical Switch Machine | | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 08 Design / Replace Harlem and Hudson Track Relays | | 0.0 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.3 |
| 09 Replace High Cycle Relays | | 0.1 | 0.1 | 0.0 | 0.2 | 0.0 | 0.0 | 0.5 |
| 11 PBX Equipment Upgrade | | 0.0 | 0.2 | 1.5 | 0.0 | 0.1 | 0.0 | 1.7 |
| 13 Rolling Stock Radios and PA Equipment | | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 14 Radio Base Station Replacement | | 0.2 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| 16 Radio Frequency Rebanding | | 0.9 | 0.2 | 0.5 | 0.0 | 0.0 | 0.0 | 1.6 |
| 17 NHL Signal Improvements | | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 |
| 18 H&H Wayside Communication & Signal Systems | | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 | 30.1 | 38.7 |
| Element Total 01 | | \$2.3 | \$10.0 | \$60.3 | \$65.6 | \$54.5 | \$113.8 | \$306.6 |
| Category Total 604 | | \$2.3 | \$10.0 | \$60.3 | \$65.6 | \$54.5 | \$113.8 | \$306.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

POWER M- 605

Commitments (\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|---------------|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| 01 POWER | | | | | | | | |
| 01 Substation Bridge 23 - Construction | | 0.0 | 6.9 | 34.3 | 0.0 | 0.0 | 0.6 | 41.8 |
| 02 Renewal Harlem & Hudson Substations - Construction | | 0.2 | 4.6 | 3.9 | 0.0 | 0.0 | 0.0 | 8.7 |
| 03 Harlem & Hudson Lines Power Improvements | | 0.0 | 0.0 | 2.3 | 16.3 | 12.6 | 11.3 | 42.5 |
| 04 Replace Motor Alternators | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 1.7 |
| 05 Replace Substation Batteries | | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| 07 Harlem River Lift Bridge Breaker Houses / Controls | | 0.0 | 0.0 | 3.6 | 10.8 | 0.2 | 0.6 | 15.2 |
| 08 Replace 3rd Rail Sectionalizing Switches | | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 09 Replace 3rd Rail Brackets - Park Avenue Tunnel | | 0.0 | 0.4 | 0.0 | 4.2 | 0.0 | 0.0 | 4.6 |
| Element Total 01 | | \$0.2 | \$13.4 | \$44.1 | \$31.3 | \$12.7 | \$14.2 | \$116.1 |
| Category Total | 605 | \$0.2 | \$13.4 | \$44.1 | \$31.3 | \$12.7 | \$14.2 | \$116.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--------------------------------|-----------------------------|--------------|---------------|--------------|--------------|----------------|--------------|--------------------|
| 01 SHOPS & YARDS | | | | | | | | |
| 01 | Harmon Shop Improvements | 0.0 | 13.5 | 6.7 | 1.8 | 291.7 | 3.2 | 317.0 |
| 03 | Other Shops / Yards Renewal | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 4.9 | 4.9 |
| Element Total 01 | | \$0.0 | \$13.5 | \$6.7 | \$1.9 | \$291.7 | \$8.1 | \$321.9 |
| Category Total 606 | | \$0.0 | \$13.5 | \$6.7 | \$1.9 | \$291.7 | \$8.1 | \$321.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

MISCELLANEOUS

M- 608

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 01 MISCELLANEOUS | | | | | | | | |
| 01 Systemwide Lead / Asbestos Abatement | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 |
| 02 Environmental Remediation | | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 |
| 03 Railroad Protective Liability | | 0.0 | 0.2 | 0.1 | 0.1 | 0.2 | 0.1 | 0.7 |
| 04 MTA Independent Engineering Consultant | | 0.0 | 1.0 | 1.0 | 0.8 | 0.7 | 1.6 | 5.0 |
| 05 Mentoring Program Administration | | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 |
| 06 Program Administration | | 6.2 | 4.9 | 4.8 | 6.2 | 6.4 | 10.8 | 39.4 |
| 07 Program Scope Development | | 2.1 | 2.0 | 1.6 | 1.8 | 2.2 | 0.0 | 9.7 |
| 08 OCIP - Insurance | | 0.0 | 0.0 | 22.4 | 0.0 | 0.0 | 0.1 | 22.5 |
| 09 Systemwide Security Initiatives | | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 4.2 | 4.6 |
| 13 C&D Engineering | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| Element Total 01 | | \$8.3 | \$8.2 | \$29.9 | \$9.4 | \$9.9 | \$17.3 | \$83.0 |
| Category Total 608 | | \$8.3 | \$8.2 | \$29.9 | \$9.4 | \$9.9 | \$17.3 | \$83.0 |
| TOTAL | | \$43.7 | \$323.3 | \$273.6 | \$185.8 | \$452.4 | \$281.5 | \$1,560.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

CRR AGENCY SUMMARY

Commitments
(\$ in millions)

| AGENCY | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|------------|---------|---------|---------|---------|-----------|---------|-----------|--------------------|
| TOTAL LIRR | PROGRAM | \$169.5 | \$217.6 | \$296.1 | \$866.5 | \$224.1 | \$587.1 | \$2,360.9 |
| TOTAL MNR | PROGRAM | \$43.7 | \$323.3 | \$273.6 | \$185.8 | \$452.4 | \$281.5 | \$1,560.3 |
| TOTAL | | \$213.2 | \$540.9 | \$569.7 | \$1,052.3 | \$676.5 | \$868.7 | \$3,921.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|--------------|---------------|---------------|--------------|---------------|----------------|-----------------|
| 02 BUS COMPANY PROJECTS | | | | | | | | |
| 01 Project Administration & Engineering Support Svcs. | | 0.0 | 0.0 | 3.9 | 0.0 | 0.5 | 12.3 | 16.6 |
| 04 Security Improvement - JFK and Spring Creek Depot | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 7.9 |
| 08 New Apron at JFK Depot- SBFP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 3.2 |
| 10 Two New Bus Washers Spring Creek - SBFP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 2.9 |
| 11 New HVAC Spring Creek SBFP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 3.9 |
| 12 Upgrade CNG Equipment at College Point Bus Depot | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 6.1 |
| 14 Store Room Expansion: Baisley Park Depot - SBFP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 2.7 |
| 15 Purchase 79 CNG Standard Buses | NR | 0.0 | 36.5 | 0.0 | 0.0 | 0.0 | 0.0 | 36.5 |
| 16 Purchase 89 CNG Standard Buses | NR | 0.0 | 0.0 | 37.7 | 0.0 | 1.0 | 0.0 | 38.7 |
| 17 Purchase 45 Standard Buses | NR | 0.0 | 0.0 | 0.0 | 0.0 | 23.7 | 0.1 | 23.8 |
| 19 Purchase 75 Articulated Buses | NR | 0.0 | 0.0 | 0.0 | 0.0 | 60.0 | 0.2 | 60.2 |
| 21 Design Management Services | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.6 | 9.6 |
| 22 Construction Management Services | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.4 | 8.4 |
| 23 2010-2014 Accrued Savings | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 2.8 |
| 24 Bus Cameras | NR | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 1.8 |
| 25 Construct Bus Command Center - MTA Bus | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.4 | 17.4 |
| 26 Bus Radio System | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.1 | 32.1 |
| 27 Bus Washers Replacement JFK and Baisley - SBFP | NR | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| 28 Chassis Washers at BP and LG- SBFP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 3.4 |
| 29 Three New Bus Washers College Point | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 3.8 |
| 30 LaGuardia Annex- Roof Repairs- SBFP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 |
| 31 Bus Washer Replacement at Far Rockaway- SBFP | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.9 |
| 32 HVAC Upgrade at College Point Bus Depot | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.5 | 9.5 |
| Element Total 02 | | \$0.0 | \$36.5 | \$43.4 | \$3.0 | \$88.6 | \$125.5 | \$297.0 |
| Category Total 603 | | \$0.0 | \$36.5 | \$43.4 | \$3.0 | \$88.6 | \$125.5 | \$297.0 |
| TOTAL | | \$0.0 | \$36.5 | \$43.4 | \$3.0 | \$88.6 | \$125.5 | \$297.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery

MTA-WIDE SECURITY

E - 614

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|--------------|---------------|--------------|---------------|---------------|---------------|-----------------|
| 01 B&T Cap Security Initiatives | | | | | | | | |
| 01 Electronic Sec-HCT Manh & Brooklyn Vent Bldgs | SI | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| 02 Electronic Sec-TNB Bronx Anchorage | SI | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 03 Electronic Sec- Governor's Island Vent Bldg | SI | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 04 Emergency Generator Purchase | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 |
| Element Total 01 | | \$0.0 | \$0.7 | \$0.1 | \$0.0 | \$0.0 | \$0.2 | \$0.9 |
| 02 LIRR Cap Security Initiatives | | | | | | | | |
| 01 Penn Station Perimeter Protection - Phase II | SI | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 5.9 |
| 02 Penn Station Consequence Management | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| 03 ERT Tunnel Portal Security (DES) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 |
| 04 Penn Station 31st/33rd St. Loading Dock Perimeter | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 8.1 |
| 05 16TSG Electronic Security for Penn/ERT DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 1.6 |
| GJ Sutphin Blvd. Bridge | SI | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 6.6 |
| GK Babylon Yard Fencing | SI | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 |
| GL Hillside Intrusion Control | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 |
| GM Security DVR Equipment | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| GN Security Cameras at LIRR Crossings | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 |
| PT ERT Manhattan Portals - Electronic Sec System | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 2.7 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$12.8 | \$0.2 | \$15.0 | \$28.0 |
| 03 MNR Cap Security Initiatives | | | | | | | | |
| 01 '11TSG Harlem River Lift Brg Security Study&Design | SI | 0.0 | 0.0 | 2.9 | 0.3 | 0.0 | 0.0 | 3.2 |
| 02 CCTV at 7 MNR Stations in Bronx/Westchester | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 |
| 03 '16TSGHarlem River Lift Bridge | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.0 | 11.0 |
| Element Total 03 | | \$0.0 | \$0.0 | \$2.9 | \$0.3 | \$0.0 | \$14.0 | \$17.3 |
| 04 NYCT Cap Security Initiatives | | | | | | | | |
| 01 '10TSG URT Phase 1 - Electronic Security | SI | 0.0 | 21.2 | 2.1 | 0.0 | 0.9 | 0.4 | 24.7 |
| 02 '10TSG Boro Hall-Court St - Electronic Security | SI | 0.0 | 0.0 | 1.8 | 16.4 | 0.0 | 0.0 | 18.2 |
| 03 '10TSG Atlantic / Pacific St - Electronic Security | SI | 0.0 | 0.0 | 1.7 | 0.7 | 17.4 | 1.9 | 21.7 |
| 04 '11TSG NYCT Wall Street ESS Design | SI | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 |
| 05 '11TSG URT Phase 2 - Electronic Security | SI | 0.0 | 0.0 | 2.1 | 28.3 | 0.3 | 0.1 | 30.8 |
| 07 '13TSG NYCT Wall Street ESS | SI | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 7.7 |
| 09 12TSG 580 Help Pts, Chassis & UPS Battery Backbox | SI | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 2.3 |
| 10 Emergency Exit Alarm Repair/182 Subway Tunn Exits | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.6 |
| 11 PID CCTV Installation - 2 High Risk Subway Locs | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 |
| 12 IESS Wrap Up Design | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 2.4 |
| 13 Electronic Security: Columbus Circle | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 2.2 |
| 14 OMEGA Security Booths at Lex Ave Station | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 15 Wall Street LEX DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 |
| 16 W 4th Wash Sq ESS DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 2.3 |
| 17 Broad Street NAS DES | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 |
| Element Total 04 | | \$0.0 | \$21.2 | \$8.5 | \$45.4 | \$28.7 | \$13.2 | \$117.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Passenger Stations
E - T04

