Exhibit Book
MTA Board Meeting
5/28/2025

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ALL AGENCY SERVICE CONTRACT PROCUREMENT GUIDELINES
Adopted by the Board on ~~March~~ May 2~~8~~7, 202~~5~~4

These guidelines (the "**Service Contract Guidelines**") apply to the Metropolitan Transportation Authority ("**MTA**"), the New York City Transit Authority ("**NYCT**"), the Long Island Rail Road Company ("**LIRR**"), The Metro-North Commuter Railroad Company ("**MNR**"), the Staten Island Rapid Transit Operating Authority ("**SIRTOA**"), the Manhattan and Bronx Surface Transit Operating Authority ("**MaBSTOA**"), MTA Construction and Development ("**MTAC&D**"), MTA Bus Company ("**MTA Bus**"), First Mutual Transportation Assurance Co. ("**FMTAC**"), Grand Central Madison Concourse Operating Company ("**GCMC**"), and the Triborough Bridge and Tunnel Authority ("**Bridges and Tunnels**") insofar as they are consistent with the provisions of law applicable to Bridges and Tunnels (each of the MTA, NYCT, LIRR, MNR, SIRTOA, MaBSTOA, MTAC&D, MTA Bus, FMTAC, GCMC, and Bridges and Tunnels is referred to jointly and severally as the "**Authority**").

Article I - Applicability of Service Contract Guidelines

It is the policy of the Authority to contract for services that because of factors such as timing, costs, qualifications, availability of Authority staff, or the nature of the services to be rendered, it is more beneficial for such services to be contracted for than performed by employees of the Authority. Contractors shall be selected on a competitive basis, except when competition is not required pursuant to applicable law, is not required pursuant to these Service Contract Guidelines or is waived as impractical or inappropriate due to an emergency, critical need or as a consequence of unforeseen circumstances.

These **Service Contract Guidelines** apply to personal service contracts ("**Personal Service Contracts**") and miscellaneous service contracts ("**Miscellaneous Service Contracts**", and collectively with Personal Service Contracts, "**Service Contracts**").

A. Personal Services Contracts involve contracts for the provision of personal services ("**Personal Services**"), which generally involve retaining a consultant who specializes in one of the following:

(1) Accounting and auditing
(2) Advertising
(3) Analysis
(4) Appraisal
(5) Architecture and design
(6) Bonds and financial management
(7) Commissioning of original art
(8) Dispute resolution
(9) Engineering
(10) Finances
(11) Human resources
(12) Information technology (but not software licenses or software maintenance)
(13) Investments
(14) Labor relations
(15) Legal
(16) Legislation

(17) Management
(18) Marketing
(19) Office services requiring specialized skills
(20) Other consulting, professional or technical services
(21) Planning
(22) Printing where editorial services predominate
(23) Public affairs and corporate relations
(24) Real estate
(25) Records management, including electronic data storage, retrieval and discovery
(26) Research
(27) Risk management and related services
(28) Security, including cybersecurity
(29) Statistics
(20) Surveying
(31) Training

B. A Miscellaneous Service Contract is any contract for services which is not:

(1) a Personal Service Contract; or
(2) a General Contract (capitalized terms not defined in these Service Contract Guidelines shall have the meaning ascribed thereto in the All Agency General Contract Procurement Guidelines (the "**General Contract Guidelines**" and collectively with these Service Contract Guidelines, the "**Guidelines**").

Examples of miscellaneous services ("**Miscellaneous Services**") include, but are not limited to, human services (such as homeless services), guard service, custodial service and maintenance work performed by laborers, workers or mechanics that does not result in a substantial improvement to a building or other fixed asset.

C. In the event a proposed contract contains elements of more than one type of contract under these Service Contract Guidelines or the General Contract Guidelines, the elements which predominate shall determine the type of contract for purposes of the Guidelines.

Article II - Delegation of Authority

The Chairman, the Managing Director, the President, or chief procurement officer ("**CPO**") of the relevant Authority thereof, and any further delegations that the Chairman or relevant Authority President may make for those specifically delegated purposes only (each defined for purposes of these Service Contract Guidelines as an "**Authorized Officer**") are hereby empowered with respect to Service Contracts to be entered into by the relevant Authority acting on its own behalf or as agent for the MTA, as follows:

A. to implement these Service Contract Guidelines:

B. to establish procedures for the award of Service Contracts estimated to involve the expenditure of $1.0 million or less and including contracts for a small business concern ("SBC"), a certified minority or women-owned business enterprise ("MWBE") or a certified service disabled veteran owned business ("SDVOB") involving an expenditure of $1.5 million or less, which procedures shall be competitive to the extent deemed practicable by the Authorized Officer;

C. to establish procedures for the award of Service Contracts regardless of the estimated expenditure, which procedures shall provide for Board approval of the award if the Services Contract provides for the estimated expenditure in excess of $1 million if not awarded pursuant to competitive sealed bidding. A majority of the members of the Board in attendance at a meeting at which a quorum is present shall be required to approve the resolution authorizing such award;

D. to do the following for the award of Service Contracts estimated to involve the expenditure in excess of $1 million:

(1) to determine the criteria for the evaluation of bids/proposals;
(2) to determine whether a Services Contract required to be advertised in the New York State Contract Reporter ("**NYSCR**") is exempt from such requirement due to the need to award such contract on an emergency or other critical basis;
(3) to advertise for, solicit and open bids/proposals;
(4) to record the name of each bidder/proposer and the amounts of the bid/proposal;
(5) to determine the lowest responsive and responsible bidder, including, in the event two or more responsible bidders submit identical bids which are the lowest bids, to award the Service Contract to any of such bidders or obtain new bids from such bidders;
(6) to reject all bids/proposers when it is determined to be in the public interest to do so; and
(7) to award the Service Contract; and

E. to determine whether a bidder/proposer is responsible pursuant to the All-Agency Responsibility Guidelines.

Article III - Selection of Personal and Miscellaneous Service Contractors

A. Requirements for Selection of Personal Service Contractors by RFP

The following are the requirements to be followed for selection of contractors for Personal Services, except for:

(1) Service Contracts for architectural, engineering, and survey services, which are subject to Article III.B.;

(2) Service Contracts in the amount of $1 million or less, which may be entered into pursuant to the provisions of Article II.B. (or pursuant to procedures established by an Authorized Officer which shall be competitive to the extent deemed practicable by the Authorized Officer); and

(3) Service Contracts for which a competitive selection process is inappropriate pursuant to the provisions of Article III.C.

(a) The Division/Department of the Authority requiring the services shall prepare a written statement containing a description of the services, the reasons why they are required, and the required or estimated schedule or duration of the services.

(b) A request for proposals ("**RFP**") to perform the required services shall be sent by mail or electronically to three or more firms to invite competition, including any certified disadvantaged business enterprise ("**DBE**"), MWBE or SDVOB selected to receive the RFP pursuant to applicable Authority or New York State DBE, MWBE or SDVOB programs, unless there are only two qualified firms or unless competition is waived as hereinafter provided. The RFP or notice thereof shall also be provided by mail or electronically to professional and other organizations, if any, that represent or regularly notify MWBEs and SDVOBs of the type of procurement opportunity that is the subject of the RFP notice.

(c) The RFP shall describe the services to be performed, any completion dates or time requirements, DBE/WBE/MBE/SDVOB requirements, if applicable, and the criteria to be utilized by the Authority in evaluating proposals and shall contain a requirement for technical and cost proposals and the date, time and place when proposals must be received.

(d) The Authority may select one or more proposers with which to negotiate after evaluation of the proposals received. The award shall be made to the proposer or proposers whose proposals will be the most advantageous to the Authority after considering price, qualifications and other relevant factors identified as evaluation criteria in the RFP.

B. Architectural, Engineering and Survey Services

(1) In the procurement of architectural, engineering and surveying services, the Authority shall determine whether to comply with the RFP procedures set forth in Article III.A. or the "Brooks" method set forth in this Article III.B., provided that, if federal funds will be utilized for such contract, the decision shall take into account applicable federal requirements.

(2) The Authority shall encourage architectural, engineering and surveying firms to submit an annual statement of qualifications and performance data. For each proposed project identified in accordance with Article III.A(1), the Authority shall evaluate current statements of qualifications and performance data on file with the Authority. If desired and to the extent appropriate if federal assistance is involved, the Authority may conduct discussions with professional firms regarding anticipated design concepts and proposed methods of approach to the proposed project.

(3) The Authority shall then evaluate whether a modification to the RFP documents is appropriate, and shall then solicit the RFP in compliance with the provisions of subparagraphs (b) and (c) of Article III.A(3).

(4) Based upon the criteria established by the Authority, the Authority shall select no less than three professional firms deemed to be the most highly qualified to provide the services required from the proposals submitted, in order of preference.

(5) The Authority shall negotiate a contract with the best qualified professional firm for architectural, engineering or surveying services at compensation which the Authority determines in writing to be fair and reasonable. In making this decision, the Authority shall take into account the estimated value of the services to be rendered, the scope, complexity, and professional nature thereof. Should the Authority be unable to negotiate a satisfactory contract with the professional firm considered to be the most qualified, at a fee it determines to be fair and reasonable, negotiations with that professional firm shall be formally terminated. The Authority shall then undertake negotiations with the second most qualified professional firm. Failing to come to accord with the second most qualified professional firm, the Authority shall formally terminate negotiations. The Authority shall then undertake negotiations with the third most qualified professional firm. Should the Authority be unable to negotiate a satisfactory contract with any of the three selected professional firms it shall select additional professional firms, in order of their qualifications and it shall continue negotiations in accordance with this subparagraph until an agreement is reached.

(6) The provisions of this Article III.B. must apply to engineering, architectural, or surveying services contracts in excess of $1 million. Contracts for engineering, architectural or surveying services involving lesser amounts may be entered into pursuant to the provisions of Article III.B. or pursuant to procedures established by an Authorized Officer which shall be competitive to the extent deemed practicable by the Authorized Officer, provided that a qualification based selection procedure is used when required by federal guidance.

C. It is hereby determined that a competitive selection process is inappropriate and that a competitive process shall not be required in the following instances:

(1) Single Source. The service to be procured is available only from a single responsible source.

(2) No Bids or One Responsive Bid. Competitive bids are solicited and

(a) no responsive bid is received; or
(b) only a single responsive bid is received, and the Authorized Officer rejects the bid.

(3) Emergency, Critical Need or Unforeseen Circumstances. The existence of an emergency involving danger to life, safety or property, or a critical need or unforeseen circumstance which requires immediate action and cannot await competitive bidding; or when the contract is essential to the efficient operation of or the adequate provision of service and, as a consequence of an unforeseen circumstance, such purchase cannot await competitive bidding. Competitive

bidding is hereby declared to be impractical and inappropriate in any of the foregoing situations where an Authorized Officer must take appropriate action and cannot await action by the Board; provided, however, that notice of such action shall be given to the Board in a timely manner, together with a statement of the reasons for such action and a request for ratification by the Board.

(4) Legal Services. When the services are legal services.

(5) Unique Source. When the provider of the services has unique or otherwise outstanding qualifications.

D. The Chairman, Managing Director, General Counsel, or President or CPO of the relevant Authority, or such individuals as they may designate, may give verbal authorization to contractors or consultants to commence the performance of contracts entered into pursuant to the provisions of this Article III, where prior written agreement is impracticable, provided, however, that the contract shall be reduced to writing as soon as practicable. Prior to issuing a verbal authorization for a federally assisted contract, consideration should be given to the steps which may be taken to assure that federal assistance is not jeopardized.

Article IV – Notice and Advertising

In those instances where notice in the NYSCR is required under these Service Contract Guidelines:

A. Regardless of the selection process used, notice of a Service Contract in the actual or estimated amount in excess of $1 million shall be published at least one time in the NYSCR, except as provided in Article IV.C. Such advertising must be placed at least fifteen (15) business days prior to the planned date on which a bid/proposal is due, provided that if the Services Contract is to be awarded without bids/proposals and advertising is required, the timing of the publication shall be determined by an Authorized Officer.

B. The notice must contain, as applicable, a statement of: (1) the name of the contracting Authority; (2) the contract identification number; (3) a brief description of the services sought, the location where services are to be provided and the contract term; (4) the address where bids/proposals are to be submitted, if submitted via hard-copy; (5) the date when bids/proposals are due; (6) a description of any eligibility or qualification requirement or preference; (7) a statement as to whether the contract may be fulfilled by a subcontracting, joint venture ("**JV**") or co-production arrangement; (8) any other information which the Authority deems useful to potential bidder/proposer; (9) the name, address and the telephone number of the person to be contacted for additional information; and (10) a statement as to whether the services sought had, in the immediately preceding three year period, been supplied by a foreign business enterprise as that term is defined in Article 4-C of the Economic Development Law. Where the work to be performed under a contract to be advertised is substantially the same as the work of a prior contract awarded in the last five years, the NYSCR advertisement must include the name(s) of the incumbent(s) for the prior contract pursuant to Section 142 of the Economic Development Law.

C. Notice in the NYSCR is not required under the following circumstances:

(1) In the event of an emergency or critical need for the services as determined by an Authorized Officer;
(2) The contract is re-solicited for substantially the same services within forty-five business days after the date bids/proposals were originally due;
(3) The contract is awarded to a not-for-profit provider of human services;
(4) The contract is awarded pursuant to the provisions of Article III.C(1) or (2) or Article V.B. of these Service Contract Guidelines.

D. In addition to the above NYSCR notice, the Authority shall provide notice to professional and other organizations, if any, that regularly notify MWBEs of the type of procurement opportunity that is the subject of the solicitation.

Article V – MWBEs, SDVOBs, and DBEs

The potential exists for MWBE, SDVOB, and DBE involvement in Service Contracts. The Authority shall use its best efforts to maximize the utilization, as applicable, of DBEs under the Authority's federal program, and MWBEs and SDVOBs under the New York State program set forth in Public Authorities Law §2879, Article 15-A and Article 17-B of the Executive Law and these Service Contract Guidelines.

A. The MTA's Chief Diversity Officer is responsible for ensuring compliance with all applicable laws and regulations and for overseeing the programs established by the MTA to promote and assist: (1) the participation by MWBEs and SVDOBs in procurement opportunities and facilitation of the award of Service Contracts to such enterprises; (2) the utilization of MWBEs and SDVOBs as subcontractors to Authority prime contractors; and (3) the utilization of partnerships, JVs or other similar arrangements between MWBEs, SDVOBs and prime contractors. The Chief Diversity Officer reports directly to the Chairman in connection with the responsibilities set forth herein, and will participate in the procurement process either directly or through his or her designees.

B. A Service Contract, not estimated to involve the expenditure in excess of $1.5 million, that is not federally funded, may be awarded pursuant to Section 1209.7(b) or Section 1265-a.2(b) of the Public Authorities Law without competitive sealed bidding or other formal competitive process, notwithstanding any other provision of law or these Guidelines, where the proposed award is to a SBC, MWBE or SDVOB. The MTA and its agencies will administer set-aside procurements pursuant to the laws, rules and procedures that govern small purchase contracting.

The Authority CPO or his/her designee shall determine which Service Contracts are appropriate for these procurements. The CPO may make a determination that any such Service Contract may only be awarded to an MWBE, or only to an SDVOB, or only to an MWBE or an SDVOB. The basis for such a determination must be to promote participation of MWBEs and SDVOBs in Authority contracts, as mandated by Article 15-A and Article 17-B of the Executive Law, respectively, and to assist the Authorities in achieving their MWBE and SDVOB goals.

Notice of such procurements shall be placed on the Authority website inviting responsive bids/proposals from qualified SBCs, MWBEs and/or SDVOBs. Awards pursuant to this

process shall be made to the bidder/proposer determined to have submitted the bid/proposal that is most advantageous to the Authority after considering price and any other relevant factors. The CPO may reject all offers and withdraw the designation of a contract as one to be awarded pursuant to this process if the CPO determines that an award will result in the payment of an unreasonable price or otherwise not be advantageous to the Authority.

SDVOB set aside contracts made pursuant to Article 17-B of Executive Law require notice in the NYSCR.

C. For contracts awarded pursuant to these Service Contract Guidelines, other than those whose award process is described in Article V.B., the Authority shall establish appropriate goals for participation by MWBEs and SDVOBs and for the utilization by prime contractors of MWBEs as subcontractors and suppliers. Statewide MWBE numerical participation target goals will be established by the Authority based on the findings of the most recent New York State Disparity Study.

D. The Authority will conduct non-federally funded procurements in a manner that enables the Authority to achieve the maximum feasible portion of the goals set pursuant to Article V.C., including by taking the following actions:

(1) establishing measures and procedures to ensure that MWBEs and SDVOBs are given the opportunity for maximum feasible participation in the performance of Authority contracts and to assist in the identification of those contracts that are best suited for MWBE and SDVOB participation so as to facilitate the Authority's achievement of the maximum feasible portion of the MWBE and SDVOB goals;

(2) designating the New York State Division of Minority and Women-owned Business Development ("**DMWBD**") to certify and decertify MWBEs, and the Office of General Services ("**OGS**") Division of Service-Disabled Veterans' Business Development to certify and decertify SDVOBs, for purposes of these Service Contract Guidelines;

(3) setting forth in each contract solicitation the expected degree of MWBE and SDVOB participation based on potential subcontracting opportunities and the availability of MWBEs and SDVOBs to respond competitively to those opportunities;

(4) providing to prospective contractors in writing or by identifying a link to a website containing a current list of MWBEs and SDVOBs;

(5) with regard to JVs, allowing a bidder/proposer to count toward meeting its MWBE and SDVOB participation goal, the MWBE or SDVOB portion of the JV;

(6) waiving a contractor's obligation relating to MWBE or SDVOB participation after a showing of good faith efforts to comply with the participation goal; and

(7) verifying that MWBEs and SDVOBs listed in a successful bid/proposal are actually

participating to the extent listed in the project for which the bid/proposal was submitted.

E. The Authority will also consider, where practicable:

(1) the severability of service requirements and other bundled service contracts;

(2) with respect to MWBEs, the implementation of a program that will enable the Authority to evaluate each contract to determine the appropriateness of the goal pursuant to the most recent New York State Disparity Study; and

(3) compliance with the requirements of any federal law or regulations concerning opportunities for any DBEs, MWBEs and SDVOBs that effectuates the purposes of this Article V.

F. The Chief Diversity Officer or his/her designee is responsible for ensuring compliance with all applicable laws and regulations with regard to the utilization of DBEs on federally funded Service Contracts.

Article VI - Types of Provisions to be Contained in Service Contracts

A. The following types of provisions shall be contained in all Personal Services Contracts, to the extent applicable due to the specifications of such Personal Service Contract:

(1) Description of services
(2) Compensation
(3) Time for performance or date of completion
(4) Liability of contractor or consultant; indemnification of Authority
(5) Reports of contractor or consultant
(6) Ownership of plans, drawings or other deliverables
(7) Assignments; subcontracts
(8) Maintenance of records, accounts
(9) Right of Authority to inspect and/or audit books and records
(10) Insurance requirements
(11) Termination
(12) Monitoring of the performance of services
(13) Use of Authority supplies, facilities or property
(14) Use of Authority personnel
(15) All provisions required to be included in Authority contracts by federal, state or local laws, ordinances, codes, rules or regulations
(16) Such modifications and additions as are appropriate in light of the specific circumstances presented

B. To the extent practicable, a verbal authorization to commence work and a letter of intent/notice to proceed shall be required, which at a minimum shall:

(1) Describe the services to be performed;
(2) Specify the amount of compensation to be paid pursuant to the verbal authorization and letter of intent/notice to proceed or the rates or fees which will

be utilized to determine such compensation; and

(3) Specify a date for completion or the anticipated duration of the services (except in instances where the nature of the services makes an estimate of the time required impossible or impracticable or where the contract is a retainer for the performance of services over an extended period of time on an "as-needed" basis and contains provisions allowing termination by the Authority at any time without cause).

For the avoidance of doubt, such letter of intent/notice to proceed shall NOT constitute the final Service Contract.

C. Miscellaneous Service Contracts shall contain those provisions of Article VI.A. and other standard forms of contract deemed appropriate by an Authorized Officer.

Article VII - Responsibilities of Services Contractors

In each Service Contract, a service contractor shall have the following responsibilities:

A. To perform the contract in accordance with its terms and to remain a responsible contractor;

B. To perform the services required under the contract competently, efficiently, in a timely manner, at a fair and reasonable cost and in a manner which is satisfactory to the Authority; and

C. To cooperate with Authority personnel who are directing, supervising or monitoring the performance of the services or who are assisting in their performance.

Article VIII - Contracts Involving Former Officers or Employees of the Authority

The Authority may enter into contracts with any Authority's former officers, former employees or with firms employing such former officers or former employees only to the extent permitted by Public Officers Law §73.

Article IX - Reporting of Service Contracts

A. Each Authority shall maintain records, for each fiscal year, of the following contracts entered into by the Authority at the request of such Division/Department: (1) Personal Service Contracts in the actual or estimated amount of $15,000 or more; and (2) Miscellaneous Service Contracts in the actual or estimated amount of $15,000 or more.

B. The Authorized Officer shall designate a Division or Department which shall be responsible for preparing a report at the end of each fiscal year with respect to the foregoing contracts. With respect to each such contract, the report shall contain the following information:

(1) Name of contractor;
(2) Short description of the services involved;
(3) Amounts paid pursuant to the contract as of the end of such fiscal year;

(4) The selection process used;
(5) Status of the contract;
(6) If it was exempt from advertising in the NYSCR pursuant to Article IV.C. of these Service Contract Guidelines, state that and include a basis for such exemption;
(7) Whether the contract was entered into with a New York State business enterprise or a foreign business enterprise, as those terms are defined in Public Authorities Law §2879;
(8) Whether the contract was entered into with an MWBE or SDVOB; and
(9) Referrals to and penalties imposed by the Director of DMWBD pursuant to Executive Law §316.

C. Each Authority shall submit a copy of such report to the Board of the Authority upon its completion.

Article X – Board Approval

The following Service Contracts shall require Board approval by resolution, approved by a majority of the members present at a meeting at which a quorum is in attendance and shall be reviewed by the Board on an annual basis:

A. Personal Service Contracts: all Personal Service Contracts entered into by an Authority in the actual or estimated amount in excess of $1 million, except if awarded to the lowest responsible bidder pursuant to competitive sealed bids; and

B. Miscellaneous Service Contracts: all Miscellaneous Service Contracts entered into by an Authority in the actual or estimated amount in excess of $1 million, unless awarded pursuant to competitive sealed bids.

Article XI - Change Orders

An Authority may enter into a change order or amendment to a Service Contract provided that approval of the Board of the Authority by a resolution approved by a majority of the members present at a meeting at which a quorum is in attendance shall be required in the following circumstances:

A. The Service Contract did not initially equal or exceed the applicable monetary threshold for Board approval set forth in Article XI or Article II of these Service Contract Guidelines and the applicable threshold is equaled or exceeded as a result of the change order or amendment. This provision applies to all Service Contracts subject to these Service Contract Guidelines.

B. The Service Contract was approved by the Board and the change order or amendment, including any change orders or amendments since Board approval was last obtained, results in a substantial change in the contract as determined by an Authorized Officer. Notwithstanding the foregoing, Board approval of change orders shall only be required if the change order is over $1 million. In order to avoid splitting change orders or amendments to below $1 million for the purpose of avoiding the Board approval requirements of this Article XI.B., the CPO of the relevant Authority must approve multiple change orders or amendments to the same contract and for the same scope of work, if all such change orders or amendments for any rolling 12-month period would equal to or be

more than $1 million.

For example only, if change order #1 is issued in March Year 1 for $600,000, change order #2 is issued in June Year 1 for $300,000 and change order #3 is issued in January Year 2 for $200,000 (all for the same scope of work), then the CPO would be required to approve change order #3 because the total amount would be $1.1 million for the rolling 12-month period from March Year 1 to March Year 2, and further the CPO would need to approve any other change order issued during any rolling 12-month period which would bring that 12-month period total to be equal to or greater than $1 million.

C. Notwithstanding the foregoing, an Authorized Officer may enter into a change order or amendment without Board approval in any of the following situations as determined by an Authorized Officer,

(1) The existence of an emergency, other critical need or unforeseen circumstance;
(2) The risk of a substantial increase in cost or delay if prompt action is not taken; or
(3) The change order does not change the total contract price to exceed the contract budgeted cost, including contingency.

D. The Chairman shall establish policies with respect to the delegation of responsibilities set forth in this Article.

Article XII – Miscellaneous

A. Any provision of these Service Contract Guidelines may be waived by the Chairman, an Authority President or the Board, or such individuals as they may designate, except to the extent prohibited by law. A waiver may also be in the form of a ratification. If a contract is federally assisted, prior to issuing a waiver, consideration should be given to the steps which may be taken to assure that federal assistance is not jeopardized.

B. No Board Committee action or Authority policy, other than one approved by the Chairman, shall be inconsistent with these Service Contract Guidelines.

C. An Authority may not divide or split any contract or series of contracts for the purpose of avoiding the requirements of these Service Contract Guidelines, provided that with regard to discretionary contracts awarded under Article V.B., an Authority may divide requirements for the purpose of unbundling contracts to create discretionary contracting opportunities.

D. Nothing in these Service Contract Guidelines shall preclude the Authority from accepting bids/proposals utilizing an electronic bidding system that may inform bidders whether their bid is the current low bid, and allow bidders to submit new bids before the date and time assigned for the opening of bids. Such procedure shall not constitute disclosure in violation of Section 2878 of the Public Authorities Law.

E. A Service Contract awarded by an Authority pursuant to the provisions of these Service Contract Guidelines may provide that the Service Contract includes the requirements of one or more other Authorities.

F. The Authority shall prepare a publicly available report no less frequently than annually, summarizing procurement activity by the Authority for the period of the report, in accordance with the reporting requirements of Section 2879(6) of the Public Authorities Law.

G. These Service Contract Guidelines are intended for the guidance of officers and employees of the Authority only. Nothing contained herein is intended or shall be construed to confer upon any person, firm or corporation any right, remedy, claim or benefit under or by reason, of any requirement or provision thereof.

H. An Authority may contract for a service available through an existing contract between a contractor and any of the governmental entities listed below:

Another public authority (not New York State) or United States general services administration ("**GSA**") if: (1) the existing contract was awarded pursuant to a process of competitive sealed bids or a competitive RFP; (2) the Authority's Authorized Officer determines that the price and other commercial terms specified in the contract are satisfactory; and (3) if Board authorization would otherwise be required under these Service Contract Guidelines, the Board adopts a resolution by a majority vote of the members of the Board present at a meeting at which a quorum is in attendance, which sets forth the reasons why obtaining such service is in the public interest and authorizes the Authority to enter into the Service Contract.

A New York State agency or authority (including OGS), the City of New York or Nassau County if: the Authority's Authorized Officer determines that the price and other commercial terms specified in the contract are satisfactory; and (2) if Board authorization would otherwise be required under these Service Contract Guidelines, the Board adopts a resolution by a majority vote of the members of the Board present at a meeting at which a quorum is in attendance, which sets forth the reasons why obtaining such service is in the public interest and authorizes the Authority to enter into the Service Contract.

Such rationale shall include a determination of need, a consideration of the procurement method by which the contract was awarded, an analysis of alternative procurement sources including an explanation why a competitive procurement or the use of a centralized contract let by the commissioner of the office of general services is not in the best interest of the authority, and the reasonableness of cost. Such a determination shall be documented in writing by the Authorized Officer and included in the contract file.

I. If an Authority enters into a Service Contract pursuant to these Service Contract Guidelines, and such Service Contract allows all other Authorities to utilize the same Service Contract, then no further action is required. For the avoidance of doubt, the provisions of Article II.C. and Article XI shall apply to change orders to all such Service Contracts.

J. Nothing contained in these Service Contract Guidelines shall be deemed to alter, affect the validity of, modify the terms of or impair any contract or agreement made or entered into in violation of, or without compliance with, the provisions of these Service Contract Guidelines.

K. Where applicable federal, state or local laws, ordinances, codes, rules or regulations contain requirements which are in conflict with or which impose greater obligations upon the Authority than these Service Contract Guidelines, then such requirements shall take precedence over those contained herein.

L. For those Service Contracts for which the Office of the State Comptroller ("**OSC**") has requested review and approval pursuant to Public Authorities Law §2879-a, if the Authority has not received OSC approval or disapproval within thirty days of submission to the OSC, the Authority may enter into such Service Contract without further waiting for such review and approval.

ALL AGENCY GENERAL CONTRACT PROCUREMENT GUIDELINES
Adopted by the Board on ~~March 27, 2024~~May 28, 2025

These guidelines (the "**General Contract Guidelines**") apply to the Metropolitan Transportation Authority ("**MTA**"), the New York City Transit Authority ("**NYCT**"), the Long Island Rail Road Company ("**LIRR**"), The Metro-North Commuter Railroad Company ("**MNR**"), the Staten Island Rapid Transit Operating Authority ("**SIRTOA**"), the Manhattan and Bronx Surface Transit Operating Authority ("**MaBSTOA**"), MTA Construction and Development ("**MTAC&D**"), MTA Bus Company ("**MTA Bus**"), First Mutual Transportation Assurance Co. ("**FMTA**C"), Grand Central Madison Concourse Operating Company ("**GCMC**"), and the Triborough Bridge and Tunnel Authority ("**Bridges and Tunnels**") insofar as they are consistent with the provisions of law applicable to Bridges and Tunnels (each of the MTA, NYCT, LIRR, MNR, SIRTOA, MaBSTOA, MTAC&D, MTA Bus, FMTAC, GCMC, and Bridges and Tunnels is referred to jointly and severally, as the "**Authority**").

Article I - Applicability of General Contract Guidelines

These **General Contract Guidelines** apply to

A. purchase contracts for supplies, materials, equipment or other goods ("**Purchase Contracts**");
B. public work contracts ("**Public Work Contracts**"); and
C. "Miscellaneous Procurement Contracts" are defined as leases of equipment with or without an option to purchase, computer software licenses, including software as a service subscription, software maintenance agreements, printing contracts (where editorial services do not predominate), and any other contract which is not otherwise classified under these General Contract Guidelines or the All Agency Service Contract Procurement Guidelines (the "**Service Contract Guidelines**", and collectively with these General Contract Guidelines, the "**Guidelines**").

Purchase Contracts, Public Work Contracts and Miscellaneous Procurement Contracts are collectively referred to herein as "**General Contracts**".

In the event a proposed contract contains elements of more than one type of General Contract and/or elements of either or both types of Service Contracts (as such term is defined in the Service Contract Guidelines), the elements of the type of contract that predominates shall determine whether the General Contract Guidelines or the Service Contract Guidelines apply and which type of contract within the applicable Guidelines shall apply.

Article II - Delegation of Authority

The Chairman, the Managing Director, the President, or chief procurement officer ("**CPO**") of the relevant Authority thereof, and any further delegations that the Chairman or relevant Authority President may make for those specified delegated purposes only (each defined for purposes of these General Contract Guidelines as an "**Authorized Officer**") are hereby empowered with respect to General Contracts to be entered into by the relevant Authority acting on its own behalf or as agent for MTA, as follows:

A. To implement these General Contract Guidelines.

B. To establish procedures for the award of General Contracts estimated to involve the expenditure of $1.0 million or less and including contracts for a small business concern ("SBC"), a certified minority or women-owned business enterprise ("MWBE") or a certified service disabled veteran owned business ("SDVOB") involving an expenditure of $1.5 million or less, which procedures shall be competitive to the extent deemed practicable by the Authorized Officer;

C. To do the following for the award of Purchase Contracts and Public Work Contracts estimated to involve the expenditure in excess of $1 million:

1. to determine the criteria for the evaluation of bids/proposals, which may include, but are not limited to, unit or aggregate amount bid, life cycle costs or savings (including but not limited to costs or savings associated with installation, energy use, maintenance, operation, salvage and disposal), discounts and costs of maintenance and inspection services;
2. to determine whether a Purchase Contract or Public Work Contract required to be advertised in the New York State Contract Reporter ("**NYSCR**") is exempt from such requirement due to the need to award such contract on an emergency or other critical basis;
3. to advertise for, solicit and open bids/proposals;
4. to record the name of each bidder and the amounts of the bid/proposal;
5. to determine the lowest responsive and responsible bidder, including, in the event two or more responsible bidders submit identical bids which are the lowest bids, to award the Purchase Contract or Public Work Contract to any of such bidders or obtain new bids from such bidders;
6. to reject all bids when it is determined to be in the public interest to do so; and
7. to award the Purchase Contract or Public Work Contract;

D. To determine whether a bidder/proposer is responsible pursuant to the All-Agency Responsibility Guidelines; and

E. In addition to the other authorizations set forth elsewhere in these General Contract Guidelines, to establish guidelines governing the qualifications of bidders for General Contracts, and to fix the standards for the prequalification of bidders entering into such contracts for the East Side Access Project in accordance with Section 1265-a.2(c) of the Public Authorities Law.

Article III - Selection of General Contractors Without Competitive Sealed Bidding

A. A competitively bid Miscellaneous Procurement Contract may be awarded without Board approval. No Board approval shall be required for a Miscellaneous Procurement Contract ride pursuant to Article III.B.5.

B. Except as otherwise provided in Article III.C. or Article VII., a General Contract estimated to involve the expenditure in excess of $1 million may be awarded without competitive bidding under the circumstances set forth below, provided that the Authorized Officer recommends such an action and the Board adopts a resolution (i) declaring competitive bidding to be impractical or inappropriate because of the existence of any of the circumstances set forth in Articles III.B.1. to 6., (ii) stating the reasons therefore, and (iii)

summarizing any negotiations that have been conducted. Except in a situation specified in Article III.B.1., such resolution shall be approved by two-thirds of the members of the Board then in office. A resolution under Article III.B.1. shall require approval by a majority of the members of the Board in attendance at a meeting at which a quorum is present.

1. Emergency, Critical Need or Unforeseen Circumstances. The existence of an emergency involving danger to life, safety or property, or a critical need or unforeseen circumstance which requires immediate action and cannot await competitive bidding; or when the item to be purchased is essential to the efficient operation of or the adequate provision of service and, as a consequence of an unforeseen circumstance, such purchase cannot await competitive bidding. Competitive bidding is hereby declared to be impractical and inappropriate in any of the foregoing situations where an Authorized Officer must take appropriate action and cannot await action by the Board; provided, however, that notice of such action shall be given to the Board in a timely manner, together with a statement of the reasons for such action and a request for ratification by the Board.

2. Single Source. The item to be purchased is available only from a single responsible source provided, however, that a notice of the Authority's intent to purchase such item without competitive bidding shall be posted on the Authority's website, and, if bids have not been solicited for such item within the preceding twelve months, a notice must be published pursuant to Article V hereof. Any notices required by this Article III.B.2. shall a. set forth the Authority's intent to purchase the item without competitive bidding because the item is available from only one source, and b. invite any firm which believes it can provide the item to so inform the Authority and to provide the Authority with additional information which confirms that the firm can supply the item.

3. No Bids or One Responsive Bid. Competitive bids are solicited and

   a. no responsive bid is received; or
   b. only a single responsive bid is received, and the Authorized Officer rejects the bid.

4. Experiments, Tests and Evaluations. With respect to a product or technology, the Authority wishes to:

   a. experiment with or test it;
   b. experiment or test a new source for it; or
   c. evaluate its service or reliability.

   Such a General Contract may not be awarded until at least thirty days after the date the Board has declared competitive bidding to be impractical or inappropriate.

5. Riding an Existing Contract. The item is available through an existing General Contract between a vendor and any of the governmental entities listed below and the resolution adopted by the Board, if Board authorization would otherwise be required under these General Contract Guidelines, includes a determination that,

and the reasons, why, it is in the public interest to do so. Such rationale shall include a determination of need, a consideration of the procurement method by which the contract was awarded, an analysis of alternative procurement sources including an explanation why a competitive procurement or the use of a centralized contract let by the commissioner of the office of general services is not in the best interest of the authority, and the reasonableness of cost:

a. Any public authority (not New York State) provided such General Contract had been awarded through a process of competitive sealed bidding or a competitive request for proposals ("**RFP**");
b. The United States general services administration ("**GSA**") provided such General Contract had been awarded through a process of competitive bidding or a competitive RFP;
c. A New York State agency or authority (including the New York State Office of General Services ("**OGS**"), the City of New York, or Nassau County.

It is hereby determined that competitive bidding is inappropriate and, because of the likelihood that a competitive process will not result in better commercial terms, that it is in the public interest to purchase an item through an existing General Contract of the State of New York, the City of New York, a different Authority, or any other public authority, where price and other commercial terms specified in such General Contract are satisfactory to the Authorized Officer. Such a determination shall be documented in writing by the Authorized Officer, and included in the contract file.

6. Request For Proposals. The Authority determines that it is in the public interest to award the General Contract through a competitive RFP.

a. For purposes of this Article III.B.6., an RFP shall mean a method of soliciting proposals and awarding a General Contract on the basis of a formal evaluation of the characteristics which are deemed relevant to the Authority's operations, such as quality, cost, delivery schedule and financing, against stated selection criteria. Where the RFP involves the purchase or rehabilitation of rail cars, transit cars or buses, the selection criteria may also include the extent to which the performance of all or a portion of the General Contract will involve the use of sites within the State of New York or the use of goods produced or services provided within the State of New York.

b. For those General Contracts awarded under this Article III.B.6., (1) such contracts may not be awarded until at least thirty days after the Board has declared competitive bidding to be impractical or inappropriate and (2) the Board's approval resolution must (i) disclose the other proposers and the substance of their proposals, (ii) summarize the negotiation process including the opportunities, if any, available to proposers to present and modify their proposals, and (iii) set forth the criteria upon which the selection was made. The Board's contract approval resolution may be adopted simultaneously with or subsequent to the Board's declaration that competitive bidding is impractical or inappropriate, provided that, if the Board's declaration and the Board's approval

resolution are adopted simultaneously or within less than thirty days of each other, the subject General Contract may be executed by the Authority no less than thirty days after the adoption of the Board's declaration that competitive bidding is impractical or inappropriate.

c. In addition to the information required under Article V.C., the public notice of an RFP must include a statement of the selection criteria. Such notice shall also be provided by mail or electronically to professional and other organizations, if any, that represent or regularly notify certified MWBEs or certified SDVOBs of the type of procurement opportunity that is the subject of the RFP notice.

d. The Authority may engage in a selection process involving multiple steps such as requests for interest, requests for qualifications, requests for technical proposals and requests for quotations. After the publication of the notice, any or all of the selection criteria specified in the advertisement may be changed, provided that, if the change is material, proposers and potential proposers who, prior to the deadline for the receipt of proposals, have expressed an interest in the RFP, shall be informed of the change and afforded the opportunity to modify their proposals.

e. After receipt of the proposals, an Authority may:

i) change the selection criteria provided that, if the change is material, all proposers that have not been eliminated from the competitive process prior to such change, are informed of the change and afforded the opportunity to modify their proposals;
ii) request that any of the proposers make a presentation. If it does so, it is not required to afford such opportunity to all proposers;
iii) negotiate with any of the proposers. If it does so, it is not required to negotiate with all proposers;
iv) reject any proposal at any time; and
v) reject all proposals, in which event the Authority may decide to take no further action, solicit new proposals or solicit bids.

C. Under the MTA Small Business Mentoring Program (the "**SBMP**"), a non-federally funded Public Work Contract that is designated by the Authority as a small business mentoring program contract within the meaning of Section 1265-b(1)(e) of the Public Authorities Law, may be awarded in accordance with the provisions of Section 1265-b of the Public Authorities Law, notwithstanding any other provision of law or these General Contract Guidelines. A Public Work Contract that is partially or wholly federally funded, subject to United States Department of Transportation regulations and estimated to involve an expenditure of not more than $~~3~~5 million, may be awarded pursuant to the MTA Small Business Federal Program (the "**SBFP**") established under 49 CFR 26.39 in accordance with the competitive procedures established under the SBFP, notwithstanding any other provision of law or these General Contract Guidelines. Pursuant to the SBMP procedures, the Chairman or Authority President designates members of an SBMP steering committee, which includes diversity, engineering and procurement

personnel. Such SBMP steering committee is authorized to designate which eligible Public Work Contracts shall be SBMP or SBFP Public Work Contracts.