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|--------------|--------------|---------------|----------------|---------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 STATION REPAIRS | | | | | | | | |
| 01 So Ferry Rest - Clean Up, Loop Opening, and DES | | 0.0 | 0.0 | 1.0 | 21.0 | 0.0 | 0.2 | 22.2 |
| 02 Recovery: Beach 116 St Station-RKY | | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 1.3 |
| 04 Station Restoration: Various Locations DES | | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| 06 Beach 116 St. Station:SBFP RKY | | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 |
| 08 Beach 116 St: Employee Facilities Track SBFP RKY | | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| 10 Sandy Repair:Stillwell Terminal Employee Facility. | | 0.0 | 0.0 | 0.0 | 10.7 | 2.9 | 0.0 | 13.6 |
| 11 Sandy Repair:DO#34 Stillwell Terminal | | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| 12 Repair: South Ferry Terminal Early Demolition | | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 3.7 |
| 13 Repair: South Ferry Complex | | 0.0 | 0.0 | 0.0 | 0.0 | 176.0 | 5.0 | 181.0 |
| 17 Sandy Repairs: Purchase and Install AFC Equip | | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 1.1 | 11.4 |
| 18 Purchase Emergency Alarms: South Ferry BW7 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 19 South Ferry Station Rooms I (SBFP) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 3.1 |
| 21 South Ferry Station Rooms II (SBFP) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 2.4 |
| 22 Sandy Repairs: Shaft Excavation - 1 Ave / Canarsie | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.3 | 17.3 |
| 23 Repair: Old S Ferry Loop Entrance Closure (SBFP) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 2.4 |
| Element Total 02 | | \$0.0 | \$0.0 | \$1.0 | \$36.1 | \$193.0 | \$31.5 | \$261.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Passenger Stations
E - T04

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|--------------|--------------|---------------|----------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 03 STATION MITIGATION | | | | | | | | |
| 01 Seal System Openings from Floodwaters | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 4.0 |
| 03 South Ferry Short Term Mitigation Work | | 0.0 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 4.9 |
| 04 Mitigation: Removable Stair Cover Prototype SBFP | | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 1.8 |
| 05 Removable Ventilator Covers SBFP | | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.1 | 1.2 |
| 06 Mitigation Studies for 6 Manhattan Locations | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| 07 L. Manh. Flood Drs/Hatch @Old S Ferry/Bowling SBFP | | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.1 | 1.1 |
| 08 L. Manhattan: Hatch Installation, Rector St SBFP | | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 |
| 09 Mitigation: Manhole Casting & Duct/Cable SBFP | | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 1.2 |
| 10 Mitigation: Sidewalk Vent Covers 6 Locs L Manh SBFP | | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| 11 Mitigation: 8 stations (L & U Manhattan) DES | | 0.0 | 0.0 | 0.0 | 1.1 | 2.5 | 1.2 | 4.9 |
| 13 Mitigation: Stair Covers Marine doors 'B' LM SBFP | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 4.6 |
| 14 Mitigation: Stairwell Prot (Flexgates 6 of 8 Stns) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.9 | 17.9 |
| 15 Mitigation: Hatches (5 of 8 Stations) SBFP | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 3.7 |
| 16 Mitigation: Stair Covers Marine doors 'A' LM | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 3.3 |
| 17 Upgrade Emergency Booth Comm System (EBCS) | | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 81.9 | 82.2 |
| 18 Sandy Mitigation: Coastal Storm MCD | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 | 8.9 |
| 20 Sandy Mitigation: Critical Room Resiliency | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.8 | 20.8 |
| 22 Sandy Mitigation: Surface/Facility Hardening 8 Stn | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42.9 | 42.9 |
| 23 Backup Command Center (BCC) Upgrade | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 | 7.3 |
| 24 Mitigation: Internal Stn Hardening (7 of 8 Stns) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 5.1 |
| 25 Mitigation: Internal Stn Hardening - Various Locs | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.2 | 16.2 |
| 26 Mitigation: Design Only - 6 Critical Stations | | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 6.1 |
| 27 Sandy Mitigation: 7 Stations (M/Q/Bx) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.7 | 45.7 |
| 28 Sandy Mitigation: 9 Stations (Bk/Q) | | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 45.1 | 48.5 |
| 29 Mitigation: Internal Station Hardening (7 Stn) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 1.8 |
| 30 Sandy Mitigation: Design Support | | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 1.2 | 2.0 |
| 31 Mitigation: 8 stations (L & U Manhattan) Studies | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 |
| 32 Mit: Lower Mhthn Flood Drs /Hatches-Rem Work | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 1.4 |
| 33 Sandy Mit: Lower Manhattan Hatch Install (Wrap-Up) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 |
| 34 Mitigation: Internal Stn Harden - 148th St. Comm | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 1.6 |
| 35 Sandy Mitigation: Coastal Storm MCD Wrap-Up | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.8 |
| 36 Sandy Mit: St Level Openings 8 Stations Wrap-Up | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 4.6 |
| 38 Sandy Mitigation: World Trade Center / Cortland St | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.0 | 15.0 |
| 39 Sandy Mitigation: 138 St / JER | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 8.1 |
| 40 Sandy Mitigation: Outstanding Street Level Opening | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.5 | 9.5 |
| 41 Sandy Mitigation: Addtl Work at Selected Vent Bays | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.7 | 9.7 |
| 42 Sandy Mitigation: Cortlandt St | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 1.7 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$15.3 | \$12.2 | \$367.4 | \$394.9 |
| Category Total T04 | | \$0.0 | \$0.0 | \$1.0 | \$51.4 | \$205.2 | \$398.9 | \$656.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Track
E - T05

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|--------------|--------------|---------------|---------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 TRACK/SWITCH REPAIRS | | | | | | | | |
| 02 Rockaway Line Restoration (Initial) | | 0.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.8 | 12.5 |
| 06 Track: Montague Tube | | 0.0 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | 14.9 |
| 07 Track: Greenpoint Tube | | 0.0 | 0.0 | 0.0 | 3.1 | 2.0 | 0.0 | 5.1 |
| 08 Switches Montague Tube | | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 1.9 |
| 09 Track: Canarsie Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.5 | 34.5 |
| 10 Track: Rutgers Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 | 10.8 |
| 11 Track: Clark St Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.8 | 7.8 |
| 12 Track: 53rd St Tube QBL | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 10.3 |
| 13 South Ferry Track | | 0.0 | 0.0 | 0.0 | 0.0 | 10.7 | 0.0 | 10.7 |
| 14 Track: Steinway Tube | | 0.0 | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 | 10.5 |
| 16 South Ferry Switch Replacement | | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 3.4 |
| 17 Sandy Repairs: ML Track 200-207 St/8AVE | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51.5 | 51.5 |
| 18 Sandy Repairs: ML Switches 200-207 St/8AVE | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.8 | 33.8 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$41.9 | \$16.2 | \$149.6 | \$207.6 |
| Category Total T05 | | \$0.0 | \$0.0 | \$0.0 | \$41.9 | \$16.2 | \$149.6 | \$207.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Line Equipment
E - T06

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|--------------|--------------|---------------|---------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 LINE EQUIPMENT REPAIRS | | | | | | | | |
| 06 Line Equipment Restoration: Various Locations DES | | 0.0 | 0.0 | 0.0 | 11.5 | 0.2 | 0.1 | 11.9 |
| 07 Tunnel Lighting: Montague Tube | | 0.0 | 0.0 | 0.0 | 16.9 | 0.3 | 0.0 | 17.2 |
| 08 2 Pump Rooms: Montague Tube | | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 8.0 |
| 09 Fan Plant: Montague Tube | | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 3.7 |
| 10 Tunnel Lighting: Greenpoint Tube | | 0.0 | 0.0 | 0.0 | 23.4 | 3.3 | 0.1 | 26.7 |
| 11 1 Pump Room: Greenpoint Tube | | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 3.3 |
| 12 1 Fan Plant: Greenpoint Tube | | 0.0 | 0.0 | 0.0 | 9.6 | 0.1 | 0.0 | 9.7 |
| 13 Tunnel Lighting: Canarsie Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.4 | 50.4 |
| 14 Tunnel Lighting: Rutgers Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 | 8.0 |
| 16 Tunnel Lighting: Joralemon Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48.6 | 48.6 |
| 17 1 Pump Room: South Ferry | | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 |
| 18 2 Pump Rooms: Southern Manhattan | | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 5.1 |
| 19 Sandy Repairs: Pump Room #1035 Canarsie Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.2 | 24.2 |
| 20 Pump Room (#2057) 8 Ave | | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 0.1 | 6.2 |
| 21 Pump Room: Steinway Tube - FLS | | 0.0 | 0.0 | 0.0 | 19.2 | 0.2 | 0.0 | 19.4 |
| 23 1 Fan Plant: South Ferry | | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 4.7 |
| 24 3 Fan Plants: Southern Manhattan | | 0.0 | 0.0 | 0.0 | 0.1 | 18.5 | 0.0 | 18.6 |
| 25 3 Fan Plants: Cranberry, 14 St, Rutgers Tubes | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| 26 1 Fan Plant: Old Slip | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 | 6.4 |
| 27 South Ferry Tunnel Lighting | | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 0.0 | 6.9 |
| 28 200th to 207th Street Tunnel Lighting | | 0.0 | 0.0 | 0.0 | 0.0 | 18.2 | 0.7 | 19.0 |
| 30 2 Pump Rooms: Cranberry Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 | 0.1 | 8.3 |
| 31 2 Fan Plants (#6330,#6332): Cranberry Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 0.1 | 12.8 |
| 32 2 Pump Rooms: Rutgers Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.0 | 21.0 |
| 33 1 Fan Plant (#6375): Rutgers Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.4 | 10.4 |
| 34 Clark St Tube: Pump Room #3166 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 7.7 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$95.8 | \$87.6 | \$178.0 | \$361.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Line Equipment
E - T06

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---------------------------------|--|---------------------------------|--------------|--------------|----------------|---------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 03 LINE EQUIP MITIGATION | | | | | | | | |
| 04 | Conversion of two Pump Trains | 0.0 | 0.0 | 0.0 | 9.6 | 2.8 | 1.0 | 13.4 |
| 05 | Mitigation: 17 Fan Plants | 0.0 | 0.0 | 0.0 | 3.6 | 0.1 | 35.7 | 39.4 |
| 06 | 14 Fan Plants, NT Above Grade Protection 6 Locs | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 6.5 |
| 07 | 14 Fan Plants, NT - Deployable Vent Covers SBFP | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.3 | 3.2 |
| 08 | 14 Fan Plants, NT -Hatch Repl/MCD Prttype "A" SBFP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 4.2 |
| 09 | 14 Fan Plants, NT - Hatch Replace "B" SBFP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 3.9 |
| 10 | 14 Fan Plants, NT Conduit/Duct Pen - Fac&Man SBFP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 2.2 |
| 11 | Pumping System Improvement : 7 Under River Tubes | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 4.7 | 5.7 |
| 12 | Flood Mitigation: Purchase of Backup Generators | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 3.4 |
| 13 | Joralemon Tube 2 Pump Rooms 3190 3191 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 |
| 16 | Pumping Capacity Improvements: Annex Pumps | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| 17 | Sandy Resiliency: Conversion of 2 Pump Trains | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.1 | 30.1 |
| 18 | Sandy Pumping Sys Improv ROW 7 URT LwrMnhn&Bklyn | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 2.7 | 4.1 |
| 19 | Sandy Mitigation: DOB Mobile Pumps | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 |
| 20 | 14 Fan Plants, LT - 11 Locations | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.2 | 27.2 |
| 21 | 14 Fan Plants, LT - 4 Locations | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.4 | 33.4 |
| 22 | Sandy Mitigation: ROW Equipment Hardening | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 1.3 |
| 23 | Sandy Resiliency: 2 Pump Rooms (Cranberry Tube) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 1.4 |
| 24 | Sandy Resiliency: 3 Pump Rooms (Clark Tube) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 5.7 |
| 25 | 14 Fan Plants, LT - 1 Location (South Ferry) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 |
| 26 | Sandy Mitigation: 14 Fan Plants, LT - 1 Loc SBFP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 27 | Existing Pump Room Enhancements | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.0 | 40.0 |
| 28 | Sandy Mitigation: DOS Mobile Pumps and Generators | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 |
| 29 | 14 Fan Plants DES | 0.0 | 0.0 | 0.0 | 10.6 | 0.5 | 0.2 | 11.3 |
| 30 | 14 Fan Plants, LT - 1 Location (Steinway Tube) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.2 | 11.2 |
| 31 | Sandy Mitigation: Steinway Portal Signal Tower | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 6.5 |
| 32 | Sandy Resiliency: 3 Pump Rooms (53rd St Tube) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.7 | 22.7 |
| 33 | Pump Control Room (Steinway Tube) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.6 |
| 35 | Sandy Resiliency: 2 Pump rooms (Rutgers Tube) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 3.6 |
| 36 | Sandy Mitigation: 4 Pump Rms (JER/PEL Tube) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | 6.8 |
| 37 | Sandy Mitigation: DOB Generators | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| 38 | Sandy Resiliency: 2 Pump Rooms (Steinway Tube) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 12.7 |
| 39 | Sandy Mitigation: 17 Fan Plants Wrap up (2 locs) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 |
| 41 | Sandy Mitigation: Ducts at 3 Fan Plants | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 7.7 |
| 42 | Sandy Mitigation: Duct Seals at 2 Fan Plants | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 4.2 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$23.9 | \$8.7 | \$295.8 | \$328.4 |
| Category Total T06 | | \$0.0 | \$0.0 | \$0.0 | \$119.7 | \$96.3 | \$473.8 | \$689.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Line Structures
E - T07