D. A Purchase Contract or a Miscellaneous Procurement Contract, not estimated to involve the expenditure in excess of $1.5 million, that is not federally funded, may be awarded pursuant to Section 1209.7(b) or Section 1265-a.2(b) of the Public Authorities Law without competitive sealed bidding or other formal competitive process, notwithstanding any other provision of law or these General Contract Guidelines where the Purchase Contract or Miscellaneous Procurement Contract involves goods or technology that are recycled or remanufactured.

Article IV - Qualified Products Lists

The Board hereby determines that for reasons of efficiency, economy, compatibility or maintenance reliability, there is a need for standardization as to various supplies, materials and equipment which are purchased by the Authorities and authorizes the establishment of a qualified products list ("**QPL**") identifying such supplies, materials and equipment as hereinafter provided. A purchase contract for an item which has been included on a QPL duly established and maintained by an Authority may be entered into by that Authority as hereafter set forth:

A. An Authorized Officer determines as to a specific item that, for reasons of efficiency, economy, compatibility or maintenance reliability, there is a need for standardization.

B. The QPL is reviewed no less than one time per year in order to evaluate whether to add or delete items or vendors to or from the QPL.

C. A notice is published by the Authority no less than one time per year in a general circulation newspaper and in the NYSCR which:

1. advertises the existence of the QPL;
2. states that the QPL is available for public inspection; and
3. specifies the name and address of the Authority's office which may be contacted in regard to the procedure for the compilation of the QPL.

D. A contract for an item on the QPL may be awarded:

1. without competitive sealed bidding if only one source for the item is specified on the QPL;
2. by competitive sealed bidding, but without advertising, provided the invitation to bid is sent to all vendors listed on the QPL for the particular item;
3. by competitive sealed bidding after advertising the bid pursuant to Article V.A. of these General Contract Guidelines.

E. Two or more Authorities may utilize the same QPL provided that such Authorities jointly comply with the provisions of this Article.

Article V – Notice and Advertising

Except as provided in Article V.C. and Article III.B.2., in those instances where advertising is required under these General Contract Guidelines:

A. Regardless of the selection process used, for Purchase Contracts and Public Work Contracts in the actual or estimated amount in excess of $1 million, an advertisement shall be published at least once in a newspaper of general circulation in the area served by the Authority and in the NYSCR. Such advertisement and notice in the NYSCR must be placed at least fifteen (15) business days prior to the planned date on which a bid/proposal is due; provided that, if the Purchase Contract or Public Work Contract is to be awarded without the solicitation of competitive sealed bids or RFP, the timing of the publication in the NYSCR shall be determined by an Authorized Officer.

B. The advertisement and the notice in the NYSCR must contain, as applicable, a statement of: 1) the name of the contracting Authority; 2) the contract identification number; 3) a brief description of the goods, supplies, materials, or equipment sought, the location where work is to be performed or goods are to be delivered and the contract term; 4) the address where bids/proposals are to be submitted, if submitted via hard-copy; 5) the date when bids/proposals are due; 6) a description of any eligibility or qualification requirement or preference; 7) a statement as to whether the contract may be fulfilled by a subcontracting, joint venture ("**JV**") or co-production arrangement; 8) any other information which the Authority deems useful to potential contractors; 9) the name, address and the telephone number of the person to be contacted for additional information; and 10) the time and place where bids received will be publicly opened and read. In addition, if a purchase contract is involved, the advertisement in the NYSCR shall also include a statement as to whether the goods, supplies, materials, or equipment sought had, in the immediately preceding three year period, been supplied by a foreign business enterprise as that term is defined in Article 4-C of the Economic Development Law. Where the work to be performed under a contract to be advertised is substantially the same as the work of a prior contract awarded in the last five years, the NYSCR advertisement must include the name(s) of the incumbent(s) for the prior contract pursuant to Section 142 of the Economic Development Law.

C. Advertisement in a general circulation newspaper and in the NYSCR is not required if the Authority regularly purchases the particular supplies, material or equipment and bids are solicited from a list of potential suppliers for the item which has been established and maintained as set forth in Article VI hereof.

D. In addition to the above advertisements, the Authority shall provide notice to professional and other organizations, if any, that regularly notify MWBEs of the type of procurement opportunity that is the subject of the solicitation.

Article VI - Contractor Outreach

The Authority shall encourage firms to be interested in competing for Authority contracts. The Authority shall do so in the following manner:

A. Suppliers Lists for Purchase Contracts: the Authority shall compile a list of potential sources of supplies, materials, equipment, and other goods which it regularly purchases.

Such list must be compiled in accordance with the following procedures:

1. Advertisements must be periodically placed in one or more publications which are likely to be read by manufacturers, suppliers and others who deal in the item, including firms which may be MWBEs or SDVOBs, which set forth a general description of categories of items which are regularly procured by the Authority and invites firms to utilize the MTA Business Services Center Vendor Portal to be placed on the suppliers list for specific items or categories of items.

2. A periodic effort:

   i) must be undertaken to identify potential bidders for the item who are not on the list, including MWBEs and SDVOBs. Such effort shall include the use of the Authorities' websites, use of appropriate publications, including those, if any, that serve MWBEs and SDVOBs, other sources of information, and cooperation with federal, state and local agencies and other authorities. Where appropriate, a print or electronic letter shall be sent to a new potential supplier which invites it to request that it be added to the list and, if it does not wish to be added, requests that it indicate why; and

   ii) where appropriate, must be undertaken to identify firms which have not responded to bids or expressed an interest in remaining on a list. An effort should be made to contact such firms to determine why they have not bid, whether they are interested in remaining on the list and, if not, why not. A firm may be deleted from the list where it requests deletion, or where the circumstances indicate that it is unlikely that the firm is interested in remaining on the list.

3. The Authority will maintain lists of certified MWBEs and SDVOBs, including professional firms that have expressed an interest in doing business with the Authority and ensure that such lists are updated regularly. The Authority will also consult the lists of MWBEs maintained by the New York State Department of Economic Development and the lists of SDVOBs maintained by the OGS Division of Service-Disabled Veterans' Business Development ("**OGS DSDVBD**").

4. An advertisement must be placed quarterly in the State Register and in the NYSCR.

5. In the event it is not practicable to maintain a suppliers list for a specific item, such item shall be included in a broader category or other appropriate classification which reasonably includes the item, and a suppliers list shall be maintained with respect to the category or classification.

B. Capital Program Purchase Contracts and Public Work Contracts: the Authority shall establish an Outreach program, to be developed by the Chief Development Officer or his designee, to identify and attract capable U.S. and international firms to compete for MTA contracts. In addition, the Authority shall place an advertisement in the NYSCR no less than four times per year which sets forth a general list of anticipated capital program Purchase Contracts and Public Work Contracts, and the address of the Authority's office which may be contacted in order to be afforded the opportunity to compete for such

contracts and for other Authority contracts. Advertisements will also be placed in publications that serve MWBEs.

Article VII – MWBE, SDVOB, and Disadvantaged Business Enterprise ("DBE")

The potential exists for MWBE, SDVOB, and DBE involvement in General Contracts. The Authority shall use its best efforts to maximize the utilization, as applicable, of DBEs under the Authority's federal program, and MWBEs and SDVOBs under the New York State programs set forth in Public Authorities Law §2879, Article 15-A and Article 17-B of the Executive Law and these General Contract Guidelines.

A. The MTA Chief Diversity Officer is responsible for ensuring compliance with all applicable laws and regulations and for overseeing the programs established by the MTA to promote and assist: 1) the participation by MWBEs and SDVOBs in procurement opportunities and facilitation of the award of General Contracts to such enterprises; 2) the utilization of MWBEs and SDVOBs as subcontractors and suppliers to Authority prime contractors; and 3) the utilization of partnerships, JVs or other similar arrangements between MWBEs, SDVOBs and prime contractors. The Chief Diversity Officer reports directly to the Chairman in connection with the responsibilities set forth herein and will participate in the procurement process either directly or through his or her designees.

B. A Purchase Contract or a Miscellaneous Procurement Contract, not estimated to involve the expenditure in excess of $1.5 million, that is not federally funded, may be awarded pursuant to Section 1209.7(b) or Section 1265-a.2(b) of the Public Authorities Law without competitive sealed bidding or other formal competitive process, notwithstanding any other provision of law or these General Contract Guidelines where the proposed award is to a SBC, MWBE or SDVOB. The MTA and its agencies will administer set-aside procurements pursuant to the laws, rules and procedures that govern small purchase contracting.

The Authority CPO or his/her designee shall determine which Purchase Contracts or Miscellaneous Procurement Contracts are appropriate for these procurements. The CPO may make a determination that any such Purchase Contract or Miscellaneous Procurement Contract may only be awarded to an MWBE, or only to an SDVOB, or only to an MWBE or an SDVOB. The basis for such a determination must be to promote participation of MWBEs and SDVOBs in Authority contracts, as mandated by Articles 15-A and 17-B of the Executive Law, respectively, and to assist the Authorities in achieving their MWBE and SDVOB goals.

Notice of such procurements shall be placed on the Authority website inviting responsive bids/proposals from qualified SBCs, MWBEs and/or SDVOBs. Awards pursuant to this process shall be made to the bidder/proposer determined to have submitted the bid/proposal that is most advantageous to the Authority after considering price and any other relevant factors. The CPO may reject all offers and withdraw the designation of a contract as one to be awarded pursuant to this process if the CPO determines that an award will result in the payment of an unreasonable price or otherwise not be advantageous to the Authority.

SDVOB set aside contracts made pursuant to Article 17-B of Executive Law require notice in the NYSCR.

C. For contracts awarded pursuant to these General Contract Guidelines, other than those whose award process is described in Article VII.B., the Authority shall establish appropriate goals for participation by MWBEs and SDVOBs and for the utilization by prime contractors of MWBEs and SVDOBs as subcontractors and suppliers. Statewide MWBE numerical participation target goals will be established by the Authority based on the findings of the most recent New York State Disparity Study.

D. The Authority will conduct non-federally funded procurements in a manner that enables the Authority to achieve the maximum feasible portion of the goals set pursuant to Article VII.C., including by taking the following actions:

1. establishing measures and procedures to ensure that MWBEs and SDVOBs are given the opportunity for maximum feasible participation in the performance of Authority contracts and to assist in the identification of those contracts that are best suited for MWBE and SDVOB participation so as to facilitate the Authority's achievement of the maximum feasible portion of the MWBE and SDVOB goals;

2. designating the New York State Division of Minority and Women-owned Business Development ("**DMWBD**") to certify and decertify MWBEs, and OGS DSDVBD to certify and decertify SDVOBs, for purposes of these General Contract Guidelines;

3. setting forth in each contract solicitation the expected degree of MWBE and SDVOB participation based on potential subcontracting opportunities and the availability of MWBEs and SDVOBs to respond competitively to those opportunities;

4. providing to prospective contractors in writing, or by identifying a link to a website containing a current list of MWBEs and SDVOBs;

5. with regard to JVs, allowing a bidder/proposer to count toward meeting its MWBE and SDVOB participation goals, the MWBE or SDVOB portion of the JV;

6. waiving a contractor's obligation relating to MWBE or SDVOB participation after a showing of good faith efforts to comply with the participation goal; and

7. verifying that MWBEs and SDVOBs listed in a successful bid/proposal are actually participating to the extent listed in the project for which the bid/proposal was submitted.

E. The Authority will also consider, where practicable:

1. the severability of construction projects and other bundled contracts;
2. with respect to MWBEs, the implementation of a program that will enable the Authority to evaluate each contract to determine the appropriateness of the goal pursuant to the most recent New York State Disparity Study; and

3. compliance with the requirements of any federal law or regulations concerning opportunities for any DBEs, MWBEs and SDVOBs that effectuates the purposes of this Article VII.

F. The Chief Diversity Officer or his/her designee is responsible for ensuring compliance with all applicable laws and regulations with regard to the utilization of DBEs on federally funded General Contracts.

Article VIII - Change Orders

A. A change order to a General Contract which (a) exceeds $1 million, (b) increases the total contract price by more than ten percent of the original value, or (c) increases the contract duration by more than ten percent of the original contract duration, may be entered into by an Authorized Officer, upon the approval of the Board pursuant to a resolution adopted in accordance with Article IX hereof. The submission to the Board shall include an explanation of the need for the change order. In order to avoid splitting change orders to below $1 million for the purpose of avoiding the Board approval requirements of this Article VIII.A., the CPO of the relevant Authority must approve multiple change orders to the same contract and for the same scope of work, if all such change orders for any rolling 12-month period would equal to or be more than $1 million.

For example only, if change order #1 is issued in March Year 1 for $600,000, change order #2 is issued in June Year 1 for $300,000 and change order #3 is issued in January Year 2 for $200,000 (all for the same scope of work), then the CPO would be required to approve change order #3 because the total amount would be $1.1 million for the rolling 12-month period from March Year 1 to March Year 2, and further the CPO would need to approve any other change order issued during any rolling 12-month period which would bring that 12-month period total to be equal to or greater than $1 million.

B. All other change orders shall be approved by an Authorized Officer; provided that a change order over $250,000 must be approved by the Authority President, CPO, or the Authority President's designee. This provision applies to all contracts subject to these General Contract Guidelines.

C. Notwithstanding the foregoing, an Authorized Officer may enter into a change order without Board approval in any of the following situations as determined by an Authorized Officer:

1. The existence of an emergency, other critical need or unforeseen circumstance;
2. There is a risk of a substantial increase in cost or delay if prompt action is not taken; or
3. The change order does not change the total contract price to exceed the contract budgeted cost, including contingency.

D. Change orders, except for change orders to Small Business Mentor Program Contracts, that do not require Board approval pursuant to Paragraph C above, but that (a) increases the total contract price by more than ten percent of the original value, or (b) increases the contract duration by more than ten percent of the original contract duration, shall require prior written notice to the Chairman of the Finance Committee.

E. The Chairman shall establish policies with respect to the delegation of responsibilities set forth in this Article.

Article IX - Form of Board Resolution

A. Except as otherwise required in Article III, the procedure for the adoption by the Board and the format of a resolution pursuant to these General Contract Guidelines shall be determined by the Chairman and may be in the form of a staff summary or a formal resolution. Provided, however, that any Board resolution or staff summary sought pursuant to these General Contract Guidelines shall 1) identify the contractor by name; 2) briefly describe the substance of the General Contract; 3) specify all the information required under the applicable provisions of these General Contract Guidelines; and 4) specify the estimated or actual cost to the Authority or that the estimated or actual cost shall be within the budget approved by the Board for that purpose.

B. To the extent practicable, the recommendation of award and the associated resolution or staff summary shall first be submitted to the standing committee of the Board responsible for the Authority.

C. The Chairman may modify the procedures in this Article for all Authorities.

Article X - Responsibilities of General Contractors

In each General Contract, a general contractor shall have the following responsibilities:

A. To perform the contract in accordance with its terms and to remain a responsible contractor;

B. To provide the public work, goods, supplies, materials, or equipment required under the contract competently, efficiently, in a timely manner, at a fair and reasonable cost and in a manner which is satisfactory to the Authority; and

C. To cooperate with Authority personnel who are directing, supervising or monitoring the performance of the general contractor or who are assisting in their performance.

Article XI - Contracts Involving Former Officers or Employees of the Authority

The Authority may enter into contracts with any Authority's former officers, former employees or with firms employing such former officers or former employees only to the extent permitted by Public Officers Law §73.

Article XII - Miscellaneous

A. Except to the extent prohibited by law, the Chairman or Chief Executive Officer, or his/her designee, with prior notice to the Chairman of the Finance Committee, may waive the provisions of these General Contract Guidelines in the event of an emergency involving the health or safety of the public. If a contract is federally assisted, prior to issuing a

waiver, consideration should be given to the steps which may be taken to assure that federal assistance is not jeopardized.

B. No Board Committee action or Authority policy, other than one approved by the Chairman, shall be inconsistent with these General Contract Guidelines.

C. An Authority may not divide or split any contract or series of contracts for the purpose of avoiding the requirements of these General Contract Guidelines provided that with regard to SBMP and SBFP contracts awarded under Article III.C. and discretionary contracts awarded under Article VII.B., an Authority may divide requirements for the purpose of unbundling contracts to create SBMP, SBFP or discretionary contracting opportunities.

D. If prior to the commencement of an Authority fiscal year, an Authorized Officer reasonably anticipates that, during the next fiscal year, the Authority will expend, in the aggregate, in excess of $1 million for a series of Purchase Contracts for the same or substantially similar good or for a series of Public Work Contracts for same or substantially the same type of public work: 1) such requirement shall be met pursuant to a requirements contract awarded pursuant to the applicable provisions of these General Contract Guidelines; 2) each such Purchase Contract shall be awarded pursuant to the provisions of Article II.C., Article III, Article IV, Article VI, or Article VII.B. of these General Contract Guidelines or 3) each such contract shall be awarded pursuant to the provisions of Article II.C., Article III, or Article VII.B. or a procedure determined by an Authorized Officer to be comparable to Article IV or Article VI.

E. Nothing in these General Contract Guidelines shall preclude the Authority from accepting bids/proposals utilizing an electronic bidding system that may inform bidders whether their bid is the current low bid, and allow bidders to submit new bids before the date and time assigned for the opening of bids. Such procedure shall not constitute disclosure in violation of Section 2878 of the Public Authorities Law.

F. A General Contract awarded by an Authority pursuant to these General Contract Guidelines may provide that the General Contract includes the requirements of one or more other Authorities.

G. Each Authority shall maintain records, for each fiscal year, of all Purchase Contracts in an actual or estimated amount of $15,000 or more entered into by the Authority at the request of such Division/Department, and such reports shall be prepared pursuant to the specifications located in Article IX.B. and Article IX.C. of the Services Contract Guidelines.

H. The Authority shall prepare a publicly available report no less frequently than annually, summarizing procurement activity by the Authority for the period of the report in accordance with the reporting requirements of Section 2879(6) of the Public Authorities Law.

I. These General Contract Guidelines are intended for the guidance of officers and employees of the Authority only. Nothing contained herein is intended or shall be

construed to confer upon any person, firm or corporation any right, remedy, claim or benefit under, or by reason of, any requirement or provision hereof.

J. To make MTA work more appealing to contractors and thereby increase competition and reduce the costs that the MTA typically pays for its Capital Program projects, the following Cost Containment Initiatives shall be implemented on all Capital Program projects unless the Chief Development Officer grants a waiver based upon a determination that such Cost Containment Initiative is impractical for a specific project:

1. Neutral Dispute Resolution: Disputes shall be resolved by a neutral arbitrator or panel of arbitrators or in a court of competent jurisdiction.

2. Project CEOs: The Chief Development Officer or his designee shall appoint a Project CEO ("PCEO") for each project who shall be empowered to make project decisions and shall be accountable for the project's budget and schedule. PCEO decisions affecting scope, budget and schedule can only be overruled or amended by the MTA Chief Development Officer.

3. In developing the Request for Proposal or Bid documents for a project, and as part of any negotiation and contractor selection process, the PCEO shall develop a strategy designed to optimize the cost and schedule for the project. Such strategy shall be approved by the Chief Development Officer or his designee and shall establish the following:

   a. Where practicable, a contracting approach that considers factors other than just price in selecting a contractor (e.g., competitive RFP or A+B bidding), even where design-build contracting is not required. Excluded from this requirement are contracts awarded under the Small Business Mentoring Program and the Small Business Federal Program for which a traditional low bid contracting approach is permissible.

   b. Optimal turnaround times for submittals and similar documentation, which times shall be incorporated into the contract(s).

   c. A strategy to allocate risk to the party in the best position to manage such risk. Factors to be considered in this category include but are not limited to: (i) the availability of MTA provided outages, flaggers and other services; (ii) delays by third parties such as Amtrak, utility companies, and government agencies; and (iii) existing conditions, including both structural conditions and interferences and the existence of hazardous materials. The PCEO, in consultation with the Leaders of the MTA C&D Delivery and Contracts groups and the applicable operating agencies, shall establish for each project the optimal method for incorporation of such risk allocation into the contract(s) (e.g. guaranteed number of outages subject to a contractual percentage of cancelations, allowances, etc.).

   d. Favorable payment terms, to be established in consultation with the MTA Chief Financial Officer. Unless otherwise indicated, payment terms shall be 15 days.

   e. Guidelines that promote the use of off-the-shelf products and components and eliminate customization to the extent practicable.

4. Reduced Bonding Requirements: Unless otherwise prohibited by law or by MTA funding partners for specific projects (e.g., the Federal Transit Administration), the Request for Proposal or Bid documents for a project shall provide that Payment and

Performance bonds on contracts more than $250 Million may be reduced from 100% of the contract amount provided that the Contracting entity is able to provide adequate alternative security and/or guarantees. The appropriateness of such alternative security and/or guarantees shall be approved by the MTA Chief Development Officer and/or the MTA Chief Financial Officer or his/her designees.

K. Nothing in these General Contract Guidelines shall preclude the Authority from offering stipends to proposers on Design-Build contracts as part of an RFP process. The request for Board approval to use the RFP process for a specific Design-Build contract may include a request for approval of the use of stipends in connection with such RFP.

L. Nothing contained in these General Contract Guidelines shall be deemed to alter, affect the validity of, modify the terms of or impair any contract or agreement made or entered into in violation of, or without compliance with, the provisions of these General Contract Guidelines.

M. Where applicable federal, state or local laws, ordinances, codes, rules or regulations contain requirements which are in conflict with or which impose greater obligations upon the Authority than these General Contract Guidelines, then such requirements shall take precedence over those contained herein.

N. For those General Contracts for which the Office of the State Comptroller ("**OSC**") has requested review and approval pursuant to Public Authorities Law §2879-a, if the Authority has not received OSC approval or disapproval within thirty days of submission to the OSC, the Authority may enter into such General Contract without further waiting for such review and approval.

I. PURPOSE

The purpose of this Corporate Policy and Procedure (Policy) is to establish procedures for providing family and medical leaves of absence (family/medical leave) in accordance with the Family and Medical Leave Act of 1993 (FMLA), as amended by the National Defense Authorization Act for Fiscal Year 2010 (2010 NDAA).

II. SCOPE

This Policy applies to all LIRR employees.

IIII. DEFINITIONS

A. **Child** - means a biological, adopted or foster child, stepchild, legal ward, or a child of a person standing in the place of a parent, who is: (1) under eighteen (18) years old; or (2) eighteen (18) years old or more and incapable of self-care because of a mental or physical disability, as defined under the Americans with Disabilities Act (ADA).

B. **Parent** - means the biological parent of an employee or an individual who stood in the place of a parent to an employee when the employee was a child. This term does not include parents-in-law.

C. **Spouse** - means a husband or wife as defined or recognized under State law for purposes of marriage in the State where the employee resides, including common law marriage in States where it is recognized.

D. **Domestic Partner** - For the purposes of this Policy, Domestic Partners of employees are defined as same or opposite sex partners, age eighteen (18) or older, with whom they reside and have a committed, long term relationship of mutual support and for whom they have assumed long term financial responsibility or have mutual financial responsibility. However, persons who live together for economic reasons, but who have not made a commitment to an exclusive enduring Domestic Partnership will not be considered Domestic Partners. Both partners must not be married to other individuals and must not be related by blood in a way that would bar marriage under the laws of the State of New York.

The partners must be each other's sole Domestic Partner and must have been involved in a Domestic Partnership for a period of not less than six (6) months. Employees must be able to document all these criteria to be registered as Domestic Partners.

E. **Key Employee** - means a salaried eligible employee who is among the highest paid ten (10) percent of all the employees employed by the LIRR.

F. **Equivalent Position** - a job that is virtually identical to the employee's former position in terms of pay, benefits and working conditions, including privileges and status. It must involve the same or substantially similar duties and responsibilities, requiring substantially equivalent skill, effort, responsibility, and authority.

G. **Employment Benefits** - all benefits provided or made available to employees by the LIRR, including group life insurance, health insurance, disability insurance, sick leave, annual leave, educational benefits and pensions.

H. **Serious Health Condition** - an illness, injury, impairment, or physical or mental condition that involves:

1. Inpatient care – which means an overnight stay in a hospital, hospice, or residential medical care facility, including any period of incapacity (defined to mean inability to work, attend school or perform other regular daily activities due to the serious health condition, including treatment and recovery), or any subsequent treatment in connection with such inpatient care; or

2. Continuing treatment by a health care provider – which includes any one or more of the following:

a. A period of incapacity of more than three consecutive full calendar days, and any subsequent treatment or period of incapacity relating to the same condition, that also involves:

i. Treatment two or more times, within thirty (30) days of the first day of incapacity, unless extenuating circumstances exist, by a health care provider; or

ii. Treatment by a health care provider on at least one occasion which results in a regimen of continuing treatment under the supervision of the health care provider.

The requirement for treatment by a health care provider means an in-person visit to a health care provider. The first (or only) in-person treatment visit must take place within seven days of the first day of incapacity.

A regimen of continuing treatment includes a course of prescription medication or therapy requiring special equipment to resolve or alleviate the health condition.

b. Any period of incapacity due to pregnancy, or for prenatal care.

c. Any period of incapacity or related treatment due to a chronic serious health condition. A chronic serious health condition is one which (i) requires periodic visits (at least twice a year) for treatment by a health care provider; (ii) continues over an extended period of time; and (iii) may cause episodic rather than a continuing period of incapacity (e.g. asthma, diabetes, epilepsy).

d. A period of incapacity that is permanent or long-term due to a condition for which treatment may not be effective.

e. Any period of absence to receive multiple treatments by a health care provider for (i) restorative surgery after an accident or other injury, or (ii) a condition that would likely result in a period of incapacity of more than three consecutive full calendar days in the absence of medical intervention or treatment, such as cancer (chemotherapy, radiation, etc.).

Absences attributable to pregnancy, prenatal care, or a chronic serious health condition qualify for family/medical leave even though the employee or covered family member does not receive treatment from a health care provider during the absence, and even if the absence does not last more than three consecutive full calendar days.

Conditions for which cosmetic treatments are administered are not serious health conditions unless inpatient hospital care is required or unless complications develop.

I. **Intermittent Leave** - a family/medical leave taken in separate blocks of time due to a single qualifying reason.

J. **Reduced Leave Schedule** - a leave schedule that reduces an employee's usual number of working hours per workweek, or hours per workday. A reduced leave schedule is a change in the employee's schedule for a period of time.

K. **Covered Service Member** - a current member of the Armed Forces, including a member of the National Guard or Reserves, who is undergoing medical treatment, recuperation, or therapy, is otherwise in outpatient status, or has otherwise been placed on the Temporary Disability Retired List (TDRL) under the authority of 10 U.S.C. §1202 or §1205, for a serious injury or illness incurred in the line of duty on active duty.

L. **Work-partners:** Third-Party Administrator who serves as an intermediary between the employee and employer to manage the FMLA process.

IV. ESSENTIAL FUNCTIONS

A. **Deputy Chief People Office~~Director-Human Resources~~** – oversees administration of this Policy.

B. **Senior Director-Employee Services** – manages day-to-day operation of this Policy.

C. ~~**Assistant Medical Director, MTA-Occupational Health Services (MTA-OHS/LIRR Medical** – provides medical oversight as required by this Policy~~.

D. **Employees** – must provide full cooperation when requesting family/medical leave under this Policy.

V. PROCEDURES

A. Eligibility

An employee is eligible for family/medical leave if they has been employed by the LIRR for at least twelve (12) months and has worked at least 1,250 hours during the twelve (12) month period immediately preceding the commencement of the leave. These hours must be actual hours worked.

Pursuant to the Uniformed Services Employment and Reemployment Rights Act (USERRA), an employee returning from fulfilling their National Guard or Reserve military

obligation shall be credited with the hours of service that would have been performed but for the period of military service in determining whether the employee worked the 1,250 hours of service.

B. Entitlement to Leave

Subject to the notice and certification requirements in this Policy, an eligible employee is entitled to up to a total of twelve (12) weeks of unpaid leave during the twelve (12) month period measured forward from the commencement of the employee's first family/medical leave for the following reasons:

1. because of a serious health condition of the employee that makes the employee unable to perform the functions of the employee's job; or
2. for the birth of a child of the employee and to care/bond for such child within twelve (12) months of the birth of that child; or
3. for the placement of a child with the employee either through adoption or foster care within twelve (12) months of that placement; or
4. to care for a spouse, domestic partner, child or parent of the employee, if such spouse, domestic partner, child or parent has a serious health condition; or
5. because of any "qualifying exigency" arising out of the fact that the employee's spouse, domestic partner, child, or parent is a covered military member on active duty (or has been notified of an impending call or order to active duty) in support of a contingency operation; or
6. to care for a covered servicemember with a serious injury or illness if the employee is the spouse, domestic partner, child, parent, or next of kin of the servicemember.

C. Military Qualifying Exigency Leave

An eligible employee may take family/medical leave while the employee's spouse, domestic partner, child, or parent (the "covered military member") is on active duty or call to active duty status for one or more of the following qualifying exigencies: (1) short-notice deployment; (2) military events and related activities; (3) certain temporary child care arrangements and school activities; (4) financial and legal arrangements; (5) counseling; (6) rest and recuperation, (7) post-deployment activities; and (8) other events which arise out of the covered military member's active duty or call to active duty status provided the LIRR and employee agree the leave will qualify as an exigency, and agree to both the timing and duration of the leave.

"Active duty or call to active duty status" means duty under a federal call or order to active duty (or notification of an impending call or order to active duty) in support of a contingency operation pursuant to Sections 688, 12301(a), 12302, 12304, 12305, 12406 of Title 10 of the United States Code, Chapter 15 of Title 10 of the United States Code, or any other provision of law during a war or during a national emergency declared by the President or Congress.

The covered military member must be on active duty or call to active duty status as either a member of the reserve components (Army National Guard, Army Reserve, Navy Reserve, Marine Corps Reserve, Air National Guard, Air Force Reserve, and Coast Guard Reserve) or be serving in the Regular Armed Forces, or a retired member of the Regular Armed Forces or Reserve.

A military operation qualifies as a "contingency operation", if it (1) is designated by the U.S. Secretary of Defense as an operation in which members of the armed forces are or may become involved in military actions, operations, or hostilities against an enemy of the United States or against an opposing military force, or (2) results in the call or order to, or retention on, active duty of members of the uniformed services under the United States Code Sections cited above.

D. Military Caregiver Leave

An eligible employee who is the spouse, domestic partner, child, parent, or next of kin of a covered servicemember is entitled to a total of twenty-six (26) weeks of family/medical leave during a single twelve (12) month period to care for the covered servicemember who has a serious injury or illness incurred in the line of duty on active duty for which they are undergoing medical treatment, recuperation, or therapy; or otherwise in outpatient status; or otherwise on the temporary disability retired list. The single twelve (12) month period begins on the first day the eligible employee takes family/medical leave to care for the covered servicemember and ends twelve (12) months after that date.

"Covered servicemember" means a current member of the Armed Forces, including a member of the National Guard or Reserves, or a member of the Armed Forces, the National Guard or Reserves who is on the temporary disability retired list, who has a serious injury or illness.

The "next of kin" of a covered servicemember is the nearest blood relative other than the covered servicemember's spouse, child, or parent, in the following order of priority: blood relatives who have been granted legal custody of the covered servicemember by court decree or statutory provisions, brothers and sisters, grandparents, aunts and uncles, and first cousins, unless the covered servicemember has specifically designated in writing another blood relative as his or her nearest blood relative for purposes of military caregiver leave under the FMLA.

The term "serious injury or illness," with respect to a covered servicemember, means an injury incurred in the line of duty on active duty that may render the servicemember medically unfit to perform the duties of their office, grade, rank, or rating.

"Outpatient status," with respect to a covered servicemember, means the status of a member of the Armed Forces assigned to either (1) a military medical treatment facility as an outpatient, or (2) a unit established for the purpose of providing command and control of members of the Armed Forces receiving medical care as outpatients.

An eligible employee is entitled to a combined total of twenty-six (26) weeks for any family/medical qualifying reason during the single twelve (12) month period, provided that

the employee is entitled to no more than twelve (12) weeks of leave for any other family/medical qualifying reason. For example, an eligible employee may, during the single twelve (12) month period, take sixteen (16) weeks of family/medical leave to care for a covered servicemember and ten (10) weeks of family/medical leave to care for a newborn child.

E. Both Spouses Employed by the LIRR

When both spouses are employed by the LIRR, they are limited to a combined total of twelve (12) weeks of family/medical leave during any twelve (12) month period if the leave is taken for the birth of the employee's child or to care for the child after birth, or for the placement of a child with the employee for adoption or foster care or to care for the child after placement, or to care for the employee's parent with a serious health condition. This limitation on the total weeks of leave applies even though the spouses are assigned to two different work sites or departments. Where the spouses both use a portion of the total twelve (12) week leave entitlement for one of these purposes, they will each be entitled to the difference between the amount of leave they have taken individually and twelve (12) weeks for some other qualifying purpose.

When both spouses are employed by the LIRR, they are limited to a combined total of twenty-six (26) weeks of family/medical leave during the single twelve (12) month period if the leave is taken to care for a covered servicemember with a serious injury or illness or a combination of leave taken to care for the covered servicemember and leave taken for any other qualifying reason.

F. Notice Requirements

1. An employee must provide at least thirty (30) days advance notice to Workpartners ~~the LIRR~~ before the family/medical leave is to begin if the need for the leave is foreseeable based on an expected birth, placement for adoption or foster care, planned medical treatment for a serious health condition of the employee or the employee's spouse, domestic partner, child, or parent, or the planned medical treatment for a serious injury or illness of a covered servicemember. If thirty (30) days notice is not practicable, such as because of a lack of knowledge of approximately when leave will be required to begin, a change in circumstances, or a medical emergency, an employee must give notice to Workpartners ~~the LIRR~~ as soon as practicable. For foreseeable leave due to a qualifying exigency, notice must be provided as soon as practicable, regardless of how far in advance such leave is foreseeable. In general, while the determination of when an employee could practicably provide notice will take into account the individual facts and circumstances, when an employee becomes aware of a need for family/medical leave less than thirty (30) days in advance, it should be practicable for the employee to provide notice of the need for leave either the same day or the next business day.
2. When the approximate timing of the need for leave is not foreseeable, an employee must provide notice to Workpartners ~~the LIRR~~ as soon as practicable under the facts

and circumstances of the particular case. In such a case, the employee must comply with any applicable call-in procedures.

3. When the need for family/medical leave is foreseeable at least thirty (30) days in advance and an employee fails to give timely advance notice with no reasonable excuse, the FMLA coverage may be delayed until thirty (30) days after the date the employee provides notice. When the need for family/medical leave is foreseeable fewer than thirty (30) days in advance or is unforeseeable, and an employee fails to give notice as soon as practicable, FMLA coverage for the leave may be delayed.

4. When planning medical treatment for the employee, or the employee's spouse, domestic partner, child, parent, or for a covered servicemember, the employee must consult with their supervisor and make a reasonable effort to schedule the treatment so as not to unduly disrupt the LIRR's operations, subject to the approval of the health care provider. For example, scheduling treatment on off-hours or on a relief day. If the employee neglects to consult with their supervisor to make a reasonable effort to arrange the schedule of treatments so as not to unduly disrupt the LIRR's operations, the LIRR will initiate discussions with the employee and will require the employee to attempt to make such arrangements, subject to the approval of the health care provider.

5. The employee shall advise Workpartners ~~the LIRR~~ as soon as practicable if the dates of the scheduled leave change or are extended, or were initially unknown.

~~6.~~ When requesting family/medical leave under this Policy, the employee must contact Workpartners to initiate a leave request. ~~either submit a completed "Family and Medical Leave Application" form (HR-BEN-028) to the LIRR Human Resources Department or, employees may apply directly on the Business Service Center portal (www.mymta.info) by signing on then selecting "My Benefits" then choosing "FMLA Request".~~

~~***Note**: If submitting the HR-BEN-028 form, it should not be submitted to the employee's department.*~~

7. Workpartners ~~The Human Resources Department~~ will review the "Family and Medical Leave Application" and determine eligibility based on length of service and hours worked in the preceding twelve (12) month period. The employee will be notified by the Workpartners ~~BSC~~ whether he/she has met the eligibility requirements for the leave.

G. Certification

1. If the employee is eligible for family/medical leave and the employee's request for leave is for the birth, adoption or placement of a child in foster care, the employee must submit substantiating documentation ~~(i.e., birth certificate, court papers) in a sealed confidential envelope directly to the Director-Employee Services~~.

2. If the employee is eligible for family/medical leave and the leave is:

   a. taken for the employee's own serious health condition, the employee must have their health care provider complete a "Certification of Health Care Provider" form

~~(HR-BEN-069) and submit it in a sealed confidential envelope directly to either the Director-Employee Services or to the Assistant Medical Director, MTA-OHS; or~~

~~b.~~ taken to care for a spouse, domestic partner, child, or parent who has a serious health condition, the employee must have a "Certification of Health Care Provider" form ~~(HR-BEN-070)~~ completed by the health care provider of the employee's spouse, domestic partner, child, or parent, as appropriate, and submit to Workpartners.~~and submit it in a sealed confidential envelope directly to either the Director-Employee Services or to the Assistant Medical Director, MTA-OHS.~~

3. If the employee is eligible for family/medical leave and the leave is taken to care for a covered servicemember with a serious injury or illness, the employee must have a "Certification for Serious Injury or Illness of Covered Service Member" form completed and submitted to Workpartners. ~~(HR-BEN-072) - contact the LIRR Employee Services Office or the BSC for this form), completed by an authorized health care provider of the covered servicemember~~.

4. If the employee is eligible for family/medical leave and the leave is taken for a "qualifying exigency" arising out of the active duty or a call or order to active duty status, the employee must provide a completed "FMLA Certification of Qualifying Exigency for Military Family Leave" form ~~(HR-BEN-071)~~ along with proper documentation, such as a copy of the covered military member's active duty orders or other documentation issued by the military which indicates that the covered military member is on active duty or call to active duty status in support of a contingency operation, and the dates of the covered military member's active duty service ~~in a sealed confidential envelope directly to the Director-Employee Services~~.

5. The "Certification of Health Care Provider" form, which must be legible, completed in full, and signed and dated by the health care provider, will be reviewed to determine entitlement to family/medical leave.

6. Workpartners ~~The LIRR~~ will advise the employee whenever it finds that the "Certification of Health Care Provider" form is incomplete or insufficient, and will state in writing what additional information is necessary to make the certification complete and sufficient. The employee will have seven (7) calendar days to cure any such deficiency. If the deficiencies are not cured, the request may be denied.

7. ~~A health care provider representing the LIRR, or a representative from the LIRR Human Resources Department may contact the employee's health care provider, or the health care provider of the employee's spouse, domestic partner, child, or parent, or covered servicemember, for purposes of clarification and authentication of the medical certification (whether initial certification or recertification) after the employee has had an opportunity to cure any incomplete or insufficient certification~~.

8. If the LIRR has reason to doubt the validity of the medical certification (for the employee or the employee's spouse, domestic partner, child, or parent, or a covered servicemember), the LIRR may require the employee to obtain a second opinion at the LIRR's expense. The LIRR is permitted to designate the health care provider, who may

not be employed by the LIRR on a regular basis, to furnish the second opinion. If the second opinion differs from the original medical certification, the LIRR may require, at the LIRR's expense, that the employee obtain a third opinion from a health care provider designated or approved jointly by the LIRR and the employee. The opinion of the third health care provider shall be final and binding on the LIRR and the employee.

9. Upon request by the employee, the LIRR will provide the employee with a copy of the second and third medical opinions, where applicable. Pending receipt of the second (or third) medical opinion, the employee is provisionally entitled to family/medical leave. However, if the certifications do not ultimately establish the employee's entitlement to family/medical leave, the leave shall not be designated as family/medical leave and may be treated as paid or unpaid leave under the LIRR's leave policies.
10. If an employee fails to provide a complete and sufficient certification in a timely manner, despite the opportunity to cure any deficiency, or fails to provide any certification, the LIRR may deny the taking of family/medical leave.
11. The employee will receive, Notice of Eligibility and Rights & Responsibilities and Leave Designation Notice.
12. The LIRR reserves the right to retroactively designate any leave as family/medical leave, with appropriate notice to the employee, whether or not the employee requested family/medical leave, if the LIRR has reason to believe an employee's absence qualifies as family/medical leave.

H. Recertification

The LIRR may request subsequent recertification of medical conditions consistent with FMLA regulations. The employee must provide the requested recertification within the time frame requested. Any recertification requested shall be at the employee's expense.