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|--------------|--------------|---------------|--------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 LINE STRUCTURE REPAIRS | | | | | | | | |
| 02 Rockaway Line Restoration (Initial) | | 0.0 | 0.0 | 0.0 | 18.2 | 0.0 | 6.4 | 24.5 |
| 06 Line Structure Repairs: Various Locations DES | | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| 09 Sandy Repairs: Rockaway Line Wrap Up | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49.4 | 49.4 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$18.4 | \$0.0 | \$55.7 | \$74.1 |
| 03 LINE STRUCTURE MITIGATION | | | | | | | | |
| 02 Rockaway Line Protection | | 0.0 | 0.0 | 0.0 | 1.8 | 1.3 | 0.3 | 3.4 |
| 06 Internal Tunnel Sealing: N/O Spring St/8AV | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 3.9 |
| 07 Sandy Mitigation: Internal Tunnel Sealing DES | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 1.3 |
| 08 Sandy Mitigation: Steinway Portal | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.7 | 20.7 |
| 09 Long-Term Flood Protection: Hammels Wye | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.9 | 27.9 |
| 10 Rockaway ROW Debris Shielding | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.3 | 18.3 |
| 11 Sandy Mit: New Crossover at Beach 105th St. / RKY | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 81.4 | 81.4 |
| 12 Rockaway Line Long Term Protection | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.7 | 75.7 |
| 13 Rockaway Park Yard Compressor Room (ROW) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.5 | 18.5 |
| 14 Rockaway ROW Debris Shielding: Hammels Wye | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$1.8 | \$1.3 | \$253.9 | \$257.0 |
| Category Total T07 | | \$0.0 | \$0.0 | \$0.0 | \$20.1 | \$1.3 | \$309.7 | \$331.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Signals & Communications
E - T08

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|--------------|--------------|---------------|---------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 SIGNAL/COMM REPAIRS | | | | | | | | |
| 01 South Ferry Restoration | | 0.0 | 0.0 | 0.0 | 0.4 | 44.5 | 5.2 | 50.1 |
| 02 Rockaway Line Restoration (Initial) | | 0.0 | 0.0 | 0.3 | 18.9 | 0.0 | 5.8 | 25.0 |
| 06 Signal/Comm Restoration: Various Locations DES | | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 1.0 |
| 07 Signals: 200 St - 207 St / 8th Ave | | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 66.5 | 69.5 |
| 08 Security Equipment Replacement URT1 | | 0.0 | 0.0 | 0.0 | 4.0 | 2.8 | 0.0 | 6.8 |
| 09 Signals: Greenpoint Tube | | 0.0 | 0.0 | 0.0 | 6.5 | 0.1 | 0.0 | 6.6 |
| 10 Whitehall Interlocking Modernization | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 11 Signals: Canarsie Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.5 | 25.5 |
| 12 Signals: Clark St Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 | 8.0 |
| 13 Signals: Rutgers Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.1 | 14.1 |
| 14 Signals: Cranberry Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 17.2 |
| 15 Signals: 53rd St Tube QBL | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 8.1 |
| 16 Signals: Montague Tube | | 0.0 | 0.0 | 0.0 | 30.1 | 1.7 | 0.7 | 32.5 |
| 17 Terminal Station Signal Mods: Montague Tube | | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| 18 PLC Signal Equip Rockaway | | 0.0 | 0.0 | 0.0 | 5.4 | 0.1 | 0.0 | 5.5 |
| 19 Revenue Facility Microwave Comm System DES | | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 |
| 20 Rockaway Signal Modernization and Interlocking | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 21 Rutgers Tube: CCTV Support | | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 1.8 |
| 22 Cranberry Tube: CCTV Support | | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 1.9 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.3 | \$70.9 | \$70.1 | \$133.9 | \$275.1 |
| Category Total T08 | | \$0.0 | \$0.0 | \$0.3 | \$70.9 | \$70.1 | \$133.9 | \$275.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Traction Power
E - T09

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|--------------|--------------|----------------|---------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 TRACTION POWER REPAIRS | | | | | | | | |
| 02 Rockaway Line Restoration (Initial) | | 0.0 | 0.0 | 0.0 | 9.0 | 0.0 | 4.4 | 13.4 |
| 06 Traction Power Restoration: Various Locations DES | | 0.0 | 0.0 | 0.0 | 17.3 | 0.0 | 0.1 | 17.4 |
| 07 3 Circuit Breaker Houses: Montague Tube | | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 6.2 |
| 08 Cable/Ducts/Rust Coating: Montague Tube | | 0.0 | 0.0 | 0.0 | 84.2 | 0.8 | 8.7 | 93.7 |
| 09 2 Substations: Montague Tube | | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 |
| 10 Power/Cable/Ducts: Greenpoint Tube | | 0.0 | 0.0 | 0.0 | 19.2 | 2.0 | 0.0 | 21.2 |
| 11 2 Circuit Breaker Houses: Canarsie Tube | | 0.0 | 0.0 | 0.0 | 0.8 | 0.8 | 34.7 | 36.4 |
| 12 Power/Cable/Ducts: Canarsie Tube | | 0.0 | 0.0 | 0.0 | 9.8 | 2.8 | 296.0 | 308.6 |
| 18 Substation Equip: Joralemon Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 5.2 |
| 19 Comm/Power Cable Repl: Rutgers Tube | | 0.0 | 0.0 | 0.0 | 3.2 | 0.1 | 44.5 | 47.7 |
| 20 Comm/Power Cable Repl: Cranberry Tube | | 0.0 | 0.0 | 0.0 | 4.1 | 48.3 | 1.3 | 53.6 |
| 21 Comm/Power Cable & Ducts: Joralemon Tube | | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 61.1 | 64.7 |
| 24 Comm/Power Cable Repl: Clark S Tube | | 0.0 | 0.0 | 0.0 | 6.8 | 0.2 | 77.1 | 84.1 |
| 25 Comm/Power Cable Repl: 53rd St Tube QBL | | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 49.9 | 52.9 |
| 26 Circuit Breaker Houses (#565 & 603) 53rd St Tube Q | | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 6.1 | 7.0 |
| 27 Circuit Breaker Houses: Various Locations DES | | 0.0 | 0.0 | 0.0 | 2.3 | 1.5 | 0.1 | 3.9 |
| 31 Independent Integrity Monitor | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 |
| 32 Circuit Breaker House (#502) Cranberry Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 0.1 | 3.9 |
| 33 Substation Equipment (#90) Cranberry Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 2.8 |
| 35 South Ferry CBH 367, 368 | | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 0.0 | 15.4 |
| 36 2 CBHs 207/8 and 209 | | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 0.2 | 5.5 |
| 37 2 CBHs 206 and 212 | | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 0.1 | 5.5 |
| 38 Substation Equipment (#216): 53rd St. Tube | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.5 | 16.5 |
| 40 Purchase Emergency Alarms: 6 Tubes | | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 3.6 |
| 44 Traction Power Repairs: Various Locations | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 94.7 | 94.7 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$171.5 | \$93.0 | \$703.8 | \$968.2 |
| 03 TRACTION POWER MITIGATION | | | | | | | | |
| 02 Sandy Mitigation Cable/Duct - Montague Tube | | 0.0 | 0.0 | 0.0 | 54.5 | 0.0 | 0.0 | 54.5 |
| 04 Mitigation: Montague Substations - Various Locs | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.2 | 10.2 |
| 05 Hardening of Substations in Flood Prone Areas | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 |
| 06 Hardening of Substations at 9 Locs DES | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 3.1 |
| 07 Hardening of Substations at 24 Locations | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 98.2 | 98.2 |
| 08 Sandy Mitigation: Deployable Substations | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.0 | 46.0 |
| 09 Sandy Mitigation: Power / Cables/ Ducts: Canarsie | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49.7 | 49.7 |
| 10 Sandy Mitigation: Back-up Power Control Center | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 | 13.3 |
| 11 Hardening of Substations at 4 Locs DES | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 2.1 |
| 12 Resiliency: Site Improvements at 4 Locs | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 3.9 |
| 13 Hardening Substations: W. Broadway & Murray St. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 |
| 14 Hardening Substations: Tudor City | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.2 | 6.2 |
| 15 Sandy Mitigation: Deployable Substations DES | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$54.5 | \$0.0 | \$236.8 | \$291.3 |
| Category Total T09 | | \$0.0 | \$0.0 | \$0.0 | \$226.0 | \$93.0 | \$940.6 | \$1,259.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Shops & Yards
E - T10

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|--------------|--------------|---------------|---------------|------------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 SHOPS & YARDS REPAIR | | | | | | | | |
| 08 Facilities Restoration DES | | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.4 |
| 09 Power Cable Replacement- 148th Street Yard | | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 13.6 | 14.5 |
| 10 Power Cable Replacement- 207th Street Yard | | 0.0 | 0.0 | 0.0 | 1.5 | 0.1 | 43.1 | 44.7 |
| 11 Power Cable/Comm. Equipt. Repl- Coney Island Yard | | 0.0 | 0.0 | 0.0 | 6.9 | 0.1 | 164.7 | 171.6 |
| 12 Power Cable Replacement- Rockaway Park Yard | | 0.0 | 0.0 | 0.0 | 0.6 | 11.1 | 0.5 | 12.2 |
| 13 Yard Assessment- Rockaway Park Yard | | 0.0 | 0.0 | 0.0 | 0.4 | 0.1 | 0.0 | 0.4 |
| 14 Yard Assessment- Coney Island | | 0.0 | 0.0 | 0.0 | 0.5 | 1.8 | 0.0 | 2.3 |
| 15 Yard Assessment- 148th Street Yard | | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 0.0 | 0.6 |
| 16 Yard Assessment- 207th Street Yard | | 0.0 | 0.0 | 0.0 | 0.7 | 0.4 | 0.0 | 1.1 |
| 18 Sandy Repairs: 207th St Yard Signals | | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 310.4 | 315.4 |
| 19 Sandy Repairs: 207 St Yard Track | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 65.5 | 65.5 |
| 20 Sandy Repairs: 207 St Yard Switches | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.9 | 53.9 |
| 22 Culver Yard (Signals/Track/Switches) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 117.0 | 117.0 |
| 25 Sandy Repair Coney Island Yard Complex | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 224.4 | 224.4 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$13.2 | \$18.8 | \$993.1 | \$1,025.0 |
| 03 SHOPS & YARDS MITIGATION | | | | | | | | |
| 04 Rockaway Yard Mitigation DES | | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.2 | 1.1 |
| 06 Coney Island Yd: Near Term Perimeter Protection | | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 | 0.8 | 9.7 |
| 07 Coney Island Yd: Long Term Perimeter Protection | | 0.0 | 0.0 | 0.0 | 1.3 | 7.0 | 358.8 | 367.1 |
| 08 Near-Term Flood Protection: 207th St Yard | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.6 |
| 09 Long Term Perimeter Protection: 148th St Yard | | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 78.6 | 79.4 |
| 10 Long Term Perimeter Protection: 207th St Yard | | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 177.0 | 178.4 |
| 11 Sandy Mitigation: 148th Street Yard Portal | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 5.1 |
| 12 Sandy Mitigation: 207th Street Yard Portal | | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 27.6 | 28.3 |
| 13 Sandy Mitigation: 148 St Yd & 207 St Yd DES | | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 1.4 | 2.7 |
| 14 Sandy Mitigation: 207th Street Sewers | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 148.9 | 148.9 |
| 15 Sandy Mitigation: Protection of Additional Yards | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 94.4 | 94.4 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$5.1 | \$17.3 | \$893.5 | \$915.8 |
| Category Total T10 | | \$0.0 | \$0.0 | \$0.0 | \$18.2 | \$36.1 | \$1,886.6 | \$1,940.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Depots
E - T12

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--------------------------------|--|--------------|--------------|--------------|--------------|--------------|---------------|--------------------|
| 03 DEPOTS MITIGATION | | | | | | | | |
| 07 | Flood Mitigation at 4 NYCT Depots | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 25.4 | 26.4 |
| 08 | Flood Mit: MJ Quill Depot - Roof Protection (SBFP) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 2.8 |
| 09 | Flood Mitigation: Yukon Depot (SBFP) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$1.0 | \$0.0 | \$29.7 | \$30.7 |
| Category Total T12 | | \$0.0 | \$0.0 | \$0.0 | \$1.0 | \$0.0 | \$29.7 | \$30.7 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Miscellaneous/Emergency
E - T16

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|------------------------------------|--|---------------------------------|--------------|--------------|--------------|--------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 MISCELLANEOUS REPAIRS | | | | | | | | |
| 08 | Facilities Restoration (initial) | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 |
| 09 | Procure 2 Keene Machines & Audit System | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 11 | Repairs: Employee Facilities at Whitehall Sta BWY | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 1.9 |
| 12 | South Ferry - Leak Remediation Reserve | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 0.0 | 4.9 |
| 13 | Sandy Restoration Reserve | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.9 | 26.9 |
| 14 | Canarsie Tube Miscellaneous Support | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 1.7 |
| 15 | Canarsie Tube Project Management | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 1.3 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$3.8 | \$7.8 | \$29.8 | \$41.4 |
| 03 MISCELLANEOUS MITIGATION | | | | | | | | |
| 07 | Analysis of Best World Wide Approaches | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 |
| 08 | Near-Term Flood Protection: Hammels Wye | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.8 |
| 09 | Near-Term Flood Protec: Stillwell Av Term Fac SBFP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 |
| 10 | Sandy Mitigation: Consolidated Revenue Facility | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 | 11.6 |
| 11 | Sandy Mitigation: Zerega Maintenance Facility | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 | 8.2 |
| 12 | Sandy Mitigation: Tiffany Central Warehouse | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 25.0 |
| 16 | Sandy Mitigation Reserve | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 67.3 | 67.3 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$0.6 | \$0.0 | \$115.5 | \$116.0 |
| Category Total T16 | | \$0.0 | \$0.0 | \$0.0 | \$4.4 | \$7.8 | \$145.3 | \$157.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

Staten Island Railway
E - S07

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|--------------|--------------|--------------|---------------|---------------|----------------|-----------------|
| 02 SIR REPAIRS | | | | | | | | |
| 09 Staten Island Railway Restoration: DES | | 0.0 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 7.3 |
| 10 Flood Repairs- Clifton Shop (Short-Term) | | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 2.1 |
| 11 Flood Repairs- Clifton Shop (Long-Term) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.9 | 34.9 |
| 12 Flood Repairs- St George Term Tower B (Short-Term) | | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 |
| 13 Flood Repairs- St George Term Tower B (Long-Term) | | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 | 0.3 | 7.5 |
| 14 SIR Restoration - St George Interlocking | | 0.0 | 0.0 | 0.0 | 0.0 | 89.4 | 2.2 | 91.6 |
| 15 Repairs- Tower B Employee Fac- Long Term | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.0 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$9.9 | \$96.6 | \$39.4 | \$145.8 |
| 03 SIR MITIGATION | | | | | | | | |
| 02 SIR Mitigation: Clifton Shop / Yard | | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 | 166.8 | 167.6 |
| 03 SIR Mitigation: St. George | | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 53.1 | 53.7 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$1.0 | \$0.4 | \$219.9 | \$221.3 |
| Category Total S07 | | \$0.0 | \$0.0 | \$0.0 | \$10.8 | \$97.0 | \$259.3 | \$367.1 |

AGENCY SUMMARY: SANDY

| | | | | | | | |
|------------------------------------|--------------|--------------|--------------|----------------|----------------|------------------|------------------|
| Repairs:Sandy | \$0.0 | \$0.0 | \$1.3 | \$461.3 | \$583.0 | \$2,314.7 | \$3,360.3 |
| Mitigation:Sandy | \$0.0 | \$0.0 | \$0.0 | \$103.1 | \$39.8 | \$2,412.5 | \$2,555.4 |
| TOTAL New York City Transit | \$0.0 | \$0.0 | \$1.3 | \$564.4 | \$622.8 | \$4,727.2 | \$5,915.7 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

TRACK
E - L03

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|---------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------------|
| 03 TRACK MITIGATION: SANDY | | | | | | | | |
| ZH Emergency Management Equipment Mitigation | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 30.0 |
| ZR Gateway 11th Ave Extension | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 | 5.5 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$35.5 | \$35.5 |
| Category Total L03 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$35.5 | \$35.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

LINE STRUCTURES
E - L04

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|---------------|--------------|--------------|--------------|--------------|--------------|----------------|--------------------|
| 02 LINE STRUCTURE REPAIRS: SANDY | | | | | | | | |
| ZA East River Tunnel Signal Sys & Infra Restoration | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 179.5 | 179.5 |
| ZB Wreck Lead Bridge Systems Restoration | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 10.7 | 14.5 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$3.7 | \$190.2 | \$193.9 |
| 03 LINE STRUCTRE MITIGATION:SANDY | | | | | | | | |
| ZJ Atlantic Avenue Tunnels Mitigation | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 | 8.5 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$8.5 | \$8.5 |
| Category Total | L04 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$3.7 | \$198.7 | \$202.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

COMMUNICATIONS & SIGNALS
E - L05

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|---------------|--------------|--------------|--------------|--------------|---------------|---------------|--------------------|
| 02 COMM/SIGNAL REPAIRS: SANDY | | | | | | | | |
| ZC Long Beach Branch - Systems Restoration | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 48.8 | 22.1 | 70.9 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$48.8 | \$22.1 | \$70.9 |
| Category Total | L05 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$48.8 | \$22.1 | \$70.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

SHOPS AND YARDS
E - L06

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|--------------|--------------|--------------|---------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 SHOP & YARD REPAIRS: SANDY | | | | | | | | |
| ZD West Side Storage Yard Restoration | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 33.2 | 10.7 | 43.9 |
| ZL Long Island City Yard Restoration | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 24.7 | 32.6 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$41.1 | \$35.4 | \$76.5 |
| 03 SHOP & YARD MITIGATION: SANDY | | | | | | | | |
| ZK Long Island City Yard Resiliency - LPR | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 1.3 |
| ZP West Side Yard & East River Tunnel Mitigation | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 101.4 | 101.4 |
| ZS Long Island City Yard Resiliency - CR | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.3 | 26.3 |
| ZU Long Island City Yard - CONSTR | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1.3 | \$130.6 | \$131.9 |
| Category Total | L06 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$42.3 | \$166.1 | \$208.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

POWER
E - L07

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|---------------|--------------|--------------|--------------|--------------|---------------|---------------|--------------------|
| 02 POWER REPAIRS: SANDY | | | | | | | | |
| ZE Systemwide Substation Restoration | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 21.6 | 24.2 | 45.8 |
| ZM 1st Avenue Substation Restoration | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 6.9 | 8.1 |
| ZN LIC G00 Substation (Component Replacement) | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$23.7 | \$31.1 | \$54.8 |
| Category Total | L07 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$23.7 | \$31.1 | \$54.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

MISCELLANEOUS
E - L09

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| 02 MISC REPAIRS: SANDY | | | | | | | | |
| ZF Infrastructure/System Upgrades (Various Locs) | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 6.2 | 6.8 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.6 | \$6.2 | \$6.8 |
| Category Total L09 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.6 | \$6.2 | \$6.8 |

AGENCY SUMMARY: SANDY

| | | | | | | | |
|------------------------------------|--------------|--------------|--------------|--------------|----------------|----------------|----------------|
| Repairs:Sandy | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$117.9 | \$285.0 | \$402.9 |
| Mitigation:Sandy | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1.3 | \$174.6 | \$175.9 |
| TOTAL Long Island Rail Road | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$119.2 | \$459.6 | \$578.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Metro-North Railroad

ROLLING STOCK
E - M01

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--------------------------------|---------------------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| 02 ROLLING STOCK: SANDY | | | | | | | | | |
| 01 | Rolling Stock Restoration | SGR | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 |
| Element Total 02 | | | \$0.0 | \$0.0 | \$0.0 | \$1.1 | \$0.0 | \$0.0 | \$1.1 |
| Category Total M01 | | | \$0.0 | \$0.0 | \$0.0 | \$1.1 | \$0.0 | \$0.0 | \$1.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Metro-North Railroad

TRACK AND STRUCTURES
E - M03

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| 02 TRACK/STRUCTURE REPAIRS: SANDY | | | | | | | | |
| 02 Right of Way Restoration: Various Locations | SGR | 0.0 | 0.0 | 0.0 | 6.9 | 0.7 | 0.4 | 8.0 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$6.9 | \$0.7 | \$0.4 | \$8.0 |
| 03 TRACK/ STRUCT MITIGATION:SANDY | | | | | | | | |
| 01 Rail Vacuum Mitigation | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$6.0 | \$6.0 |
| Category Total | M03 | \$0.0 | \$0.0 | \$0.0 | \$6.9 | \$0.7 | \$6.4 | \$14.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Metro-North Railroad

COMMUNICATIONS AND SIGNALS
E - M04

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|--------------|--------------|--------------|--------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 COMM/SIGNAL REPAIRS: SANDY | | | | | | | | |
| 05 Comm & Signal Infrastructure Restoration-Ph. 1 & 2 | SGR | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 103.8 | 105.7 |
| 07 Comm & Signal Infrastr Restoration-Eqpmt Replcmt | SGR | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.2 | 5.0 |
| 08 MNR Comm & Signal Infrastr Restoration | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$6.7 | \$0.0 | \$105.5 | \$112.2 |
| 03 COMM/SIGNAL MITIGATION: SANDY | | | | | | | | |
| 01 Power and Signals Mitigation Phase 1 | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.5 | 31.5 |
| 02 Hudson Line Power and Signal Resiliency | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38.0 | 38.0 |
| 03 MNR Comm & Signal Infrastr Resiliency | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 |
| 04 Power and Signals Mitigation Phase 2 | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 17.2 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$86.9 | \$86.9 |
| Category Total | M04 | \$0.0 | \$0.0 | \$0.0 | \$6.7 | \$0.0 | \$192.4 | \$199.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Metro-North Railroad

POWER
E - M05

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|------------|--------------|--------------|--------------|---------------|---------------|----------------|-----------------|
| 02 POWER REPAIRS: SANDY | | | | | | | | |
| 06 Power Infrastructure Restoration-Ph. 1 & 2 | SGR | 0.0 | 0.0 | 0.0 | 14.9 | 0.0 | 169.8 | 184.6 |
| 07 Power Infrastructure Restoration-Phase 2 DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 |
| 08 Power Infrastructure Restoration-Substations | SGR | 0.0 | 0.0 | 0.0 | 2.8 | 42.8 | 3.9 | 49.5 |
| 09 Power Infrastructure Restoration-HRLB | SGR | 0.0 | 0.0 | 0.0 | 0.9 | 4.0 | 3.5 | 8.3 |
| 10 Power Infrastr Restoration-Remote Terminal Houses | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 1.3 |
| 11 MNR Power Restoration | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 5.2 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$18.6 | \$46.8 | \$183.9 | \$249.3 |
| Category Total M05 | | \$0.0 | \$0.0 | \$0.0 | \$18.6 | \$46.8 | \$183.9 | \$249.3 |