I. Confidentiality

Workpartners ~~The LIRR~~ will keep confidential all medical information relating to requests for family/medical leave. Such information will be used only as permitted by this Policy. Supervisors and managers may be given information concerning necessary work restrictions and accommodations.

J. Intermittent Leave or Reduced Leave Schedule

1. Leave taken because of an employee's serious health condition, or to care for a spouse, domestic partner, child or parent who has a serious health condition, or to care for a covered servicemember with a serious injury or illness may be taken intermittently or on a reduced leave schedule if medically necessary.
2. Leave taken because of a "qualifying exigency" arising out of active duty or a call or order to active duty status, may be taken intermittently or on a reduced leave schedule.

3. In the case of leave taken after the birth of a child or placement of a child for adoption or foster care, leave is to be taken on a continuous basis, except in limited circumstances leave may be taken intermittently or on a reduced leave schedule if specifically approved in writing by the Senior Director-Employee Services ~~Human Resources~~ (or designee) and the employee's Department Head.

4. If an employee needs leave intermittently or on a reduced leave schedule for planned medical treatment, then the employee must make a reasonable effort to schedule the treatment so as not to unduly disrupt the LIRR's operations. If the employee neglects to consult with their supervisor to make a reasonable effort to arrange the schedule of treatments so as not to unduly disrupt the LIRR's operations, the LIRR will initiate discussions with the employee and will require the employee to attempt to make such arrangements, subject to the approval of the health care provider.

5. If an employee needs intermittent leave or leave on a reduced leave schedule that is foreseeable based on planned medical treatment for the employee, the employee's spouse, domestic partner, child, or parent, or a covered servicemember, or for the birth of a child or for placement of a child for adoption or foster care (if specifically approved in writing), the LIRR may require the employee to transfer temporarily, during the period the intermittent or reduced leave schedule is required, to an available alternative position for which the employee is qualified and which better accommodates recurring periods of leave. Employees transferred under these circumstances will receive equivalent pay and benefits.

6. When an employee who is taking leave intermittently or on a reduced leave schedule and has been transferred to an alternative position, no longer needs to continue leave and is able to return to full-time work, the employee will be placed in the same or equivalent job as the job their left when the family/medical leave commenced.

K. Use of Accrued Paid Leave

1. Generally, family/medical leave is unpaid. However, accrued paid leave shall be utilized as follows:

   a. In the case of family/medical leave taken because of an employee's own serious health condition, the LIRR WILL REQUIRE all employees to utilize accrued sick leave. If the sick leave bank of the employee is depleted or becomes depleted, he/she may then elect to utilize accrued vacation, personal days, or compensatory time for the family/medical leave. If not, the leave becomes unpaid.

   b. In the case of family/medical leave taken because of an employee's own serious health condition, or to take care of a spouse, domestic partner, child or parent who has a serious health condition, or to care for a covered servicemember with a serious injury or illness, the LIRR WILL REQUIRE all management employees and represented employees with management benefits (collectively Management Employees) to utilize accrued sick leave for family/medical leave. If the sick leave bank of the Management Employee is depleted or becomes depleted, he/she may

then elect to utilize accrued vacation, personal leave, or compensatory time for the family/medical leave. If not, the leave becomes unpaid.

c. Employees on paid sick leave that is designated as family/medical leave must comply with the sick leave provisions in all applicable Collective Bargaining Agreements and/or LIRR or Department policies and procedures regarding sick leave.

d. In the case of family/medical leave taken for reasons other than those described in paragraphs (a) and (b) above, all employees may elect to utilize accrued vacation, personal leave, or compensatory time for any part of a family/medical leave period (i.e., part of the 12 week or 26 week period as appropriate). If the employee elects not to utilize accrued leave, the leave will be without pay.

2. To the extent that an employee uses accrued paid leave or compensatory time while they are on designated family/medical leave, the use of the accrued paid leave or compensatory time will run concurrently with the family/medical leave. The LIRR will count all such leave time toward the employee's twelve (12) week or twenty-six (26) week family/medical leave entitlement.

L. Reporting While on Family/Medical Leave

If an employee takes a continuous family/medical leave because of their own serious health condition, or to care for a spouse, domestic partner, child, or parent who has a serious health condition, or a covered servicemember with a serious injury or illness, the employee may be required to report periodically on the status of the condition and their intention to return to work.

M. No Work While on Family/Medical Leave

An employee on family/medical leave is prohibited from working another job during the hours of their regular tour. An employee on family/medical leave who desires to work another job outside the hours of their regular tour must obtain the prior written approval of the LIRR Human Resources Department. The LIRR Human Resources Department may require the employee to provide appropriate medical documentation to support their request. Violation of this provision may result in disciplinary action, up to and including discharge.

N. Return to Work

1. Where an employee's family/medical leave is occasioned by the employee's own serious health condition, the employee may be required to present medical certification from the employee's health care provider that the employee is able to resume work and that they are able to perform the essential functions of the employee's job. If medical certification is required, restoration to employment will be denied until the employee submits the required medical documentation.

2. Except as required by a collective bargaining agreement, the LIRR will not request a certification of fitness to return to duty for absence taken on an intermittent or reduced leave schedule. However, where an employee takes family/medical leave on an intermittent or reduced leave schedule because of their own serious health condition, the LIRR will require the employee to provide certification of fitness to return to work up to once every thirty (30) days if reasonable safety concerns exist regarding the employee's ability to perform their duties, based on the serious health condition for which the employee took such leave.
3. On return from family/medical leave, an employee is entitled to be returned to the same position the employee occupied when the leave commenced, or to an equivalent position.
4. The LIRR may deny restoration to employment for key employees if the denial is necessary to prevent substantial and grievous economic injury to the operations of the LIRR. In such cases, the LIRR will notify the key employee of the LIRR's intent to deny restoration and (if the leave has commenced) provide the key employee a reasonable time in which to return to work.
5. Any employee, who is unable to return to work following the expiration of their family/medical leave, may apply for any other remaining leave under any applicable LIRR policy or Collective Bargaining Agreement.

O. Employment Benefits Protection

1. The taking of family/medical leave will not result in the loss of any employment benefits accrued prior to the date on which the leave commenced.
2. Any health benefits provided to an employee by the LIRR will be maintained on the same basis, as coverage would have been provided if the employee had been continuously employed during the family/medical leave period. Therefore, any share of health plan premiums that had been paid by the employee prior to family/medical leave, must continue to be paid by the employee during the leave period.
3. If accrued paid leave is utilized for family/medical leave, the employee's share of health plan premiums will continue to be made by payroll deduction. If the family/medical leave is unpaid, the LIRR will pay the employee's health plan premium payment. The LIRR will recover the employee's share of any health plan premium payments missed by the employee for any family/medical leave period during which the LIRR maintains health coverage by paying the employee's share.
4. The LIRR will also seek to recover its share of health plan premiums during any period of unpaid family/medical leave from an employee if the employee fails to return to work after the employee's family/medical leave entitlement has been exhausted or expires, unless the reason the employee does not return is due to:
   a. the continuation, recurrence, or onset of a serious health condition of the employee or the employee's spouse, domestic partner, child or parent, or a serious injury or

illness of a covered servicemember, which would otherwise entitle the employee to leave under this Policy; or

b. other circumstances beyond the employee's control.

5. Where an employee fails to return to work because of the continuation, reoccurrence or onset of a serious health condition, thereby precluding the LIRR from recovering its share of health plan premiums, the LIRR will require medical certification issued of the serious health condition. The employee is required to provide the medical certification to the Director-Employee Services or the Assistant Medical Director, MTA-OHS no later than thirty (30) days from the LIRR's request. If the employee fails to provide the medical certification within thirty (30) days, or the reason for not returning to work does not constitute circumstances beyond the employee's control, the LIRR may recover 100% of the health plan premiums it paid during the period of unpaid family/medical leave.

6. For employees who are on unpaid family/medical leave and who participate in a contributory supplemental life insurance program, the LIRR will maintain coverage by making premium payments on behalf of the employee to avoid a lapse in coverage. At the conclusion of the family/medical leave, the LIRR is entitled to recover the costs incurred for paying the employee's share of the premium payments, whether or not the employee returns to work.

7. For the purpose of this section, an employee who returns to work for at least thirty (30) calendar days is considered to have "returned" to work.

8. When paid leave is substituted for family/medical leave, the LIRR may not recover health plan or other non-health plan premiums for any period of family/medical leave covered by paid leave.

9. With respect to pension and other retirement plans, the employee's eligibility will be governed by the terms of the applicable plan.

P. Fraud or Misrepresentation

Family/medical leave may only be taken for the reason(s) for which the leave was approved. An employee who requests and/or takes family/medical leave based on fraud or misrepresentation will be subject to discipline, up to and including dismissal. In addition, an employee who fraudulently obtains family/medical leave from the LIRR is not protected by the job restoration or maintenance of health benefits provisions of this Policy.

VI. FORMS AND ATTACHMENTS ~~(Available on the BSC Portal)~~

None

VII. Workpartners Contact Information

~~HR-BEN-028 – Family and Medical Leave Application~~

~~HR-BEN-069 – Certification of Health Care Provider Form (for Employee's Serious Health Condition)~~
~~HR-BEN-070 – Certification of Health Care Provider Form (for Family Member's Serious Health Condition)~~
~~HR-BEN-054 - Employee Rights and Responsibilities under the Family and Medical Leave Act~~
~~HR-BEN-071 - FMLA Certification of Qualifying Exigency for Military Family Leave~~
~~HR-BEN-072 - FMLA Certification for Serious Injury or Illness of Covered Service Member~~
Workpartners

Intake Phone Number –	1-833-325-7004
Online Portal -	https://www.workpartners.com/portal
Fax Number –	1-844-531-4854
Email –	LIRRFMLA@workpartners.com

VII. REVISION TRACKING

February 2001	
May 2005	
June 2005	
March 2010	
November 2014	This Policy was due for review based on CP&P BPM-001 – Issuance of Corporate Policies and Procedures; Updated to comply with the National Defense Authorization Act requirements; and Provide information regarding access to forms on the BSC Portal.
December 2018	This Policy was due for review based on CP&P BPM-001 – issuance of Corporate Policies and Procedures; Physician-in-Charge was changed to Assistant Medical Director, MTA-Occupational Health Services (MTA-OHS).
April 2025	Revised Essential Functions and added Workpartners Contact Information section.

COMPENSATORY TIME POLICY

Policy Number	Responsible Department	Effective Date	Page
11-093	People/Human Resources	May 21, 2025	Page 1 of 7

I. PURPOSE

This Policy Directive sets forth requirements for employees of Metropolitan Transportation Authority, including its current and any future subsidiary or affiliated entities of the MTA (collectively known as "MTA Agencies" or "MTA") to utilize Compensatory Time.

II. OBJECTIVE

The objective of this Policy Directive is to provide a consistent approach across the MTA Agencies for the accrual and usage of Compensatory Time by exempt (or non-overtime eligible) non-represented employees and represented employees who receive managerial benefits under their collective bargaining agreements.

III. SCOPE

A. This Policy Directive supersedes and replaces all previous memorandums and policies on this subject.

B. This Policy Directive does not govern non-exempt or overtime eligible employees who receive Compensatory Time as overtime payments, as may be allowed by law.

C. For represented employees, in the event of a conflict between this Policy Directive and a collective bargaining agreement, the terms of the collective bargaining agreement shall govern.

IV. DEFINITIONS

Compensatory Time: Time accrued as a result of working four (4) or more consecutive hours either before or after one's regular tour of duty any given day of the week, on an MTA Holiday, or a rest day, in accordance with this Policy Directive. In the case of special circumstances such as unforeseen operational emergencies that disrupt service, or situations which pose a critical risk to an operation that are administrative in nature (such as an outage of a critical corporate application) there will be an opportunity with the required approvals for employees to earn Compensatory Time after two (2) hours.

Compensatory Time Approval: The process by which employees submit a request to their immediate supervisor when requesting to work additional hours that will be credited to Compensatory Time. At the discretion of the MTA Agency, Compensatory Time requests and approvals may be submitted in an email or Compensatory Time Approval Form (see Sample Form Attachment A). Email or Form must contain the Compensatory Time hours requested, justification, and approval for hours worked. Compensatory Time hours must subsequently be reviewed and approved via the MTA Agency timekeeping system.

Compensatory Time Bank: Time that is credited as Compensatory Time to an eligible employee.

Department Head or Designee: Individuals designated by each MTA Agency's organizational structure and may include direct reports of a direct report to a President.

Division Head or Designee: Individuals designated by each MTA Agency's organizational structure.

Exempt Employee/ Non-Overtime Eligible Employee: Any employee designated as Executive, Administrative, Professional, or Computer under the provision of the Fair Labor Standards Act (FLSA), if applicable, or otherwise designated as not eligible to receive overtime. An Exempt Non-Overtime Eligible Employee can earn Compensatory Time and is not paid overtime.

Extended Tour: Working at least four (4) consecutive hours either before and/or after the normally scheduled workday. In the case of special circumstances such as unforeseen operational emergencies that disrupt service, or situations which pose a critical risk to an operation and are administrative in nature (such as an outage of a critical corporate application), there will be an opportunity with the required approvals for employees to earn Compensatory Time after two (2) hours.

MTA Holiday: Any of the paid leave days as defined by each Non-Represented MTA Agency Holiday Policy Directive (holidays may vary by MTA Agency).

Non-Represented Employee: Any employee whose compensation and leave accrual are not based upon rules negotiated or recognized by the MTA through a collective bargaining agreement.

Payroll Period: A period during which an employee works and/or uses paid leave. The actual number of weeks/days in a qualifying period is based on the payroll at each MTA Agency.

Represented Employee: Any employee whose compensation and leave accrual are based upon rules negotiated and recognized by the MTA through a collective bargaining agreement.

Rest Day: A regularly scheduled day off.

Separation: The voluntary or involuntary termination or retirement of an employee from employment with the MTA.

Supervisor: Any manager authorized by a Department/Division Head or their designee to approve employee time reports for one or more regular employees.

Workday: A standard day for employees scheduled with defined hours of attendance. Defined work hours may vary by MTA Agency.

Workweek: A standard week for employees scheduled with defined days and hours of attendance. The basic workweek may vary by MTA Agency.

V. POLICY

A. **Circumstances for Compensatory Time**: Compensatory Time arises when an eligible employee is approved, in advance, by management to work under certain circumstances including those that are exceptional/operational in nature such as emergencies, derailments, service disruptions etc., on a rest day, an MTA/MTA Agency Holiday, or an extended tour either before or after their normally scheduled workday.

B. **Eligibility:** Exempt (or non-overtime eligible), non-represented employees and represented employees who receive managerial benefits under their collective bargaining agreements are eligible for Compensatory Time. Department/Division Head or Designee may determine that based on the nature of their Departments or Divisions, employees in certain titles or functions are not eligible for Compensatory Time. With advance supervisor approval, eligible employees may be granted Compensatory Time as a result of working four (4) or more consecutive hours on a rest day, an MTA/MTA Agency Holiday, or an extended tour either before or after their normally scheduled workday. In the case of special circumstances such as unforeseen operational emergencies that disrupt service, or situations which pose a critical risk to an operation that are administrative in nature (such as an outage of a critical corporate application), there will be an opportunity with the required approvals for employees to earn Compensatory Time after two (2) hours. The Chair/CEO; direct reports to the Chair/CEO and their direct reports; as well as the direct reports to the HQ CAO and their direct reports, are not eligible to earn Compensatory time.

C. **Compensatory Time Accrual Rate:** Employees must work a minimum of four (4) consecutive hours either before or after their normal Workday, on an MTA/MTA Agency Holiday, or on a rest day to receive Compensatory Time. Employees will continue to accrue additional time beyond the four (4) hours in full thirty (30) minute increments to the maximum policy daily amount of eight (8) hours. In the case of special circumstances such as unforeseen operational emergencies that disrupt service, or situations which pose a critical risk to an operation that are administrative in nature (such as an outage of a critical corporate application), there will be an opportunity with the required approvals for employees to earn Compensatory Time after two (2) hours.

D. **Compensatory Start and End Time:** The employee's travel to the work location and after the conclusion of work is not eligible for Compensatory Time. Only time spent working is eligible for Compensatory Time. An employee assigned to stand-by duty/on-call duty is not eligible for Compensatory Time.

E. **Maximum Hours for Accrual:** A maximum of eight (8) hours of Compensatory Time can be earned for any one workday. Special circumstances designated by the Chair/CEO, direct reports to the Chair, MTA Agency Presidents or Designee may allow for daily accruals to increase to a daily maximum of twelve (12) to sixteen (16) consecutive hours via memorandum or email communication.

F. **Transition Considerations and Applicable Timeline:** Balances on the date that this Policy Directive is issued,

can be cashed out on a one-time basis to a maximum of twenty (20) days and/or utilize such existing balances (days/hours) within one (1) year without forfeiture. This transition cash out is non-pensionable. After the one-year timeframe expires, no Compensatory Time Bank will be maintained going forward, and the 180-day utilization rule in G below will apply.

G. **Compensatory Time Expiration Rule:** With the authorization of this Policy Directive, Compensatory Time earned will expire 180 calendar days from the date earned. There will be no exceptions and balance usage for terminal leave purposes will not be allowed.

H. **Voluntary Separation and Interagency Transfer Rules:** Upon voluntary separation from the MTA, a maximum of ten (10) unexpired compensatory days will be eligible to be cashed out. When transferring between MTA agencies, all unexpired balances to a maximum of 10 days will be cashed out at the separation rate of pay at the time of transfer and is not subject to retro wage adjustments.

I. **Equitable Assignment of Compensatory Time:** Supervisors shall assign employees to work Compensatory Time in a manner that balances departmental productivity and equitable treatment of all members of the department.

J. **Disclaimer**: This Policy Directive is not intended to and does not create any right, contractual or otherwise, for any employee. The MTA reserves the right to revise, add to, or delete any portion of this Policy Directive at any time, in its sole discretion, without prior notice to employees.

K. **Non-Compliance:** Any violation or abuse of the Compensatory Time Policy Directive may result in disciplinary action, up to and including termination.

VI. PROCEDURE

A. Authorization

1. **Required for Non-Emergency Situations:** In non-emergency situations, Compensatory Time shall be authorized and approved in advance and in writing by the employee's supervisor and by the Department/Division Head or Designee. At the discretion of the MTA Agency, Compensatory Time requests and approvals may be submitted in an email or Compensatory Time Approval Form (see Sample Form Attachment A). Email or Form must contain the Compensatory Time hours requested, justification, and approval for hours worked. Compensatory Time hours must subsequently be reviewed and approved via the MTA Agency timekeeping system.

2. **Required for Emergency Situations:** In unforeseen emergency situations such as natural and/or operational emergencies (i.e., derailments) or other matters outside of the MTA's control, Compensatory Time shall be verbally authorized and approved (in advance, if possible) by the employee's supervisor and by the Department/Division Head or Designee. When a verbal

authorization is given, the employee is required to submit the Compensatory Time request to their supervisor for approval of time worked within the next business day or as soon as practicable. At the discretion of the MTA Agency, Compensatory Time requests and approvals may be submitted in an email or Compensatory Time Approval Form (see Sample Form Attachment A). Email or Form must contain the Compensatory Time hours requested, justification, and approval for hours worked. Compensatory Time hours must subsequently be reviewed and approved via the MTA Agency timekeeping system.

B. **Timekeeping**: Supervisors, Department Heads and/or Division Heads or Designee are responsible for signing and approving employees' time reports and the MTA Agency or Central Timekeeping group is accountable for ensuring that all Compensatory Time hours earned and used are properly documented, credited, and debited to the employees' payroll records.

C. **Recordkeeping**: Compensatory Time Approval documentation shall be maintained by the Department/Division Head or Designee. A copy of the employee's time report for the period during which the Compensatory Time is earned shall accompany the approval documentation. In addition, a copy of the employee's time report for the period that Compensatory Time is credited shall accompany the Compensatory Time Approval documentation. Documentation should be maintained by the department, auditable for that employee, and signed by the manager/supervisor.

D. **Use of Accrued Compensatory Time:** With approval, Compensatory Time may be used by an employee to take time off with pay, in a minimum of thirty (30) minute increments. Usage must occur within 180 calendar days from the date earned. Use of Compensatory Time is pensionable. Eligible Employees using Compensatory Time accruals for time off must follow their normal absence approval and reporting processes.

E. **Interagency Transfer:** When transferring to a position at another MTA Agency, regular employees shall receive payment for the cash value at their current rate of pay at the time of transfer for up to ten (10) unexpired Compensatory days and is not subject to retro wage adjustments. Compensatory Time cash out for interagency transfers are non-pensionable. Any time exceeding ten (10) days will be forfeited.

F. **Compensatory Time Cash Out:** At the time of voluntary separation (retirement or resignation) from the MTA, a regular employee shall receive payment for the cash value at their current rate of pay at the time of separation for up to ten (10) unexpired Compensatory days and is not subject to retro wage adjustments. Compensatory Time cash out for voluntary separations are non-pensionable. Any time exceeding ten (10) days will be forfeited and cannot be used as terminal leave. Employees who are involuntarily separated will not be eligible for cash out upon termination.

G. **Special Circumstances/Exceptions:** Compensatory Time can be earned after two (2) hours for Special circumstances such as unforeseen operational emergencies that disrupt service, or situations which pose a critical risk to an operation and are administrative in nature (such as an outage of a critical corporate

application) and require the authorization of Compensatory Time. All exceptions and special circumstances must be initiated by an MTA Agency Department Head or their designee, documented in writing via email communication or memorandum, and submitted to the Agency President or designee for approval with a notification to the Deputy Chief People Officer for that MTA Agency and the Chief People Officer. Final approval will be required by the Chief People Officer. Approved exceptions and special requests must be communicated by the Deputy Chief People Officer/HR Business Partner group for that MTA Agency to the Agency timekeeping group.

VII. RESPONSIBILITIES

A. **Financial Operations Office**: The Financial Operations Office, specifically the Timekeeping/Payroll Units, are responsible for the maintenance of payroll records for the correct recording of Compensatory Time hours, and of the accrual, use, and cash out of Compensatory Time balances. They are also responsible for ensuring that Compensatory Time is credited and debited to the employee's time attendance records and that the hours worked are authorized within the time and attendance system. It should be noted that for some agencies, review and authorization of Compensatory Time resides with the departmental timekeeping/payroll unit.

B. **Department/ Division Head or Designee:** The Department/Division Head or Designee is responsible for pre-approving Compensatory Time request(s) for employees in their department or division and ensures compliance with this Policy Directive. In addition, the Department/Division Head or Designee provides final approval of Compensatory Time earned, ensures required approval documentation is kept on file and that Compensatory Time within the department or division is assigned in a manner that balances the resources and workload of the department with concerns for fairness among employees and budgetary constraints. The Department/Division Head monitors Compensatory Time usage in their Departments/Divisions.

C. **People/Human Resources Department:** The People/Human Resources Department is responsible for the overall administration of this Policy Directive.

D. **Eligible Employees:** Eligible Employees are responsible for submitting accurate work hours and maintaining an awareness of Compensatory Time accruals in their bank. Eligible Employees using Compensatory Time accruals for time off must follow their normal absence reporting processes.

E. **Supervisors**: Supervisors are responsible for the completion and submission of Compensatory Time requests to the Department/Division Head or Designee for approval. In addition, Supervisors ensure that the maximum Compensatory Time Bank levels are not exceeded for employees in their charge, that usage is consistent with this Policy Directive, and ensure the correct recording of time, hours, accruals, and use of Compensatory Time balances.

VIII. WAIVER

All waivers to this Policy Directive require the submittal of a written justification for review and consideration to the Chief People Officer or designee with notification to MTA Chief Ethics, Risk & Compliance Officer.

IX. POLICY LIFECYCLE

This Policy Directive will be reviewed every three (3) years and revised as necessary. As with all MTA Policy Directives, MTA reserves the right to modify or rescind this Policy Directive at its sole discretion at any time.

X. FORMS AND REFERENCES

Attachment A: Compensatory Time Approval Form for Exempt/Non-OT Eligible Employees (Sample Form). Sample form is attached as a supporting document to this Policy Directive.

Biometric Time Reporting Policy (11-069).

MILITARY LEAVE
REPORTING TO MTA/ REEMPLOYMENT AFTER RETURN FROM SERVICE

Policy Number	Responsible Department	Effective Date	Page
11-092	People/Human Resources	May 21, 2025	Page **1** of **6**

I. PURPOSE

The purpose of this Policy Directive is to describe the reporting to work obligations and reemployment rights of employees returning from a leave of absence from work due to Service in the Uniformed Services. This Policy Directive is issued in accordance with the Federal "Uniformed Services Employment and Reemployment Rights Act of 1994" ("USERRA"), as well as any applicable state and local laws.

II. SCOPE

A. This Policy Directive applies to all employees, represented and non-represented, of the Metropolitan Transportation Authority, including its current and any future subsidiary or affiliated entities (collectively known as "MTA Agencies" or "MTA"). For represented employees, in the event of a conflict between this Policy Directive and a collective bargaining agreement, the terms of the collective bargaining agreement shall govern.

B. This Policy Directive does not apply to independent contractors, consultants, or employees in brief, nonrecurrent positions such as contingent, seasonal, temporary positions that do not continue indefinitely or for a significant period.

III. DEFINITIONS

Reemployment: Prompt return in the job position they would have attained with reasonable certainty if not for the absence due to uniformed service.

Service in the Uniformed Services: Military duty on a commission or noncommission status, on a voluntary or involuntary basis, in a uniformed service, including active duty, active duty for training, initial active duty for training, inactive duty training, full-time Federal National Guard duty, absence from work for a fitness examination for any of the above duty, and funeral honors duty by National Guard or Reserve members.

Uniformed Services: Army, Navy, Marine Corps, Air Force, Coast Guard, Army Reserve, Naval Reserve, Marine Corps Reserve, Air Force Reserve, Coast Guard Reserve, Space Force, National Oceanic and Atmospheric Administration, Army National Guard, Air National Guard, Commissioned Corps of the Public Health Service; organized state militia, and any other category of persons designated by the President of the United States in time of war or emergency.

IV. RESPONSIBILITIES

See Appendix A of the related Policy Directive, "Military Benefits (Under New York State Military Law)."

V. POLICY

A. Non-Discrimination

MTA prohibits any form of discrimination on the basis of an employee's or an applicant's membership in, or obligation to perform, service for any of the Uniformed Services.

B. Departure Notice

1. Employees must notify their respective MTA Agency (either their supervisor or People/Human Resources) where they physically report, at least 30 days prior to departure for service, unless giving such notice is prevented by military necessity, as determined by a designated military authority, or is otherwise impossible or unreasonable under the circumstances.

2. Employees must provide their respective MTA Agency (either their supervisor or People/Human Resources) with orders or special orders concerning their military duty as soon as practicable after giving notice.

3. Employees may provide the notice or have an appropriate officer of the branch of the military service in which they will be serving provide the notice on their behalf.

4. Employees are not required to ask for permission for leave to perform service but must provide notice as required herein.

5. Employees must promptly respond to inquiries from their respective MTA Agency concerning additional information or necessary documentation.

C. Length of Service

As a general rule, employees may perform service for a cumulative period of up to five (5) years (absent any exceptions to the five-year rule as provided in applicable law) and retain

reemployment rights with the MTA.

D. Disqualification

Employees may not be entitled to reinstatement if their employment prior to military service was for a brief or non-recurrent period (i.e., seasonal employment or if there was no reasonable expectation that employment would continue indefinitely), they did not receive an honorable discharge or were not released under honorable circumstances, their cumulative years of service was for more than five years (absent any exceptions to the five-year rule provided in applicable law), or they failed to apply for reemployment in a timely manner.

E. Reporting Upon Return and Reemployment Application

Upon return from military service, employees must report in writing or submit a new employment application to their MTA Agency in accordance with the following:

1. **Service of 1 to 30 Calendar Days or from a Fitness for Service Exam:** Employees must report to their working MTA Agency not later than the beginning of the first regularly scheduled work period on the first full calendar day following completion of service and the expiration of eight hours (i.e., an 8-hour "rest period") after a period allowing for safe transportation home from the place where military service was performed.

2. **Service of 31 to 180 Calendar Days**: Employees must provide notice in writing to their MTA Agency no later than 14 calendar days following completion of military service and report to work as directed by their agency. Employees may be directed to submit an application for reemployment.

3. **Service of 181 or More Calendar Days:** Employees must provide notice in writing to their MTA Agency no later than 90 calendar days from completion of military service and report to work as directed by their agency. Employees may be directed to submit an application for reemployment.

Employees may receive paid leave without charge to leave credits for up to five (5) work days of paid leave annually for using any health-care related services associated with an illness or injury sustained while in a combat theater or combat zone of operations.

Note: The periods set forth above (i.e., 14 calendar days, 90 calendar days) do not count towards

"service" for purposes of the cumulative five-year period. Based on operational necessity/job title, employees may be required based on their MTA Agency policy to undergo a medical examination and/or toxicological (or toxicology) testing. Employees returning from medical leave are responsible for communicating with their MTA Agency where they physically report concerning their return date and any need for extensions. Unapproved absences may be subject to discipline.

F. Disabled Employees

Employees who are hospitalized or convalescing from an illness or injury incurred in, or aggravated during, the performance of military service, must report in writing to their MTA Agency, and may be directed to submit an application for reemployment to their MTA Agency, within thirty (30) calendar days of recovering from the illness or injury (but no later than two (2) years after their return from service). This requirement shall not require an injured or ill employee to return prior to the waiting periods describe in Section E above. Injured or ill employees who are returning from military leave and who require a reasonable accommodation to perform the essential functions of their jobs should apply for a reasonable accommodation pursuant to the All-Agency Policy Directive 11-066, "Reasonable Accommodations for Job Applicants and Employees with a Disability, or a Pregnancy-Related Condition."

G. Timely Notice

Employees are expected to notify their respective MTA Agency of their intent to return to work, as described above under Sections E. 1- 3. Employees who fail to apply for reemployment or report to work within the specified time limits will relinquish the rights described herein and be subject to their MTA Agency's rules concerning absences.

H. Documentation Requirements

1. Employees who are absent for a period of service of 31 calendar days or more must provide documentation to establish that:
   a. Their reemployment application is timely.
   b. They have not exceeded the five-year cumulative limit on the duration of service.
   c. Their separation or dismissal from service was not disqualifying.

2. Employees may be asked to submit the following documents to satisfy the above requirements:

a. Enlistment Contract or Oath of Office;
b. Department of Defense 214 Certificate of Release or Discharge from Active Duty;
c. Copy of duty orders prepared by the facility where the orders were fulfilled carrying an endorsement indicating completion of the described service;
d. Letter from the commanding officer or someone of comparable authority;
e. Certificate of completion from military training school;
f. Discharge certificate showing character of service;
g. Military Pay Voucher or a Leave and Earning Statement;
h. Letter from a National Disaster Medical System Team Leader or an Administrative Officer verifying dates and times of training or Federal activation;
i. Any additional supporting documentation to substantiate any dates not covered by the Certificate of Attendance and Military Pay Vouchers.

3. Employees must provide their MTA Agency with the required and any requested documentation within the timeframes set by their MTA Agency.

I. Documentation Availability

1. Employees may be terminated after reemployment if any documentation reveals that they are not eligible for reemployment or if any documents are deemed to have been altered or fraudulently modified.

2. Employees who do not submit required documentation may be subject to disciplinary action, loss of pay, or be subject to pay retractions for any overpayments.

J. Exceptions

Any exception to this Policy Directive must be approved in writing by the Employees' MTA Agency People/Human Resources Lead or designee.

VI. WAIVER

All waivers to this Policy Directive require the submittal of a written justification for review and consideration to the MTA Chief People Officer or designee with notification to MTA Chief Ethics, Risk & Compliance Officer.

VII. POLICY LIFECYCLE

This Policy Directive will be reviewed every three (3) years and revised as necessary. As with all MTA policies, this Policy Directive does not constitute a contract, express or implied, and the MTA reserves the right to modify or rescind this Policy Directive at its sole discretion at any time.

VIII. FORMS AND REFERENCES

See "Military Benefits - Appendix A – Responsibilities" of the related Policy Directive, Military Benefits

~~LACTATION POLICY~~

~~Policy Number~~	~~Responsible Department~~	~~Effective Date~~	~~Page~~
~~11-089~~	~~People/Human Resources~~	~~February 27, 2024~~	~~Page 1 of 7~~

PURPOSE

The Metropolitan Transportation Authority ("MTA") is committed to facilitating its employees' ability to express breast milk while at work for up to three (3) years after the birth of a child. The MTA is further committed to prohibiting discrimination in the ~~workplace~~Workplace against any employee who chooses to express breast milk in the ~~work place~~Workplace.

I. OBJECTIVE

The objective of this Policy Directive is to ensure that the MTA is in full compliance with the New York State Department of Labor ~~Guidelines Regarding the~~Policy on The Rights of ~~Nursing Mothers~~Employees to Express Breast Milk in the ~~Work Place.~~Workplace ("NYS DOL Policy"). In accordance with ~~those Guidelines~~NYS DOL Policy, the MTA will provide ~~reasonable unpaid break time or permit employees to use~~ up to thirty (30) minutes of paid break ~~or meal~~ time each ~~day to allow~~occasion that an employee has a reasonable need to express breast milk ~~for their nursing child~~. If employees need longer than 30 minutes on any such occasion, MTA will permit employees to use existing paid or unpaid break or meal times. The MTA will provide such paid breaks for up to three (3) years following childbirth~~,~~ and will make reasonable efforts to provide a room or other location where an employee can express milk in privacy. The ~~guidelines are a~~NYS DOL Policy can be found within supporting document Exhibit A.

II. SCOPE

This Policy Directive applies to all employees, represented and non-represented~~,~~ of the ~~Metropolitan Transportation Authority~~MTA, including its current and any future subsidiary or affiliated entities (collectively known as "MTA Agencies~~" or "MTA~~"). For represented employees, in the event of a conflict between this Policy Directive and a collective bargaining agreement, the terms of the collective bargaining agreement shall govern. This Policy Directive shall not be read as giving represented employees any seniority or other preferential treatment with respect to job assignments or locations unless otherwise provided in a collective bargaining agreement.

III. DEFINITIONS

Close Proximity: Close Proximity refers to when an employee can walk between the employee's work location and a lactation room without significantly lengthening the employee's requested break time. If employees routinely work in the field ("field-based employees"), they may use available lactation facilities in close proximity to their location in the field, if available.

Field-Based Employees: Those employees who do not ordinarily work in an office environment or other fixed physical location. Field-based employees are generally expected to clock in at a fixed location, but their regular job duties routinely take them to one or more remote locations over the course of their work day.

Lactation Room: A clean room or other location, but not a restroom or toilet stall, at an MTA site that is designated for the purpose of expressing breast milk. A ~~Lactation Room~~lactation room should contain a chair, and a small table, desk, counter, or other flat surface. When feasible, the ~~Lactation Room will be well lit; free from intrusion and shielded from the view of others~~lactation room will provide good natural or artificial light; contain at least one electrical outlet, a surface to place a pump and other personal items; be near a clean water supply; and have the ability to be locked from the inside. It must be free from intrusion and shielded from the view of others. If a door with a functional lock is not available, a sign should be posted advising that the room is not accessible to other employees or the public. If the lactation room has a window, it must be covered with a curtain, blind or other covering. If a cubicle must be used as a ~~Lactation Room~~lactation room, it will need to be fully enclosed with a partition and not otherwise accessible to the public or other employees while it is in use for expression purposes. The cubicle walls shall be at least seven feet tall to ensure the nursing employee's privacy. If the MTA is unable to provide a room solely dedicated for lactation purposes, another available room or location will be provided. Agency Lactation Room Locations listing can be found on MTA Today.

room or location will be provided.

Close Proximity: Close Proximity refers to when an employee can walk between the employee's work location and a Lactation Room without appreciably lengthening the employee's requested break time. If employees routinely work in the field ("field-based employees"), they may use available lactation facilities in close proximity to their location in the field, if available.

Reasonable Break Time: Generally, reasonable break time refers to unpaid time a paid break of up to 30 minutes per occasion, while not performing work duties sufficient, to allow an employee to express breast milk, which shall generally be no less than twenty

(20) minutes. If no Lactation Room is in close proximity to the employee's work location despite the MTA's reasonable efforts to provide such a Lactation Room, the unpaid time while not performing work duties generally shall be no less than thirty (30) minutes.. Employees may elect to take shorter unpaid breaks. The number of reasonable breaks will be dependent on the individual's needs.

Field-Based Employees: Those employees who do not ordinarily work in an office environment or other fixed physical location. Field-based employees are generally expected to clock in at a fixed location, but their regular job duties routinely take them to one or more remote locations over the course of their working day.

IV. RESPONSIBILITIES

A. **Agency Deputy Chief People Officer:** shall designate one or more Lactation Room Coordinators to assist employees with identifying and scheduling the use of lactation rooms, including providing a list of available lactation rooms.

B. **Lactation Room Coordinators:** responsible for developing appropriate ways to manage access to lactation rooms and ensure privacy to those using the rooms.

C. **Managers/Supervisors:** responsible for ensuring compliance with this Policy and should raise any concerns about availability/time spent under this Policy with their Human Resources/People Business Partner before addressing with the employee.

D. **Employees:** responsible for keeping track of their time spent under this Policy, including communicating with their manager/supervisor concerning their expected needs for time under this Policy and their availability generally.

IV.V. POLICY

A. Employees may take Reasonable Break Timereasonable break time to express breast milk once every

~~three (3) hours, or less frequently as needed~~, for up to three (3) years following the birth of a child. This applies equally to employees who work remotely. Reasonable ~~Break Time~~break time may be postponed for up to thirty (30) minutes if necessary to secure appropriate coverage of the employee's duties. ~~Employees may elect to express breast milk during any regular paid break(s) or mealtime instead of taking Reasonable Break Time, but they are not required to do so. Non-represented employees may reasonably adjust their work hours to make up their Reasonable Break Time with their supervisors' permission.~~ Employees may not convert unpaid meal periods to paid by choosing to express milk during those periods~~.~~, nor may employees convert time after or before their shift to paid time by choosing to express milk during these times and should be mindful of MTA's overtime policies.

B. The MTA Agencies will make reasonable efforts to provide ~~Lactation Rooms~~lactation rooms in close proximity to employees in office and other fixed facilities and in close proximity to locations where field-based employees would be expected to stop over the course of their ordinary working day (e.g., clocking-in locations, break rooms, and locker rooms).

C. Managers/Supervisors (working with Labor Relations and People/Human Resources, as appropriate) have discretion to make reasonable arrangements for employees' breaks~~, including those employees that are required to clock in and out and may be a distance from a time clock during their breaks.~~.

D. Employees may express breast milk in any available ~~Lactation Room~~lactation room that is in close proximity to the employee's work location. Field-based employees may use available lactation facilities in close proximity to their location in the field, if available.

E. Employees must cooperate with the ~~MTA's~~MTA Agencies' efforts to establish suitable ~~Lactation Rooms~~lactation rooms and provide ~~Reasonable Break Time~~reasonable break time for the purpose of expressing breast milk.

F. Employees may utilize MTA Agencies' refrigerators (if they are available) to store expressed breast milk, but the MTA ~~is~~Agencies are not responsible for ensuring the safekeeping of expressed breast milk in any refrigerator on its premises.

G. Expressed breast milk must be stored in closed containers regardless of the method of storage and employees must take their expressed breast milk home each day.

H. Employees wishing to use a ~~Lactation Room~~lactation room and/or take ~~Reasonable Break Time~~reasonable break time must notify their ~~supervisor~~Manager/Supervisor or an Agency-designated Lactation Room Coordinator at least fourteen (14) working days in advance, ideally prior to the employee returning to work following the birth of a child. Requests to take ~~Reasonable Break Time~~reasonable break time should include a proposed break schedule. Agency-designated Lactation Room Coordinators must respond to requests for a room or other location to express breast milk within five days.

I. Discrimination, harassment, or retaliation against employees because they request to express breast milk during the workday, or because they file a complaint of discrimination, harassment, or retaliation concerning such activity is strictly prohibited. Allegations of discrimination, harassment, or retaliation in violation of this Policy Directive should be reported to the MTA Chief People Officer or designee and then forwarded to EEO, if appropriate. All allegations will be investigated promptly and may result in appropriate discipline, up to and including termination.