AGENCY SUMMARY: SANDY

| | | | | | | | | |
|-----------------------------------|--|--------------|--------------|--------------|---------------|---------------|----------------|----------------|
| Repairs:Sandy | | \$0.0 | \$0.0 | \$0.0 | \$33.3 | \$47.5 | \$289.8 | \$370.6 |
| Mitigation:Sandy | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$92.9 | \$92.9 |
| TOTAL Metro-North Railroad | | \$0.0 | \$0.0 | \$0.0 | \$33.3 | \$47.5 | \$382.7 | \$463.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
MTA Bus Company

BUS COMPANY PROJECTS
E - U03

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--------------------------------------|------------|--------------|--------------|--------------|--------------|--------------|---------------|-----------------|
| 02 BUS COMPANY REPAIRS: SANDY | | | | | | | | |
| 01 Far Rockaway Depot Rehabilitation | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.9 | 9.9 |
| 02 MTA Bus Sandy Repair Reserve | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.1 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$11.0 | \$11.0 |
| Category Total U03 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$11.0 | \$11.0 |

AGENCY SUMMARY: SANDY

| | | | | | | | | |
|------------------------------|--|--------------|--------------|--------------|--------------|--------------|---------------|---------------|
| Repairs:Sandy | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$11.0 | \$11.0 |
| TOTAL MTA Bus Company | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$11.0 | \$11.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Capital Construction Company

MISCELLANEOUS
E - G16

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments | | | | | | Total All Years |
|--|---------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 MISCELLANEOUS REPAIRS: SANDY | | | | | | | | |
| 09 East Side Access Impacts | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 10 Second Subway Impacts | | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 12 Fulton Center Impacts | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 14 IESS East River Tunnel Impacts | | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 19.4 | 23.1 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$3.7 | \$0.1 | \$19.4 | \$23.2 |
| Category Total | G16 | \$0.0 | \$0.0 | \$0.0 | \$3.7 | \$0.1 | \$19.4 | \$23.2 |

AGENCY SUMMARY: SANDY

| | | | | | | | | |
|---|--|--------------|--------------|--------------|--------------|--------------|---------------|---------------|
| Repairs:Sandy | | \$0.0 | \$0.0 | \$0.0 | \$3.7 | \$0.1 | \$19.4 | \$23.2 |
| TOTAL Capital Construction Company | | \$0.0 | \$0.0 | \$0.0 | \$3.7 | \$0.1 | \$19.4 | \$23.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|---------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------------|
| 01 MTA MENTORING PROGRAM ADMIN | | | | | | | | |
| 01 MTA MENTORING PROGRAM ADMINISTRATION | SI | 0.0 | 26.8 | 0.2 | 0.5 | 0.0 | 0.0 | 27.6 |
| Element Total 01 | | \$0.0 | \$26.8 | \$0.2 | \$0.5 | \$0.0 | \$0.0 | \$27.6 |
| Category Total | 600 | \$0.0 | \$26.8 | \$0.2 | \$0.5 | \$0.0 | \$0.0 | \$27.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---------------------------------------|------------|---------------|--------------|--------------|---------------|--------------|---------------|-----------------|
| 01 MTA BSC / FACILITIES REHAB | | | | | | | | |
| 01 MTA Business Service Center | SI | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 |
| 02 Jay Street Building Rehabilitation | NR | 0.0 | 0.0 | 0.0 | 32.2 | 3.8 | 11.9 | 47.9 |
| 03 Biltmore Room Connection | NE | 0.0 | 0.0 | 0.8 | 0.0 | 0.7 | 20.3 | 21.8 |
| Element Total 01 | | \$75.0 | \$0.0 | \$0.8 | \$32.2 | \$4.5 | \$32.3 | \$144.8 |
| Category Total 611 | | \$75.0 | \$0.0 | \$0.8 | \$32.2 | \$4.5 | \$32.3 | \$144.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|------------|---------------|---------------|--------------|---------------|---------------|---------------|-----------------|
| 01 MTA PLANNING INITIATIVES | | | | | | | | |
| 01 Core Planning Support | SI | 0.0 | 0.0 | 5.0 | 0.3 | 7.3 | 7.3 | 19.9 |
| 02 Corridor Planning Support | SI | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 4.3 | 4.7 |
| 03 Tappan Zee Bridge Rail Study | SI | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.8 |
| 04 Penn Station Access Study (cont'd) | SI | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 05 Ongoing Installation - Comm Equipment | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.6 | 13.6 |
| Element Total 01 | | \$0.0 | \$0.6 | \$7.1 | \$0.7 | \$7.3 | \$25.2 | \$41.0 |
| Category Total 612 | | \$0.0 | \$0.6 | \$7.1 | \$0.7 | \$7.3 | \$25.2 | \$41.0 |
| TOTAL | | \$75.0 | \$27.5 | \$8.1 | \$33.5 | \$11.8 | \$57.5 | \$213.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

MTA INTERAGENCY SUMMARY

| | | Commitments (\$ in millions) | | | | | | Total All Years |
|--------|-----------------------------|---------------------------------|--------|-------|--------|--------|-----------|--------------------|
| AGENCY | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| TOTAL | MTA MENTORING PROGRAM ADMIN | \$0.0 | \$26.8 | \$0.2 | \$0.5 | \$0.0 | \$0.0 | \$27.6 |
| TOTAL | MTA BSC / FACILITIES REHAB | \$75.0 | \$0.0 | \$0.8 | \$32.2 | \$4.5 | \$32.3 | \$144.8 |
| TOTAL | MTA PLANNING | \$0.0 | \$0.6 | \$7.1 | \$0.7 | \$7.3 | \$25.2 | \$41.0 |
| TOTAL | MTA Interagency | \$75.0 | \$27.5 | \$8.1 | \$33.5 | \$11.8 | \$57.5 | \$213.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

EAST SIDE ACCESS

G - 609

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 01 EAST SIDE ACCESS | | | | | | | | |
| 01 Program Management | NE | 0.0 | 21.6 | 7.4 | 11.7 | 30.5 | 0.0 | 71.3 |
| 02 Engineering | NE | 0.0 | 48.2 | 0.0 | 27.2 | 10.0 | 0.0 | 85.4 |
| 03 MTA Management | NE | 0.0 | 0.0 | 0.0 | 26.9 | 0.1 | 1.1 | 28.1 |
| 05 Manh Structures 1-MNR ForcAcct | NE | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 |
| 11 OCIP | NE | 0.0 | 4.2 | 0.0 | 62.8 | 28.9 | 0.0 | 96.0 |
| 12 55th St. Ventilation Facility | NE | 0.0 | 0.0 | 56.0 | 0.0 | 0.0 | 0.0 | 56.0 |
| 13 Construction Management | NE | 0.0 | 52.5 | 49.4 | 48.9 | 69.4 | 0.0 | 220.3 |
| 14 GCT Concrse&Facilities (14A) | NE | 0.0 | 51.8 | 0.0 | 6.1 | 0.0 | 0.0 | 57.9 |
| 15 Vertical Circulation Elements | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 3.7 |
| 16 General Conditions | NE | 0.0 | 29.5 | 0.0 | 0.0 | 19.9 | 0.0 | 49.5 |
| 18 Harold Interlocking ForceAcct | NE | 0.0 | 68.6 | 1.4 | 0.0 | 25.0 | 22.9 | 117.9 |
| 20 Plaza Substation & Structures (CQ032) | NE | 0.0 | 107.1 | 152.1 | 0.0 | 0.0 | 0.2 | 259.5 |
| 21 Mid-Day Storage Yard Facility | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.3 | 22.3 |
| 22 Harold Structures (Part 1) | NE | 0.0 | 0.0 | 69.5 | 0.0 | 0.0 | 0.0 | 69.5 |
| 23 Harold Structures - Part 3A | NE | 0.0 | 0.0 | 0.0 | 7.1 | 0.0 | 66.3 | 73.3 |
| 25 Amtrak Access & Protection | NE | 0.0 | 2.0 | 0.0 | 15.2 | 0.0 | 0.0 | 17.3 |
| 26 LIRR Access & Protection | NE | 0.0 | 2.0 | 0.0 | 4.2 | 0.0 | 0.0 | 6.2 |
| 27 System Testing & Commissioning | NE | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 4.8 |
| 29 Real Estate | NE | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 1.1 | 4.7 |
| 30 GCT Concourse Civil&Structural | NE | 0.0 | 261.7 | 0.0 | 0.0 | 0.0 | 0.0 | 261.7 |
| 31 250 Hz Track Circuit | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.8 | 17.8 |
| 32 Management Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.0 | 75.0 |
| 33 Program Contingency | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 | 10.8 |
| 35 Facility Systems | NE | 0.0 | 0.0 | 0.0 | 368.5 | 0.1 | 0.0 | 368.5 |
| 37 Signal Equipment | NE | 0.0 | 0.0 | 0.0 | 22.0 | 0.0 | 0.0 | 22.0 |
| 38 Force Account Warehouse | NE | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 3.4 |
| 39 Manhattan Utilities Relocations | NE | 0.0 | 0.0 | 3.8 | 2.0 | 11.8 | 0.2 | 17.7 |
| 40 Queens Bored Tunnel & Structures | NE | 0.0 | 0.0 | 0.0 | 22.4 | 0.0 | 0.0 | 22.4 |
| 41 Manhattan South Structures | NE | 0.0 | 0.0 | 0.0 | 241.4 | 0.0 | 0.0 | 241.4 |
| 42 Manhattan North Structures | NE | 0.0 | 0.0 | 0.0 | 0.0 | 361.6 | 0.0 | 361.6 |
| 43 Traction Power Systems (CS084) | NE | 0.0 | 0.0 | 0.0 | 0.0 | 79.7 | 0.0 | 79.7 |
| 44 Harold Trackwork (Part 3B-CH057B) | NE | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 1.7 |
| 46 GCT Concourse&Facilities (CM014B) | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 434.2 | 434.2 |
| 47 Harold Trackwork (CH057C) | NE | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 0.0 | 3.9 |
| 48 Arts for Transit | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 |
| 49 48th Street Entrance (CM015A) | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 10.3 |
| Element Total 01 | | \$0.0 | \$666.2 | \$343.2 | \$869.7 | \$647.6 | \$666.1 | \$3,192.9 |
| Category Total 609 | | \$0.0 | \$666.2 | \$343.2 | \$869.7 | \$647.6 | \$666.1 | \$3,192.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