~~I. ESSENTIAL FUNCTIONS~~

~~A. Each Agencies Deputy Chief People Officer shall designate one or more Lactation Room coordinators to assist employees with identifying and scheduling the use of Lactation Rooms, including providing a list of available Lactation Rooms.~~

~~B. Lactation Room coordinators are responsible for developing appropriate ways to manage access to Lactation Rooms and ensure privacy to those using the rooms.~~

~~C. Managers/supervisors are responsible for ensuring compliance with this Policy, and should raise any concerns about availability/time spent under this Policy with their Human Resources/People Business Partner before addressing with the employee.~~

D. Employees are responsible for keeping track of their time spent under this Policy, including communicating with their manager/supervisor concerning their availability and whether they need to make up time.

V.VI. WAIVER

Unless otherwise indicated in All waivers to this Policy Directive, the Chief People Officer with the concurrence of require the submittal of a written justification for review and consideration to the MTA Chief People Officer or designee with notification to MTA Chief Ethics, Risk & Compliance Officer may grant a waiver to the provisions in this Policy Directive in the best interest of the MTA. Such waiver must be in writing and based on a written request from the employee's Agency Head or their designee.

VI.VII. POLICY LIFECYCLE

A. This Policy Directive supersedes and replaces all previous MTA memoranda and policies regarding Lactation and the Expression of Milk in the Work PlaceWorkplace.

B. As with all MTA policies, this Policy Directive does not constitute a contract, express or implied, and the MTA reserves the right to modify or rescind this Policy Directive at its sole discretion at any time.

C. This Policy Directive will be reviewed every three (3) years and revised, as necessary.

II. EXHIBITS

VIII. Supporting Document – FORMS AND REFERENCES

Exhibit A–: New York State Department of Labor's Guidelines Regarding theLabor: Policy on The Rights of Nursing MothersEmployees to Express Breast Milk in the Workplace.

Exhibit B: New York State Department of Labor: Your Rights as an Employee to Express Breast Milk at Work Place.

Agency Lactation Room Locations listing can be found on MTA Today.

2025-2029
CAPITAL PLAN
The Future Rides With Us

Metropolitan Transportation Authority

The Future Rides With Us

mta.info/capitalplan

2025-2029 CAPITAL PLAN

As submitted to the MTA Board March, 2025

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LETTER FROM THE CHAIR

Forty years ago, then-Chair Richard Ravitch introduced the first-ever MTA Capital Program to save regional transit from the brink of collapse. Investments in new subway cars, rebuilding stations and repairing track paid off – on-time performance improved, ridership doubled, and the region gained 1.3 million jobs and 1.5 million residents. Confidence in the City was restored, proving New York could still do great things.

Today, those subway cars that played such a big role in the system's revival are 40 years old, and it's time to retire them. It's time to move to the next generation of train cars, like the R211, with better accessibility, more passenger amenities, and far fewer failures.

It's also time to invest in other assets that are decades old and in deteriorated condition – things like power substations, pump rooms and maintenance facilities that customers never see but that are absolutely essential to our ability to deliver great service.

That's what the 2025-2029 Capital Plan does. For more than two years, MTA staff have been diligently documenting the condition of our 6 million infrastructure assets and prioritizing the system's needs. This Capital Plan is the result of that work – a strategic package of investments that are the most critical to address in the next five years.

This Capital Plan also includes significant improvements to the system: dozens more accessible stations, more modern signals, more electric buses, and getting started on the most transformational transit project in generations – the Interborough Express (IBX).

I talk a lot about MTA's importance to the region, but it's no exaggeration. For New Yorkers, transit is like air and water – we need it to survive. And as anyone who was around in the 1980s can tell you, better transit is one of the best ways to improve quality of life and economic opportunity in this region. The future rides with us.

Janno Lieber
MTA Chair

THERE'S NO NEW YORK WITHOUT TRANSIT

Our extensive network of trains and buses makes possible the greatest density of people and jobs anywhere in the country. Great public transportation supports some of the nation's most iconic companies, hundreds of thousands of small businesses, world-class universities, hospitals, and cultural institutions. It also makes possible the walkable neighborhoods, local shops, vibrant street life, and great open spaces that make New York the greatest city on earth.

Transit makes New York possible. And with investments like this Capital Plan, we make transit possible.

The future rides with us.

WHY NEW YORK INVESTS IN TRANSIT

Economic growth

An effective transit system is essential for businesses, large and small, to draw employees and customers from the entire region. And millions of residents of the region depend on trains and buses to get to work and other destinations every day.

The MTA is also an economic engine of its own, the fourth largest employer in the region, directly employing more than 70,000 people and supporting thousands of vendors and manufacturers across the state. The 2020-2024 Capital Plan alone is generating 57,000 jobs.

The MTA contributes to a diverse and inclusive economy. In 2023 alone, $1.2 billion of the MTA's work went to Minority- and Women-Owned Businesses and Disadvantaged Businesses (MWDBE), more than any other New York State agency or public authority. For the fourth year in a row, the MTA surpassed the State's MWBE goal of 30% participation.

The MTA drives New York's $2 trillion economy.

WHY NEW YORK INVESTS IN PUBLIC TRANSPORTATION

Affordability & opportunity

Our transit system is an engine of equity in an expensive region. For no more than $34 a week, people of all incomes have access to millions of jobs, education and other opportunities across the five boroughs. Throughout the entire region, it's eight times more expensive to own a car than to take transit.

Thanks to the MTA, New York City households have, on average, the lowest transportation costs in the nation.

Clean air & environmental sustainability

The MTA is key to New York State's goal of cleaning the air and reducing carbon emissions 85% by 2050.

Transit is the best antidote to climate change. MTA subways, buses and trains help avoid over 36 million vehicle miles being driven on an average weekday – about 10.2 billion miles a year. This saves the region more than 20 million metric tons of carbon emissions annually, which is the equivalent to the amount of carbon absorbed by a forest the size of Indiana. Transit also enables dense energy-efficient land use patterns, and NYC has the lowest greenhouse gas emissions per capita of any US city.

Not only is the MTA keeping cars off the road, but we're investing in our own green fleet, including zero-emissions buses, with a special emphasis on rolling out those buses in communities with higher rates of air pollution and asthma.

A BRIEF HISTORY OF THE MTA CAPITAL PROGRAM

1900-1950s

Bold investments in transit made modern New York possible.

The advent of the subway in 1904 unleashed the development of new industries and neighborhoods, and catapulted New York into a global powerhouse. Between 1900 and 1950, the subway system alone grew by 722 miles, and the city's population more than doubled from 3.4 million to 7.9 million.

1960-1970s

Disinvestment brought the MTA – and New York – to the brink of collapse.

The middle of the last century saw a dramatic rise in suburbanization and automobiles, and a lack of investment in transit turned the subways into a national emblem of urban decay. With the implosion of the subways came the desertion of the city.

1980s

The first capital plan saved the MTA and reinvigorated New York.

In 1980, the MTA initiated its first-ever capital plan, spearheaded by Chair Richard Ravitch. The plan comprehensively assessed the system's needs for the first time, and identified funding to purchase new railcars, bring track into good condition, and renovate major stations. While the plan didn't address all the needs, it did improve service, leading to major ridership growth and a boost to the city's economy and residents' quality of life.

1990s-2000s

Investment lagged again in the 1990s and early 2000s.

After years of progress in the 1980s, investment fell off, culminating in a "Summer of Hell" in 2017. That year, New York's subway had one of the worst on-time performance of any major rapid transit systems in the world, with only 65% of weekday trains reaching their destinations on-time.

2017-2024

The 2017 Subway Action Plan and the 2020-2024 Capital Plan set us back on the right trajectory.

The Subway Action Plan, followed by the $55 billion 2020-2024 Capital Plan, dedicated historic levels of funding to revitalize the system. Since then, the MTA has been building at a historic pace and more cost-effectively than ever before. The result? Service performance increased. Today, subways arrive on time 83% of the time, compared to 65% in 2017. The railroads have reached all-time high on-time performance at over 96%.

2025-2029

The 2025-2029 Capital Plan will keep New York on the path to more reliable, accessible, and sustainable transit.

TRANSIT BY THE NUMBERS

Every weekday, the MTA carries **more than 5.5 million transit riders**. That's more than 6 times the number of riders on the Washington Metro, the country's second largest system.

Nearly 9 in 10 people who commute to Midtown and Lower Manhattan rely on transit to get to work.

Thanks to transit, a business in Midtown can draw from a labor pool of **3 million working-age adults** within 60 minutes.

More than 6,300 NYCT and MTA buses travel over MTA Bridges and Tunnels every weekday.

More than **80% of personal income tax** and **65% of sales tax revenue** in New York State are generated in the MTA region.

The MTA directly **supports the growth of small businesses in New York State**. For four years in a row, the MTA has exceeded New York State's goals for spending on Minority- and Women-Owned Businesses – representing 37% of State contracts.

MTA trains and buses avoid more than 20 million metric tons in carbon emissions every year – equivalent to **removing 4.5 million cars off the road**.

GOALS

Through the Capital Program, the MTA maintains and improves close to six million infrastructure assets, valued at $1.5 trillion. The Capital Program is organized in a series of five-year investment plans that began in 1980.

The 2025-2029 Capital Plan builds on the progress made in the last four decades. By prioritizing new trains and buses, more elevators, new signals, and the hidden infrastructure that underpins the whole system, this plan keeps us on the path to more reliable, accessible, and sustainable transit in New York.

PROVIDE FREQUENT AND RELIABLE SERVICE

Great service and safety are always our top priorities. The 2025-2029 Capital Plan prioritizes the infrastructure and rolling stock investments that will reduce service delays and lead to more reliable and frequent service. Three-quarters of subway customers will enjoy substantially improved reliability thanks to modernized signaling, 21st-century subway cars, and renewed support infrastructure throughout the system.

With the 2025-2029 Capital Plan, the MTA will:

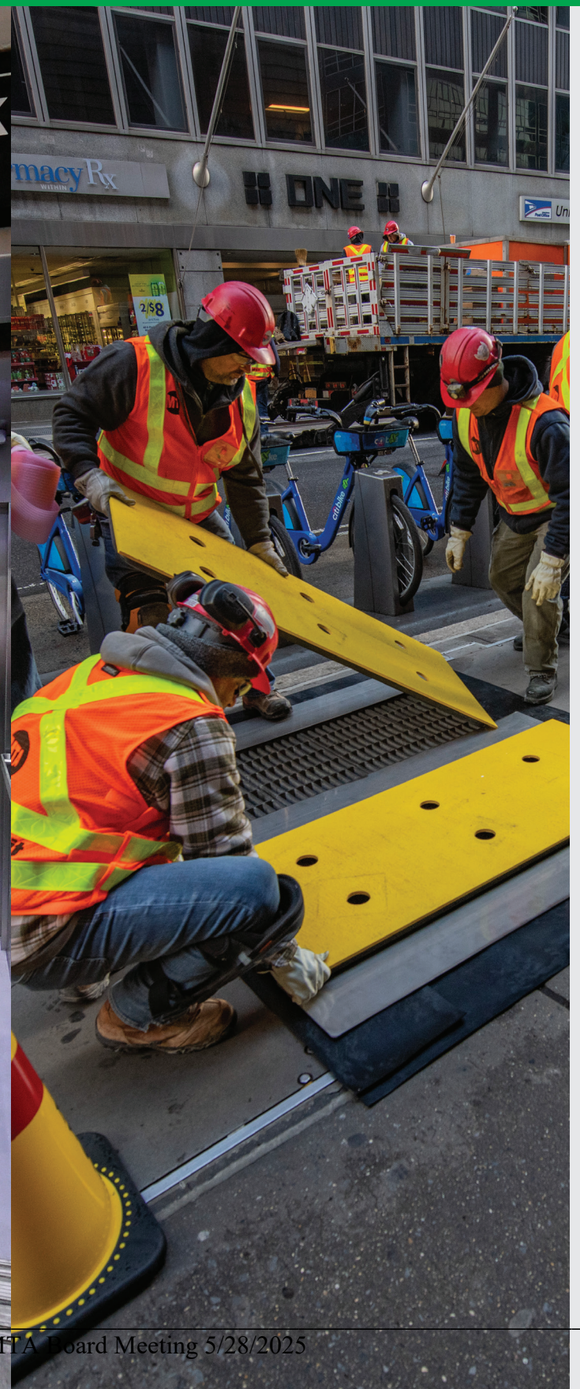
- **Order 2,000 new railcars** to reduce delays. New cars are six times more reliable than older ones.
- **Install at least 75 miles of modern signals** on the Broadway N R Q W Line, Liberty Av and Rockaway A S Lines, and the Nassau St J Z Line to improve reliability and frequency of service.
- **Modernize train shops and yards,** including the 100-year old Livonia Shop, to accommodate new rolling stock and accelerate repair times.
- **Rebuild or repair more than 80 substations** to help eliminate highly disruptive power-related delays.
- **Rebuild key infrastructure**, including the Grand Central Artery, over 30 railroad bridges and viaducts, and dozens of miles of subway tunnels.
- **Paint and waterproof** more than 20 miles of elevated subway structure and 40 railroad bridges to prevent more costly repairs, disruptions, or even shutdowns in the future.
- **Start building the Interborough Express**, a project that will connect Brooklyn and Queens, and could reduce travel times by up to 30 minutes for more than 900,000 New Yorkers who live along the corridor.

IMPROVE THE CUSTOMER EXPERIENCE

The MTA is making the system safer, more comfortable, and more accessible than ever. With this plan, we'll make major investments toward the customer experience of the future, with new fare gates, new security cameras, and more accessible subway and railroad stations.

With the 2025-2029 Capital Plan, the MTA will:

- **Make at least 60 more subway stations accessible**, bringing the system to greater than 50% accessibility, and serving nearly 70% of our riders.
- **Repair or rehabilitate** more than 150 subway stations and more than 25 railroad stations.
- **Continue to expand our camera infrastructure** in stations, train cars and buses to keep riders safe.
- **Install new technology** to support real-time customer communication.
- **Install new fare gate systems** in more than 150 subway stations to increase fare collection and improve accessibility.



TAKE ACTION ON CLIMATE CHANGE

Transit is the antidote to climate change. MTA trains and buses keep millions of cars off the road every year, and our investments in zero-emissions vehicles will reduce our own carbon footprint. At the same time, we must prepare our system for the changes we're already experiencing, including storm surge, sea-level rise, intense rain events, and heat waves.

With the 2025-2029 Capital Plan, the MTA will:

- **Purchase 500 zero-emissions buses** and install charging infrastructure at bus depots, with special emphasis on communities with high air pollution and asthma rates.
- **Install new infrastructure to improve stormwater flood protection** at our 20 most vulnerable stations and yards.
- **Improve ventilation and reduce excessive heat** in 20 of the hottest subway stations.
- **Protect 20 miles of the Hudson Line** that are the most vulnerable to sea-level rise and stormwater runoff.
- **Safeguard our vehicular bridges** by adding dehumidification systems to bridge cables.

BUILDING THE PLAN

In 2019, the MTA consolidated all capital planning, project development and construction management teams from across the various operating agencies into a unified entity, MTA Construction & Development (C&D). Since then, C&D has been delivering projects better, faster and cheaper than ever.

In parallel, C&D has been developing the next slate of critical transit investments for New York – first by documenting asset condition and needs, and then by prioritizing those needs into this 2025-2029 Capital Plan.

THE PLAN IS THE RESULT OF COMPREHENSIVE ANALYSIS

What work needs to be done?

Consistent with the recommendations of the 2019 Forensic Performance Audit, the MTA conducted a comprehensive 2025-2044 Needs Assessment to inform the 2025-2029 Capital Plan. The Needs Assessment is a thorough look at the MTA system's needs, unconstrained by cost or operational limits. The Assessment was the product of collaboration between dozens of teams across the MTA, documenting the condition of close to six million assets – a level of detail unprecedented at this scale.

How much are our industry peers investing in their capital assets?

The MTA evaluated rates of capital investment among our peers in comparable industries in both public and private sectors. These benchmarks, along with data on rates of inflation in the construction industry, provided useful comparison points to contextualize the size and growth of MTA's capital program over time.

How much work is the MTA able to deliver?

The MTA's new construction delivery methods have allowed us to accelerate the amount of work we're performing without significant service disruptions. Nevertheless, some constraints remain: considering our internal procurement and project management capacity; balancing construction activity with operating 24/7 service; and assessing the volume of work that our private sector industry partners can support. Having reviewed these factors, we're confident that we can deliver the 2025-2029 Capital Plan with our partners in industry.

How much funding is available?

The MTA's consolidated Construction & Development agency has reduced the cost of building thanks to industry-leading project-management and construction practices. As has been the case for every other five-year MTA Capital Plan, funding this 2025-2029 plan will require identifying sufficient funding from city, regional, state and federal partners to complement the MTA's own investment.

A RIGOROUS NEEDS ASSESSMENT INFORMS THE PLAN

Last year, the MTA completed the most rigorous and transparent **20-Year Needs Assessment** in our history. The report evaluated the condition of close to six million assets across the $1.5 trillion MTA system. It identified and prioritized MTA infrastructure investment needs.

Aging infrastructure is one of the major threats identified in the 20-Year Needs Assessment report, including:

69% **of the subway system uses 100+ years old signaling, leading to delays and breakdowns**

81 **New York City Transit power substations are in poor or marginal condition**

95% **of structure supports and framing of the critical Grand Central Artery are in poor or marginal condition**

53% **of stations along Metro-North's Harlem Line have platforms in poor or marginal condition**

80 **Long Island Rail Road bridges and viaducts need significant repairs**

75% **of all Long Island Rail Road tunnels are in poor or marginal condition**

The 20-Year Needs Assessment also identified climate change as a growing threat to the system. Coastal flooding, rainstorms, heat waves and other extreme weather events threaten MTA's infrastructure and our ability to provide service safely. Finally, the report made the case that the MTA needs to meet evolving rider needs, including making our stations more accessible and upgrading technology to improve communication and comfort for riders.

REPORT: To be in line with industry peers, the MTA would need to invest $23 billion a year to maintain our $1.5 trillion asset base

A 2024 study by J.P. Morgan – one of the largest financial services companies in the world – analyzed how the MTA's peers in sectors like freight, utilities, and logistics maintain and grow their infrastructure assets, and what levels of investment are required. The study found that if MTA were to invest at a rate comparable to these private companies, annual investment levels would have to be $16 billion. An additional $7 billion a year would also be required to address MTA's outsized state-of-good repair backlog relative to peers. All in all, J.P. Morgan concluded that the MTA would need to invest $23 billion annually in its capital assets – more than double our recent pace.

THE CAPITAL PROGRAM IS AN ECONOMIC DRIVER IN NEW YORK

The MTA's capital program drives growth and creates economic opportunity across the state. By partnering with construction firms, manufacturers and suppliers from Long Island to the Finger Lakes and from the Southern Tier to the North Country, the MTA Capital Program supports thousands of businesses and tens of thousands of jobs.

The economic impact of the 2025-2029 Capital Plan is projected to generate $106 billion in statewide economic output and support over 72,000 jobs in New York State. It is also expected to generate up to $7.5 billion in contracts for minority-, women-, service-disabled veteran-, and disadvantaged businesses, ensuring that the MTA's investments continue to support an inclusive and equitable economy.

REPORT: The MTA's Capital Program benefits companies across New York State

A report by the Partnership for New York and Ernst & Young Infrastructure Advisors estimates that the MTA 2025-2029 Capital Plan will generate $106 billion in total economic output, with nearly 90% of Capital Program dollars spent in New York State. Indeed, many manufacturers, suppliers, and other businesses that support the MTA Capital Program are based across the state, from Western New York and the Southern Tier, to the North Country and Long Island.

Since 2010, the MTA has contracted with more than 800 firms and thousands of subcontractors across New York State, for a total value of $54 billion.