FULL LENGTH SECOND AVE SUBWAY

G- 610

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|--------------|----------------|----------------|----------------|---------------|----------------|------------------|
| 01 FULL LENGTH SECOND AVE SUBWAY | | | | | | | | |
| 01 2B/C: Shell/Finishes/MEP 96 St | NE | 0.0 | 0.0 | 382.6 | 6.4 | 0.1 | 43.2 | 432.3 |
| 02 4C: Station Finishes/MEP 72 St | NE | 0.0 | 0.0 | 0.0 | 311.2 | 0.1 | 33.5 | 344.7 |
| 03 5B: Mining/Lining 86 St | NE | 0.0 | 254.8 | 0.0 | 0.2 | 0.0 | 0.0 | 255.1 |
| 04 5C: Station Finishes/MEP 86 St | NE | 0.0 | 0.0 | 0.0 | 237.6 | 0.0 | 37.7 | 275.4 |
| 06 SAS Construction Management | NE | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 76.2 | 96.5 |
| 07 2A: 96St Station Structures | NE | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 12.5 |
| 08 Contract 3: 63rd St Stn Rehab | NE | 0.0 | 0.0 | 0.0 | 0.0 | 29.8 | 9.4 | 39.2 |
| 09 2010 2014 Final Design | NE | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 22.0 | 27.0 |
| 11 Eng Services: Concrete Cylinder Testing | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.6 |
| 12 Eng Services: Concrete Batch Testing | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 |
| 13 Contract 6: SAS Systems | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57.7 | 57.7 |
| 14 SAS Station Signage | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 2.7 |
| 15 SAS Misc Furnishings - SBFP | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 1.8 |
| 16 Flood Protection System 96th St SBDP DES | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 95 2010-2014 SAS Project Support | NE | 0.0 | 0.0 | 0.1 | 0.6 | 1.7 | 15.1 | 17.5 |
| 96 2010-2014 Unallocated AFI Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 2.8 |
| 97 OCIP Owner Controlled Insurance Program | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.8 | 40.8 |
| AW Artwork | NE | 0.0 | 0.0 | 0.1 | 2.6 | 0.1 | 0.1 | 2.9 |
| Element Total 01 | | \$0.0 | \$254.8 | \$395.3 | \$578.9 | \$36.8 | \$344.1 | \$1,609.9 |
| Category Total 610 | | \$0.0 | \$254.8 | \$395.3 | \$578.9 | \$36.8 | \$344.1 | \$1,609.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

REGIONAL INVESTMENTS

G- 614

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|---------------|--------------|---------------|--------------|----------------|---------------|----------------|--------------------|
| 01 REGIONAL INVESTMENTS | | | | | | | | |
| 01 WBBP & EBRR F/A Connections | NE | 0.0 | 0.0 | 0.0 | 8.8 | 25.0 | 9.6 | 43.4 |
| 02 B/C Approach | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.7 | 24.7 |
| 03 Harold Structures Part 3A: W-Bnd By-Pass | NE | 0.0 | 0.0 | 0.0 | 128.8 | 0.0 | 0.0 | 128.8 |
| 04 Loop and T Interlocking | NE | 0.0 | 1.4 | 4.4 | 0.0 | 13.4 | 0.0 | 19.1 |
| 05 Amtrak Buildings | NE | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 | 7.8 | 19.9 |
| 07 Elevators and Escalators | NE | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 1.7 | 2.2 |
| 08 Program Contingency | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 1.2 |
| 09 Design | NE | 0.0 | 0.0 | 0.0 | 18.3 | 11.2 | 0.0 | 29.5 |
| 10 OCIP | NE | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 17.0 |
| 11 Construction Management | NE | 0.0 | 0.0 | 0.0 | 3.0 | 29.6 | 27.3 | 59.9 |
| 12 Harold Structures- Part 3 | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 7.0 |
| 15 Harold Track Work Part 3 | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.7 | 13.7 |
| 16 Harold Catenary Work (CH063) | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.5 | 31.5 |
| Element Total 01 | | \$0.0 | \$14.0 | \$4.4 | \$175.8 | \$79.2 | \$124.4 | \$397.8 |
| Category Total 614 | | \$0.0 | \$14.0 | \$4.4 | \$175.8 | \$79.2 | \$124.4 | \$397.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--------------------------------------|------------|--------------|---------------|--------------|--------------|--------------|----------------|-----------------|
| 01 ESA RS / LIABILITY RESERVE | | | | | | | | |
| 01 Rolling Stock Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 463.0 | 463.0 |
| 02 Liability Reserve | NE | 0.0 | 39.9 | 3.5 | 0.0 | 0.0 | 53.4 | 96.8 |
| Element Total 01 | | \$0.0 | \$39.9 | \$3.5 | \$0.0 | \$0.0 | \$516.4 | \$559.8 |
| Category Total 615 | | \$0.0 | \$39.9 | \$3.5 | \$0.0 | \$0.0 | \$516.4 | \$559.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Capital Construction Company

MISCELLANEOUS

G- 616

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|---------------|--------------|------------------|----------------|------------------|----------------|------------------|--------------------|
| 01 MISCELLANEOUS | | | | | | | | |
| 01 Misc Engineering/Prog Support | | 0.0 | 53.3 | 6.2 | 14.2 | 0.1 | 17.4 | 91.2 |
| 02 MTA Independent Engineering Consultant | | 0.0 | 0.0 | 0.0 | 3.2 | 3.1 | 3.4 | 9.8 |
| Element Total 01 | | \$0.0 | \$53.3 | \$6.2 | \$17.4 | \$3.2 | \$20.8 | \$100.9 |
| Category Total 616 | | \$0.0 | \$53.3 | \$6.2 | \$17.4 | \$3.2 | \$20.8 | \$100.9 |
| TOTAL | | \$0.0 | \$1,028.2 | \$752.6 | \$1,641.8 | \$766.8 | \$1,671.8 | \$5,861.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

ALL CPRB AGENCY SUMMARY

| AGENCY | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------------------------|-----------|-----------|-----------|-----------|------------|--------------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| Total New York City Transit | \$1,038.6 | \$1,739.8 | \$2,301.0 | \$2,093.2 | \$1,681.6 | \$2,515.6 | \$11,369.7 |
| Total Long Island Rail Road | \$169.5 | \$217.6 | \$296.1 | \$866.5 | \$224.1 | \$587.1 | \$2,360.9 |
| Total Metro-North Railroad | \$43.7 | \$323.3 | \$273.6 | \$185.8 | \$452.4 | \$281.5 | \$1,560.3 |
| Total MTA Bus Company | \$0.0 | \$36.5 | \$43.4 | \$3.0 | \$88.6 | \$125.5 | \$297.0 |
| Total Security/Disaster Recovery: (Core+Superstorm Sandy) | \$0.0 | \$21.9 | \$12.8 | \$659.9 | \$818.5 | \$5,733.5 | \$7,246.6 |
| Security(Core) | \$0.0 | \$21.9 | \$11.5 | \$58.5 | \$28.9 | \$133.7 | \$254.4 |
| Disaster Recovery:REPAIRS | \$0.0 | \$0.0 | \$1.3 | \$498.3 | \$748.5 | \$2,919.8 | \$4,167.9 |
| Disaster Recovery:MITIGATION | \$0.0 | \$0.0 | \$0.0 | \$103.1 | \$41.1 | \$2,680.0 | \$2,824.2 |
| Total MTA Interagency | \$75.0 | \$27.5 | \$8.1 | \$33.5 | \$11.8 | \$57.5 | \$213.3 |
| Core Subtotal | \$1,326.8 | \$2,366.5 | \$2,935.1 | \$3,841.8 | \$3,277.0 | \$9,300.7 | \$23,047.9 |
| Total Capital Construction Company | \$0.0 | \$1,028.2 | \$752.6 | \$1,641.8 | \$766.8 | \$1,671.8 | \$5,861.3 |
| Total 2010-2014 CPRB Program | \$1,326.8 | \$3,394.8 | \$3,687.7 | \$5,483.7 | \$4,043.9 | \$10,972.5 | \$28,909.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Structures

D - 601

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|------------------------------------|--|---------------------------------|--------------|---------------|---------------|---------------|---------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| AW Agency-wide | | | | | | | | |
| 04 | Accrued Savings | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 16.1 |
| 98 | Feasibility Study:HCT/QMT Improve/Modernize | NR | 0.6 | 1.8 | 0.0 | 0.0 | 0.0 | 2.4 |
| Element Total AW | | \$0.6 | \$1.8 | \$0.0 | \$0.0 | \$0.0 | \$16.1 | \$18.5 |
| BB Brooklyn-Battery Tunnel | | | | | | | | |
| 28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair | NR | 0.0 | 0.0 | 3.6 | 0.0 | 56.0 | 59.6 |
| Element Total BB | | \$0.0 | \$0.0 | \$3.6 | \$0.0 | \$56.0 | \$0.0 | \$59.6 |
| BW Bronx-Whitestone Bridge | | | | | | | | |
| 07 | Tower and Pier Fender Protection | NR | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 3.4 |
| 14 | Miscellaneous Structural Rehabilitation | NR | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 2.8 |
| 84 | Cable Investigation / Monitoring | NR | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 2.1 |
| 97 | Concrete Anchorage Repairs | NR | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 | 7.6 |
| Element Total BW | | \$0.0 | \$0.0 | \$7.2 | \$8.3 | \$0.0 | \$0.4 | \$15.9 |
| CB Cross Bay Bridge | | | | | | | | |
| 09 | Substructure & Underwater Work | NR | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 |
| Element Total CB | | \$17.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$17.0 |
| HH Henry Hudson Bridge | | | | | | | | |
| 07 | Structural Rehabilitation - Phase I | NR | 0.0 | 0.3 | 7.9 | 0.0 | 0.0 | 8.2 |
| 81 | Replace Lower Level South Approach | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 89 | Skewbacks Retrofit | NR | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 5.4 |
| Element Total HH | | \$0.0 | \$0.3 | \$7.9 | \$5.4 | \$0.0 | \$0.0 | \$13.6 |
| MP Marine Parkway Bridge | | | | | | | | |
| 06 | Substructure & Underwater Scour Protection | NR | 3.5 | 0.0 | 0.0 | 17.2 | 1.5 | 22.4 |
| 16 | Miscellaneous Steel Repairs | NR | 0.0 | 0.0 | 0.8 | 1.6 | 0.0 | 2.4 |
| XB | Miscellaneous Structural Rehab | NR | 0.0 | 0.0 | 0.0 | 0.0 | 31.1 | 31.1 |
| Element Total MP | | \$3.5 | \$0.0 | \$0.8 | \$18.8 | \$1.5 | \$31.2 | \$55.8 |
| QM Queens Midtown Tunnel | | | | | | | | |
| 18 | Entrance and Exit Plazas Structural Rehabilitation | NR | 0.0 | 3.3 | 0.0 | 0.7 | 2.0 | 12.1 |
| 40 | Tunnel Wall and Ceiling Repairs and Leak Control | NR | 0.0 | 0.0 | 0.9 | 5.4 | 6.5 | 55.6 |
| Element Total QM | | \$0.0 | \$3.3 | \$0.9 | \$6.1 | \$8.5 | \$49.0 | \$67.8 |
| RK Robert F. Kennedy Bridge | | | | | | | | |
| 19 | Seismic and Wind Study | NR | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 5.2 |
| 23 | Miscellaneous Rehab - Manhattan Approach Ramps | NR | 0.0 | 1.0 | 9.2 | 8.2 | 78.7 | 98.6 |
| 76 | Miscellaneous Structural Repair | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 3.7 |
| Element Total RK | | \$0.0 | \$1.0 | \$14.4 | \$8.2 | \$82.2 | \$1.7 | \$107.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Structures D - 601

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years | |
|------------------------------------|---|---------------------------------|---------------|---------------|---------------|---------------|----------------|--------------------|----------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | | |
| TN Throgs Neck Bridge | | | | | | | | | |
| 52 | Miscellaneous Structural Rehabilitation | NR | 0.0 | 4.9 | 0.2 | 3.6 | 8.5 | 3.6 | 20.8 |
| 60 | Anchorage Dehumidification | NR | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 2.2 |
| Element Total TN | | | \$0.0 | \$4.9 | \$0.2 | \$5.8 | \$8.5 | \$3.6 | \$23.0 |
| VN Verrazano-Narrows Bridge | | | | | | | | | |
| 34 | Verrazano-Narrows Bridge Main Cable Testing | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 0.6 | 4.0 |
| 35 | Steel Repair & Concrete Rehab. & Drainage Syst. | NR | 0.0 | 0.0 | 0.5 | 5.5 | 0.0 | 0.0 | 6.1 |
| Element Total VN | | | \$0.0 | \$0.0 | \$0.5 | \$5.6 | \$3.3 | \$0.6 | \$10.0 |
| Category Total 601 | | | \$21.2 | \$11.4 | \$35.6 | \$58.0 | \$160.0 | \$102.5 | \$388.7 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Roadways and Decks

D - 602

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|----------------|----------------|----------------|----------------|---------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| BB Brooklyn-Battery Tunnel | | | | | | | | |
| 54 Replacement Brooklyn Plaza Structural Slab | NR | 0.0 | 0.0 | 2.2 | 0.0 | 12.3 | 0.0 | 14.6 |
| Element Total BB | | \$0.0 | \$0.0 | \$2.2 | \$0.0 | \$12.3 | \$0.0 | \$14.6 |
| BW Bronx-Whitestone Bridge | | | | | | | | |
| 63 BW Bridge: Queens Approach Roadway Improvements | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 6.7 |
| 89 Deck Replacement - Elevated and On Grade Approach | NR | 0.0 | 127.0 | 0.0 | 1.5 | 0.0 | 0.0 | 128.5 |
| Element Total BW | | \$0.0 | \$127.0 | \$0.0 | \$1.5 | \$0.0 | \$6.7 | \$135.2 |
| HH Henry Hudson Bridge | | | | | | | | |
| 10 Upper Level Sidewalk / Curb Stringers | NR | 39.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39.2 |
| 88 Replace Upper & Lower Level Plza & Southbnd. Appr. | NR | 0.0 | 0.0 | 9.9 | 0.0 | 28.3 | 10.1 | 48.3 |
| Element Total HH | | \$39.2 | \$0.0 | \$9.9 | \$0.0 | \$28.3 | \$10.1 | \$87.5 |
| MP Marine Parkway Bridge | | | | | | | | |
| 21 Rehabilitate Rockaway Point Blvd Overpass | NR | 0.0 | 0.4 | 0.2 | 0.0 | 9.2 | 0.2 | 10.0 |
| Element Total MP | | \$0.0 | \$0.4 | \$0.2 | \$0.0 | \$9.2 | \$0.2 | \$10.0 |
| RK Robert F. Kennedy Bridge | | | | | | | | |
| 65 Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | NR | 4.6 | 26.9 | 19.1 | 16.0 | 236.0 | 3.6 | 306.2 |
| 70 Demolition - Toll Plaza Deck | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.0 | 12.0 |
| 73 Deck Replacement- RFK MQ Ramp | NR | 0.0 | 0.7 | 53.1 | 0.0 | 0.0 | 0.0 | 53.8 |
| 74 Replace T-48 Wearing Surface | NR | 0.6 | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 |
| 75 Interim Repairs - Toll Plaza Deck | NR | 0.0 | 2.6 | 0.0 | 11.3 | 17.4 | 18.4 | 49.7 |
| XD Bruckner Ramp Reconstruction | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.1 | 25.1 |
| Element Total RK | | \$5.2 | \$40.0 | \$72.2 | \$27.3 | \$253.4 | \$59.1 | \$457.1 |
| TN Throgs Neck Bridge | | | | | | | | |
| 49 Suspended Span Replacement - Phase A | NR | 0.0 | 1.7 | 10.1 | 2.0 | 0.0 | 7.8 | 21.6 |
| 82 Rehabilitate Orthotropic Deck - Phase B | NR | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16.5 |
| Element Total TN | | \$0.0 | \$18.2 | \$10.1 | \$2.0 | \$0.0 | \$7.8 | \$38.1 |
| VN Verrazano-Narrows Bridge | | | | | | | | |
| 03 Toll Plaza - East & West Bound Ramps Improvements | NR | 0.0 | 52.0 | 0.0 | 0.0 | 0.0 | 1.3 | 53.4 |
| 80 Replace Upper Level Suspended Span | NR | 0.0 | 0.0 | 258.6 | 82.4 | 0.0 | 0.6 | 341.7 |
| 84 Widening of Belt Parkway Ramps | NR | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 0.6 | 6.4 |
| Element Total VN | | \$0.0 | \$52.0 | \$258.7 | \$88.3 | \$0.0 | \$2.5 | \$401.4 |
| Category Total 602 | | \$44.3 | \$237.7 | \$353.3 | \$119.1 | \$303.2 | \$86.3 | \$1,143.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Toll Plazas & Traffic Mgmt D - 603

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years | |
|--------------------------------|--|---------------------------------|--------------|--------------|--------------|---------------|--------------|--------------------|---------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | | |
| AW Agency-wide | | | | | | | | | |
| 35 | Weather Information Systems | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 3.8 |
| 36 | Installation of CCTV / Fiber Optic Cable | NR | 0.0 | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 | 9.3 |
| 48 | 2nd Generation E-Zpass In-Lane | NR | 7.6 | 0.8 | 0.0 | 4.2 | 0.7 | 0.0 | 13.3 |
| 52 | Advanced Traffic Detection / Management System | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 57 | Advanced Traffic Management Systems | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| Element Total AW | | | \$7.6 | \$0.9 | \$0.0 | \$13.5 | \$0.7 | \$3.8 | \$26.5 |
| Category Total 603 | | | \$7.6 | \$0.9 | \$0.0 | \$13.5 | \$0.7 | \$3.8 | \$26.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Utilities D - 604

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years | |
|------------------------------------|---|---------------------------------|---------------|--------------|---------------|---------------|--------------|--------------------|----------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | | |
| AW Agency-wide | | | | | | | | | |
| 80 | Advanced Traffic Management Systems | SI | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 8.5 | 10.3 |
| Element Total AW | | | \$0.0 | \$0.0 | \$0.0 | \$1.7 | \$0.0 | \$8.5 | \$10.3 |
| BB Brooklyn-Battery Tunnel | | | | | | | | | |
| 28 | Fire Standpipe - Brooklyn Plaza (BB28 Wrap-up) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 |
| 45 | Replace Electrical Switchgear & Equipment | NR | 49.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 |
| Element Total BB | | | \$49.9 | \$0.1 | \$0.0 | \$0.0 | \$0.0 | \$3.0 | \$52.9 |
| BW Bronx-Whitestone Bridge | | | | | | | | | |
| 15 | Necklace Lighting | NR | 0.0 | 0.6 | 0.0 | 10.3 | 0.0 | 0.0 | 10.9 |
| Element Total BW | | | \$0.0 | \$0.6 | \$0.0 | \$10.3 | \$0.0 | \$0.0 | \$10.9 |
| MP Marine Parkway Bridge | | | | | | | | | |
| 03 | Programmable Logic Controller & Mechanical Rehab. | NR | 0.0 | 3.8 | 0.0 | 0.1 | 0.1 | 5.2 | 9.1 |
| XA | Mechanical Systems Rehabilitation | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43.6 | 43.6 |
| Element Total MP | | | \$0.0 | \$3.8 | \$0.0 | \$0.1 | \$0.1 | \$48.8 | \$52.7 |
| QM Queens Midtown Tunnel | | | | | | | | | |
| 30 | Tunnel Ventilation Building Electrical Upgrade | NR | 0.0 | 0.0 | 52.8 | 0.2 | 0.0 | 0.0 | 53.0 |
| 81 | Controls / Communication System | NR | 0.0 | 0.0 | 0.0 | 0.5 | 1.5 | 0.0 | 2.0 |
| Element Total QM | | | \$0.0 | \$0.0 | \$52.8 | \$0.7 | \$1.5 | \$0.0 | \$55.1 |
| VN Verrazano-Narrows Bridge | | | | | | | | | |
| 87 | Substation #1 Rehabilitation | NR | 0.0 | 0.0 | 0.8 | 14.7 | 0.0 | 0.0 | 15.5 |
| Element Total VN | | | \$0.0 | \$0.0 | \$0.8 | \$14.7 | \$0.0 | \$0.0 | \$15.5 |
| Category Total 604 | | | \$49.9 | \$4.6 | \$53.6 | \$27.4 | \$1.6 | \$60.3 | \$197.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Buildings and Sites

D - 605

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|------------------------------------|---------------|---------------------------------|--------------|--------------|--------------|--------------|--------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| AW Agency-wide | | | | | | | | |
| 12 Hazardous Materials Abatement | NR | 1.6 | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | 1.9 |
| Element Total AW | | \$1.6 | \$0.0 | \$0.0 | \$0.1 | \$0.0 | \$0.2 | \$1.9 |
| BB Brooklyn-Battery Tunnel | | | | | | | | |
| 21 Service Building Rehabilitation | NR | 0.0 | 0.0 | 0.9 | 0.0 | 7.7 | 0.0 | 8.6 |
| 43 Misc. Repairs at BP Garage | NR | 0.0 | 0.0 | 0.5 | 0.0 | 0.1 | 0.0 | 0.6 |
| Element Total BB | | \$0.0 | \$0.0 | \$1.4 | \$0.0 | \$7.8 | \$0.0 | \$9.2 |
| Category Total 605 | | \$1.6 | \$0.0 | \$1.4 | \$0.1 | \$7.8 | \$0.2 | \$11.1 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Miscellaneous D - 606

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--------------------------------|--------------------------------|---------------------------------|--------------|--------------|--------------|--------------|--------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| AW Agency-wide | | | | | | | | |
| 15 | MTA Independent Engineering | 0.0 | 0.2 | 0.2 | 0.4 | 0.5 | 1.3 | 2.5 |
| 18 | Protective Liability Insurance | 0.4 | 1.7 | 1.2 | 0.7 | 1.2 | 1.4 | 6.6 |
| 21 | Program Administration | 3.1 | 2.5 | 2.8 | 2.5 | 2.3 | 0.0 | 13.2 |
| 22 | Miscellaneous | 0.1 | 0.5 | 0.1 | 0.5 | 1.8 | 1.3 | 4.3 |
| 28 | Scope Development | 2.5 | 1.2 | 0.6 | 0.4 | 1.2 | 3.6 | 9.6 |
| 85 | Traffic Enforcement Support | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.3 |
| Element Total AW | | \$6.1 | \$6.1 | \$5.2 | \$4.4 | \$7.1 | \$7.6 | \$36.5 |
| Category Total 606 | | \$6.1 | \$6.1 | \$5.2 | \$4.4 | \$7.1 | \$7.6 | \$36.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Structural Painting D - 607

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------|---------------------------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| HH Henry Hudson Bridge | | | | | | | | |
| 10 Paint - Curb Stringers | NR | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| Element Total HH | | \$0.8 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.8 |
| MP Marine Parkway Bridge | | | | | | | | |
| XC Zone and Spot Painting of Roadway Structures | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.5 | 30.5 |
| Element Total MP | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$30.5 | \$30.5 |
| RK Robert F. Kennedy Bridge | | | | | | | | |
| 65 Paint - Plaza and Approach Ramps | NR | 0.0 | 0.0 | 0.0 | 1.2 | 17.8 | 0.0 | 19.0 |
| Element Total RK | | \$0.0 | \$0.0 | \$0.0 | \$1.2 | \$17.8 | \$0.0 | \$19.0 |
| TN Throgs Neck Bridge | | | | | | | | |
| 82 Paint - Bronx and Queens Approach Spans | NR | 0.0 | 37.2 | 0.0 | 0.0 | 0.0 | 0.0 | 37.2 |
| 85 Steel Repairs - Suspended Span | NR | 0.8 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 |
| 87 Paint - Bronx and Queens Tower Fender Systems | NR | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 |
| Element Total TN | | \$7.5 | \$42.2 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$49.7 |
| VN Verrazano-Narrows Bridge | | | | | | | | |
| 35 Paint - Brooklyn & Staten Island Lower Level Ramps | NR | 0.0 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | 14.9 |
| 80 Paint - Upper Level Superstructure | NR | 0.0 | 0.0 | 29.7 | 0.0 | 0.0 | 0.0 | 29.7 |
| 88 Tower Painting - Below Roadway Level | NR | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.5 |
| Element Total VN | | \$23.5 | \$0.0 | \$29.7 | \$14.9 | \$0.0 | \$0.0 | \$68.0 |
| Category Total 607 | | \$31.7 | \$42.2 | \$29.7 | \$16.1 | \$17.8 | \$30.5 | \$168.0 |
| TOTAL | | \$162.4 | \$302.9 | \$478.6 | \$238.6 | \$498.2 | \$291.2 | \$1,972.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Bridges and Tunnels

STRUCTURES
E - D01

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|---------------|--------------|--------------|--------------|--------------|----------------|----------------|--------------------|
| 02 STRUCTURE REPAIRS: SANDY | | | | | | | | |
| 01 Sandy Program Contingency: Restoration | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 |
| 09 Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 1.1 |
| 28 Restore Hugh L. Carey Tunnel - Structural | SGR | 0.0 | 0.0 | 0.0 | 2.0 | 90.4 | 31.2 | 123.7 |
| 40 Restore Queens Midtown Tunnel - Structural | SGR | 0.0 | 0.0 | 0.0 | 1.7 | 9.0 | 114.8 | 125.5 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$3.7 | \$100.6 | \$146.8 | \$251.0 |
| 03 STRUCTURE MITIGATION: SANDY | | | | | | | | |
| 01 Hugh Carey Tunnel Mitigation -Perimeter Work | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.3 | 34.3 |
| 04 QMT Mitigation- Perimeter Work & Floodgates | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.8 | 25.8 |
| 07 BWB Mitigation - Flood Wall & Other | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 8.3 |
| 08 TNB Mitigation - Flood Wall & Other SBDP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 |
| 10 Flood Mitigation at RMB - Floodwall & Other SBDP | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 |
| 24 MPB / CBB Master Plan & Resiliency Needs (CB-24) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 | 0.0 | 8.9 |
| 25 Sandy Program Contingency: Mitigation | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 2.2 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$8.9 | \$72.6 | \$81.4 |
| Category Total | D01 | \$0.0 | \$0.0 | \$0.0 | \$3.7 | \$109.4 | \$219.3 | \$332.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Bridges and Tunnels

ROADWAYS & DECKS
E - D02

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------------|
| 02 ROADWAY/DECK REPAIRS: SANDY | | | | | | | | |
| 02 Restore Hugh L. Carey Tunnel Roadway | SGR | 0.0 | 0.0 | 0.0 | 0.5 | 5.4 | 0.0 | 5.9 |
| 03 Restore Queens Midtown Tunnel Roadway | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 0.5 | 0.2 | 0.8 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$0.6 | \$5.9 | \$0.2 | \$6.7 |
| Category Total | D02 | \$0.0 | \$0.0 | \$0.0 | \$0.6 | \$5.9 | \$0.2 | \$6.7 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Bridges and Tunnels

UTILITIES
E - D04

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|---|------------|--------------|--------------|--------------|--------------|----------------|----------------|-----------------|
| 02 UTILITIES: SANDY | | | | | | | | |
| 07 Replace MPB Electrical Equipmt at North Abutment | SGR | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 6.6 | 6.9 |
| 08 Replace MPB Lighting Systems | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 0.7 | 0.0 | 0.8 |
| 10 Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 | 11.4 |
| 43 Restore Hugh L. Carey Tunnel Utilities | SGR | 0.0 | 0.0 | 0.0 | 2.7 | 120.2 | 0.0 | 122.8 |
| 81 Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals | SGR | 0.0 | 0.0 | 0.0 | 2.1 | 7.9 | 85.9 | 95.9 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$5.1 | \$128.9 | \$103.9 | \$237.9 |
| 03 UTILITIES MITIGATION: SANDY | | | | | | | | |
| 01 Flood Mitigation-Equip.Relocations-HCT | SI | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 0.0 | 2.6 |
| 02 Flood Mitigation-Equip.Relocations-QMT | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 5.8 | 7.0 |
| 03 Flood Mitigation-Generator at GIVB | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 5.1 |
| 05 Pwr Resilicy at Rockaway Facilits-Monitoring Rehab | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 |
| 08 Power Resiliency at RFK Bridge: Substation Upgrade | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.1 | 35.1 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$3.7 | \$48.7 | \$52.5 |
| Category Total D04 | | \$0.0 | \$0.0 | \$0.0 | \$5.1 | \$132.6 | \$152.7 | \$290.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Bridges and Tunnels

BUILDINGS & UTILITIES
E - D05

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | Total All Years |
|--|------------|--------------|--------------|--------------|--------------|---------------|---------------|-----------------|
| 02 BUILDING SITE REPAIRS: SANDY | | | | | | | | |
| 01 Restore CBB Service Bldg | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 02 Hugh L. Carey Tunnel Environmental Cleanup | SGR | 0.0 | 0.0 | 0.0 | 0.8 | 13.5 | 0.0 | 14.3 |
| 03 Queens Midtown Tunnel Environmental Cleanup | SGR | 0.0 | 0.0 | 0.0 | 2.1 | 0.8 | 7.5 | 10.4 |
| 21 Restore Hugh L. Carey Tunnel Vent Bldgs DES | SGR | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$3.1 | \$14.4 | \$7.5 | \$25.0 |
| 03 BUILDING SITE MITIGATION:SANDY | | | | | | | | |
| 01 Flood Mitigation-VN backup data center | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 7.0 |
| 02 Flood Mitigation at Agency Facilities | SI | 0.0 | 0.0 | 0.0 | 1.5 | 0.7 | 0.9 | 3.0 |
| 03 Hugh Carey Tunnel-GIVB Mitigation -Raise Seawalls | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 9.2 | 9.6 |
| Element Total 03 | | \$0.0 | \$0.0 | \$0.0 | \$1.5 | \$1.0 | \$17.1 | \$19.6 |
| Category Total D05 | | \$0.0 | \$0.0 | \$0.0 | \$4.5 | \$15.4 | \$24.6 | \$44.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

**Security / Disaster Recovery
Bridges and Tunnels**

**MISCELLANEOUS
E - D06**

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | Needs Code | Commitments (\$ in millions) | | | | | | Total All Years |
|--|---------------|---------------------------------|--------------|--------------|--------------|--------------|--------------|--------------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| 02 Miscellaneous Repairs: Sandy | | | | | | | | |
| 01 Sandy Program Administration | | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 4.0 | 6.3 |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$2.3 | \$4.0 | \$6.3 |
| Category Total | D06 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$2.3 | \$4.0 | \$6.3 |

AGENCY SUMMARY: SANDY

| | | | | | | | |
|----------------------------------|--------------|--------------|--------------|---------------|----------------|----------------|----------------|
| Repairs:Sandy | \$0.0 | \$0.0 | \$0.0 | \$12.4 | \$252.1 | \$262.5 | \$526.9 |
| Mitigation:Sandy | \$0.0 | \$0.0 | \$0.0 | \$1.5 | \$13.6 | \$138.4 | \$153.4 |
| TOTAL Bridges and Tunnels | \$0.0 | \$0.0 | \$0.0 | \$13.9 | \$265.7 | \$400.8 | \$680.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

AGENCY MTA SECURITY/DISASTER RECOVERY SUMMARY

| AGENCY | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------------------------|---------------|---------------|----------------|------------------|------------------|--------------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| MTA SECURITY | | | | | | | |
| MTA Police Security | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$84.0 | \$84.0 |
| MTA System-Wide Security | \$0.0 | \$21.9 | \$11.5 | \$58.5 | \$28.9 | \$49.7 | \$170.4 |
| SUB TOTAL | \$0.0 | \$21.9 | \$11.5 | \$58.5 | \$28.9 | \$133.7 | \$254.4 |
| MTA DISASTER RECOVERY:REPAIRS | | | | | | | |
| New York City Transit | \$0.0 | \$0.0 | \$1.3 | \$461.3 | \$583.0 | \$2,314.7 | \$3,360.3 |
| Long Island Rail Road | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$117.9 | \$285.0 | \$402.9 |
| Metro-North Railroad | \$0.0 | \$0.0 | \$0.0 | \$33.3 | \$47.5 | \$289.8 | \$370.6 |
| MTA Bus Company | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$11.0 | \$11.0 |
| Capital Construction Company | \$0.0 | \$0.0 | \$0.0 | \$3.7 | \$0.1 | \$19.4 | \$23.2 |
| Bridges and Tunnels | \$0.0 | \$0.0 | \$0.0 | \$12.4 | \$252.1 | \$262.5 | \$526.9 |
| SUB TOTAL | \$0.0 | \$0.0 | \$1.3 | \$510.7 | \$1,000.6 | \$3,182.3 | \$4,694.9 |
| MTA DISASTER RECOVERY:MITIGATION | | | | | | | |
| New York City Transit | \$0.0 | \$0.0 | \$0.0 | \$103.1 | \$39.8 | \$2,412.5 | \$2,555.4 |
| Long Island Rail Road | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1.3 | \$174.6 | \$175.9 |
| Metro-North Railroad | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$92.9 | \$92.9 |
| Bridges and Tunnels | \$0.0 | \$0.0 | \$0.0 | \$1.5 | \$13.6 | \$138.4 | \$153.4 |
| SUB TOTAL | \$0.0 | \$0.0 | \$0.0 | \$104.6 | \$54.7 | \$2,818.3 | \$2,977.6 |
| GRAND TOTAL | \$0.0 | \$21.9 | \$12.8 | \$673.7 | \$1,084.2 | \$6,134.3 | \$7,926.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

ALL AGENCY SUMMARY

| AGENCY | Commitments (\$ in millions) | | | | | | Total All Years |
|---|---------------------------------|-----------|-----------|-----------|-----------|------------|--------------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | Post 2014 | |
| Total New York City Transit | \$1,038.6 | \$1,739.8 | \$2,301.0 | \$2,093.2 | \$1,681.6 | \$2,515.6 | \$11,369.7 |
| Total Long Island Rail Road | \$169.5 | \$217.6 | \$296.1 | \$866.5 | \$224.1 | \$587.1 | \$2,360.9 |
| Total Metro-North Railroad | \$43.7 | \$323.3 | \$273.6 | \$185.8 | \$452.4 | \$281.5 | \$1,560.3 |
| Total MTA Bus Company | \$0.0 | \$36.5 | \$43.4 | \$3.0 | \$88.6 | \$125.5 | \$297.0 |
| Total Security/Disaster Recovery: (Core+Superstorm Sandy) | \$0.0 | \$21.9 | \$12.8 | \$659.9 | \$818.5 | \$5,733.5 | \$7,246.6 |
| Security(Core) | \$0.0 | \$21.9 | \$11.5 | \$58.5 | \$28.9 | \$133.7 | \$254.4 |
| Disaster Recovery:REPAIRS | \$0.0 | \$0.0 | \$1.3 | \$498.3 | \$748.5 | \$2,919.8 | \$4,167.9 |
| Disaster Recovery:MITIGATION | \$0.0 | \$0.0 | \$0.0 | \$103.1 | \$41.1 | \$2,680.0 | \$2,824.2 |
| Total MTA Interagency | \$75.0 | \$27.5 | \$8.1 | \$33.5 | \$11.8 | \$57.5 | \$213.3 |
| Core Subtotal | \$1,326.8 | \$2,366.5 | \$2,935.1 | \$3,841.8 | \$3,277.0 | \$9,300.7 | \$23,047.9 |
| Total Capital Construction Company | \$0.0 | \$1,028.2 | \$752.6 | \$1,641.8 | \$766.8 | \$1,671.8 | \$5,861.3 |
| Total 2010-2014 CPRB Program | \$1,326.8 | \$3,394.8 | \$3,687.7 | \$5,483.7 | \$4,043.9 | \$10,972.5 | \$28,909.2 |
| Total Bridges and Tunnels | \$162.4 | \$302.9 | \$478.6 | \$238.6 | \$498.2 | \$291.2 | \$1,972.0 |
| Total Security/Disaster Recovery: Bridges and Tunnels (Superstorm Sandy) | \$0.0 | \$0.0 | \$0.0 | \$13.9 | \$265.7 | \$400.8 | \$680.3 |
| Disaster Recovery:REPAIRS | \$0.0 | \$0.0 | \$0.0 | \$12.4 | \$252.1 | \$262.5 | \$526.9 |
| Disaster Recovery:MITIGATION | \$0.0 | \$0.0 | \$0.0 | \$1.5 | \$13.6 | \$138.4 | \$153.4 |
| Total 2010-2014 CAPITAL PROGRAM | \$1,489.2 | \$3,697.6 | \$4,166.3 | \$5,736.2 | \$4,807.7 | \$11,664.5 | \$31,561.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding





**CAPITAL
PROGRAM**

mta.info/capital