* Vendor is NYS-certified Minority and Women-Owned Business Enterprise (MWBE) and/or a Service-Disabled Veteran-Owned Business (SDVOB)

Western New York & Finger Lakes

CORE Environmental Consultants*
Buffalo
Environmental consulting

STI-CO Industries*
Orchard Park
Railcar supplier

New Flyer of America
Jamestown
Bus supplier

North Country & Capital Region

SepsaMedha North America
Ballston Spa
Railcar supplier

CHA Consulting
Albany
Design services

Fuji Semec
Plattsburgh
Railcar supplier

Southern Tier

BAE Systems
Endicott
Bus supplier

Alstom Transportation
Hornell
Railcar and subway manufacturer

LIN Industries
Hornell
Railcar supplier

Central New York & Mohawk Valley

Metal Solutions*
Utica
Bus and railcar supplier

Seifert Graphics
Oriskany
Bus and railcar supplier

Industry Standard USA*
Liverpool
Demolition and landscaping

Mid-Hudson

Halmar International
Nanuet
Bridge structures and station improvements

Kawasaki Rail Car
Yonkers
Subway and railcar manufacturer

OCE Contracting*
Wallkill
Railroad structural improvements

OCS Industries*
Poughkeepsie
Building rehabilitation and construction

New York City

Queue Electrical Contractors*
Queens
Electrical services

T. Moriarty & Sons
Bronx
Facility improvements

John Civetta & Sons
Bronx
Structural rehabilitation

Skyview Construction Group*
Brooklyn
Stair and ramp construction

Long Island

Citnalta Construction
Bohemia
Station and accessibility improvements

L.K. Comstock & Company
East Farmingdale
Signal modernization and power distribution

All Aces*
Patchogue
Station stair repairs

Forte Construction
Holbrook
Station and accessibility improvements

THE MTA IS BUILDING BETTER, FASTER, CHEAPER

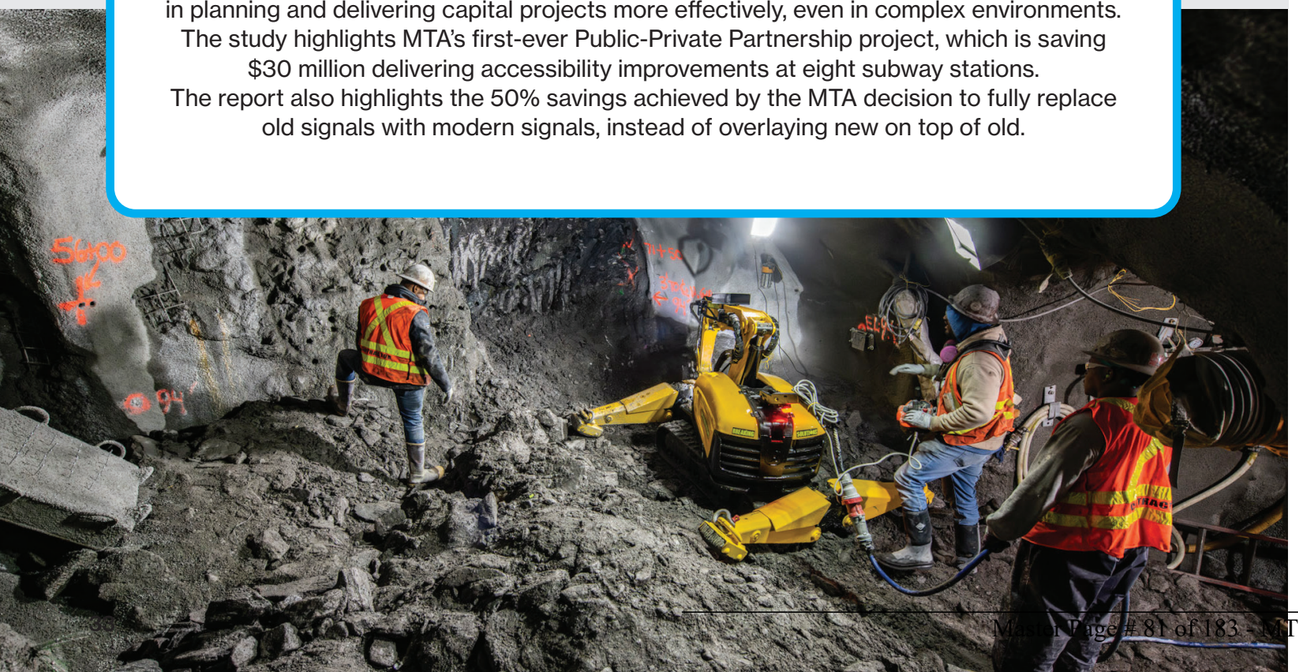
MTA Construction & Development is the consolidated agency that plans, rebuilds, improves, and expands the MTA's entire network of subway, bus, commuter rail, bridge and tunnel infrastructure.

Since its creation in 2019, Construction & Development has overhauled the MTA's approach to capital work, maximizing the value of capital investments by emphasizing top-tier project-management practices from conception through completion. Today, C&D is a world-class construction organization capable of getting projects done better, faster, cheaper – averaging over $9 billion annually in new work and completing $7 billion of projects in 2023.

Since 2020, contractor bids have come in an average of 6% below professional estimates, saving the MTA $890 million so far. The MTA has also saved an additional $395 million on insurance costs and more than $800 million on in-house support services.

REPORT: MTA Construction & Development delivers projects more efficiently today

A **2024 study by New York Building Congress** outlined the progress made by the MTA in planning and delivering capital projects more effectively, even in complex environments. The study highlights MTA's first-ever Public-Private Partnership project, which is saving $30 million delivering accessibility improvements at eight subway stations.
The report also highlights the 50% savings achieved by the MTA decision to fully replace old signals with modern signals, instead of overlaying new on top of old.



Better

The MTA is delivering projects with better design and fewer service disruptions by doing more upfront planning, tailoring the project delivery strategy to the particular needs of the project, and aggressively managing projects, especially through close oversight of construction contractors.

CASE STUDY - Modern subway signals

Today the MTA is building more miles of modern signal projects than any other transit agency in the world. Drawing from our experience installing new signals on the L 7 and E F M R Lines over the last several years, the MTA is constructing the projects currently underway – 82 miles on the A C E F G Lines – more efficiently than ever. Thanks to more rigorous upfront planning, as well as cutting-edge technology, we've reduced the amount of equipment installed, saving both time and budget.

CASE STUDY - Park Avenue Viaduct Rehabilitation

The 130-year-old Park Avenue Viaduct carries 750 Metro-North trains a day to and from Grand Central. The MTA is replacing the Viaduct, segment by segment, by extending gantry systems to remove and replace the existing concrete and steel bridge deck with new prefabricated bridge units, weighing around 190,000 pounds each. This innovative approach allows the MTA to execute this huge project without service impacts for customers, and will save 21 months to the schedule.

Faster

The MTA has accelerated the pace of project delivery by strategically bundling work by geography and project type, providing more incentives for contractors to accelerate project schedules, and better coordinating with labor and utilities.

CASE STUDY - Station Accessibility

Since 2020, the MTA has made 29 subway stations accessible, and another 37 ADA stations are in construction as of September 2024. The MTA has achieved this incredible pace of construction by bundling similar projects together into larger packages to get more done at the same time. This has paid major dividends: From 2015-2019, MTA awarded 15 contracts to construct 16 stations. Since 2020, we've awarded 12 contracts to construct 52 stations.

CASE STUDY - Eastern Parkway Line Repairs

The MTA accelerated repair work on the Eastern Parkway Line, which carries 2 3 4 5 service in Brooklyn, to take advantage of service outages already created for switch replacement work. This accelerated timeline reduced the project's duration to 33 months from 40.

Cheaper

The MTA has reduced construction costs by limiting unnecessary customization, improving planning around service outages, and pursuing reductions on cost drivers like insurance.

CASE STUDY - 42 St Shuttle

The MTA transformed the 42 St Shuttle into a fully accessible service on time and under budget. We redesigned platforms, added elevators and stairs, improved station circulation, and replaced escalators and stairways. Wider platforms provide more space for riders of all abilities to access trains on either track, and gaps were eliminated between platform edges and trains to facilitate safer boarding. The stations also include new artwork and a free connection between the N R Q W S 1 2 3 7 Lines and the B D F M Lines.

CASE STUDY - Third Track on LIRR Main Line

The expansion of the LIRR Main Line from Floral Park to Hicksville added 10 miles of third track, eliminated eight street-level grade crossings, modified seven rail bridges, replaced and added power substations, improved stations and more. The MTA finished the project on time and $100 million under budget.

CASE STUDY - L Project

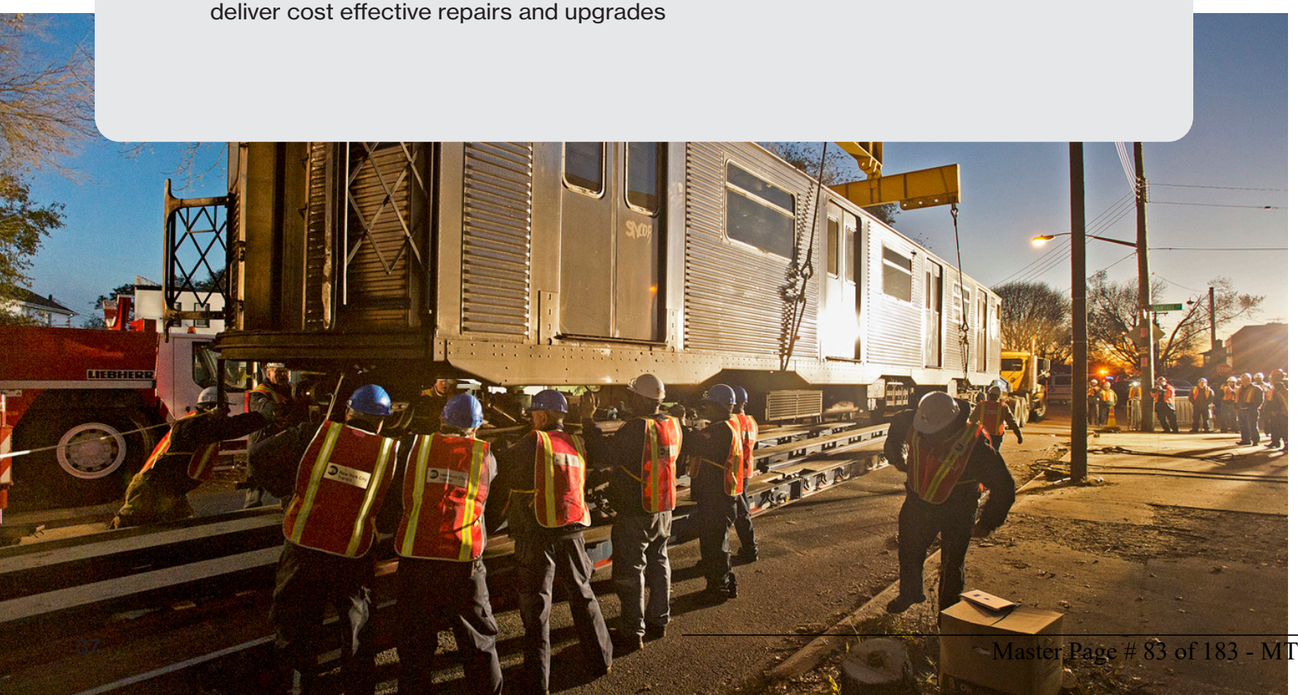
The MTA rehabilitated the L train tunnel after Superstorm Sandy three months ahead of schedule, $100 million under budget, and with limited service disruptions. The project involved complete rehabilitation of the tunnel, including track, lighting, cables and upgraded pumping systems, as well as accessibility and circulation improvements at adjacent stations, and additional substations to allow for more service in the future.

BUILDING A WORLD-CLASS ORGANIZATION

The MTA's ability to draw upon its talented in-house labor force to perform ongoing infrastructure repair and capital improvements is essential for keeping the system running. These workers respond to emergencies and execute a wide range of capital upgrades at all times of day and in all weather conditions. That includes replacing tracks and switches on the subways and railroads, repairing structures, fabricating and installing system components, flagging construction zones, engineering and providing other construction expertise. In-house track and switch work alone represents more than $3.6 billion across agencies, or over 5%, of the 2025-2029 Capital Plan, and the MTA is finding new opportunities to bring more work in house systemwide.

By increasing the amount of capital work the MTA performs on its own, we can:

- Save money
- Limit service disruptions for riders
- Get work done faster - no time consuming procurements
- attract new talent and expand our capacity
- become more self-reliant and enhance competition with third parties to deliver cost effective repairs and upgrades



The MTA is looking across the system in the 2025-2029 Capital Plan to identify projects where outside contractor expertise or capacity isn't needed, where it is more efficient or cost effective for MTA to perform the work with in-house forces, and where the MTA can leverage deeper experience and technical understanding of its system. The 2025-2029 Capital Plan includes more in-house work in subway stations including stairs, mezzanines and platform edge barriers, at MTA shops and facilities, and at MTA's above-ground infrastructure like elevated structures and substations.

CASE STUDY - Platform Edge Barriers

The MTA is leveraging our skilled workforce and internal expertise to meet the goal of installing platform edge barriers at more than 100 stations, a critical safety initiative, at a fraction of the potential cost of outside vendors. MTA workers, who are in the system day in and day out, have the tools, familiarity, and experience outside contractors often do not bring when it comes to implementing innovative changes as quickly as they're needed. MTA workers already dedicated to repairing structural deficiencies are currently welding barriers customized to varying platform configurations and train lengths, an early installation challenge that drew on our knowledge of the 100+ year-old-system. In response to customer feedback, the MTA was also able to nimbly iterate and refine the design and installation of platform edge barriers, reducing fabrication time to one week versus the estimated six weeks proposed in contractor bids.

Nearly $6 billion in capital repairs and improvements, or 10% of the 2025-2029 Capital Plan, will be performed by MTA workers. That's at least 30% more than the prior capital plan and results in more than 300 new MTA jobs.

PROPOSED BUDGET

The proposed 2025-2029 Capital Plan includes $65.4 billion in transit and commuter investments to be approved by the MTA's Capital Program Review Board (CPRB), as well as an additional approved $3 billion in investment by MTA's Bridges and Tunnels. The plan was approved by the MTA Board on September 25, 2024, and subsequently submitted to the CPRB. CPRB appointees representing the New York State Senate and New York State Assembly expressed support for the proposed projects but vetoed the plan on December 24, 2024 because funding sources for the plan had not yet been fully identified. With the enacted Fiscal Year 2026 State Budget, both houses of the Legislature and the Governor have reaffirmed their commitment to the $68.4 billion program, which will be resubmitted to the CPRB for review and approval with the following sources identified.

Investment Summary

Agency	(in $ millions)
New York City Transit, Staten Island Railway, MTA Bus	$47,840
Long Island Rail Road	$6,005
Metro-North Railroad	$6,005
Interagency	$300
Major Projects & Expansion	$5,250
Total Allocation Subject to CPRB Approval	**$65,400**
Bridges and Tunnels	$3,000
Total 2025-2029 Capital Plan	**$68,400**

Program Funding

The expected funding sources for the 2025-2029 MTA Capital Plan represents a balanced mix of federal, state, regional, city and MTA sources. The MTA contributes funding directly through a mix of bonds and pay-as you-go (PAYGO) capital. The agency also aggressively pursues federal funding opportunities.

Program Funding Plan	(in $ millions)
MTA Capital Lockbox	$31,500
Federal Formula, Flexible & Competitive Grants and Loans	$14,000
MTA Bonds & PAYGO	$9,700
State of New York	$4,200
City of New York	$3,000
Additional MTA Self-Funding	$3,000
Total Allocation Subject to CPRB Approval	**$65,400**
TBTA Bridge and Tunnel Bonds	$3,000
Total Expected Funding	**$68,400**

Expected Funding Sources

Federal Grants

The Infrastructure Investment and Jobs Act (IIJA), passed in November 2021, establishes federal funding levels for transportation through 2026, including for MTA's capital program. Federal fund availability beyond 2026 will be determined by the reauthorization of the federal surface transportation programs, as well as future congressional appropriations. There is uncertainty about both transportation appropriations and the authorization bill creating areas of fiscal risk. In addition, the MTA will aggressively pursue federal funding opportunities, including competitive grants and loans. For reference, federal funding for the 2020-2024 Capital Plan is estimated at $13.1 billion, and the proposed program assumes funding will continue at levels in the 2020-2024 Capital Plan, plus escalation, for a total of $14.0 billion.

State of New York

The direct contribution from the State totals $4.2 billion. The State of New York will provide $3 billion in capital contribution and has reallocated $1.2 billion that had been previously dedicated to the Empire Station Complex to projects in the 2025-2029 Capital Plan.

City of New York

The City of New York has committed to provide $3 billion in direct capital contribution to the 2025-2029 Capital Plan for NYC Transit projects.

MTA Capital Lockbox – New Revenue Source

To support the 2025-2029 Capital Plan, the enacted State FY 2026 Budget made changes to the Payroll Mobility Tax (PMT) that are intended to generate new, recurring revenue of approximately $1.4 billion in the first full year, as forecasted by the State Division of Budget, with growth thereafter. This new revenue is statutorily dedicated to MTA's capital lockbox to support bonds and PAYGO for the 2025-2029 Capital Program. Changes to the PMT include an increase in the PMT rate for the largest businesses in the region – with payrolls of $10 million or more, while reducing or eliminating taxes for small businesses and other entities. New revenue sources will be apportioned between NYC Transit/Staten Island Railway/MTA Bus (80%), Long Island Rail Road (10%), and Metro-North Railroad (10%).

MTA Bonds & PAYGO

MTA has provided significant contributions to past five-year capital plans by issuing bonds secured by fares and dedicated taxes which otherwise support the operations of the transit and commuter systems. The proposed 2025-2029 Capital Plan includes $9.7 billion in MTA Bonds and/or PAYGO.

Bridges and Tunnels Program (Self-Funded)

The Bridges and Tunnels portion of the Capital Plan, which does not require CPRB approval, is completely self-funded through the issuance of Triborough Bridge and Tunnel Authority (TBTA) bonds, which will be repaid from bridge and tunnel toll revenues. This approach for the 2025-2029 Capital Plan is consistent with prior capital plans.

Additional MTA Self-Funding

The MTA is committed to achieving $3 billion in additional self-funding through capital program cost savings or other initiatives. Since 2020, the MTA has so far been able to achieve billions of dollars in savings through more effective planning and design, innovative project delivery mechanisms, and other approaches, and the MTA will continue to pursue these opportunities in the 2025-2029 Capital Plan. Cost savings or the availability of additional resources may also support debt financing and PAYGO as part of this self-funding source.

PLAN HIGHLIGHTS

The 2025-2029 Capital Plan includes several projects to expand and improve the MTA system, including purchasing new railcars, modernizing signals, building more elevators, and getting started on the Interborough Express.

But a major emphasis of this plan is to keep the MTA's $1.5 trillion worth of physical assets in good working condition. By investing in power substations, pump rooms, railcar maintenance shops and other assets our customers never see, we can improve the service we provide to them every day.

PURCHASE NEW RAILCARS

Budget: $10.9 billion

New railcars not only feature better amenities for passengers, they also break down far less often than older railcars. In the 2025-2029 Capital Plan, the MTA will order 1,500 subway cars and 500 railroad cars, replacing thousands of cars that were purchased in the 1980s and have reached the end of their useful life.

Nearly 2,000 railcars are reaching the end of their useful life, at 40+ years old.

In the early 1980s, the MTA ordered hundreds of subway and railroad cars to replace the dilapidated fleet from the late 1940s, helping to usher in a new era of better service and higher customer confidence. But these cars are now nearing the end of their useful life and need replacing.

The oldest subway train cars in our fleet fail about six times more often than newer cars. Older subway cars also can't operate on lines with Communications-Based Train Control (CBTC), the modern signal system that makes our service more reliable, safer, and potentially more frequent.

With the 2025-2029 Capital Plan, the MTA will order 1,500 subway cars, replacing about 22% of the entire fleet.

Starting in this Capital Plan and continuing into the next one, the MTA will replace the fleet first purchased in the 1980s. The new subway cars will feature wider entrance doors, brighter lighting, more digital signage, and security cameras. They will also be compatible with modern signaling technology.

With these new subway cars, the MTA can start retiring R62 cars from 1984, which now mainly operate on the 1 3 and 6. We'll also replace all the remaining R68 cars from 1986, which primarily operate on the B D N and W.

The plan also advances the purchase of more than 500 new railcars for Metro-North and LIRR.

The new railroad cars will be fully ADA accessible and feature new amenities such as wider seats and electrical outlets. With these new passenger cars, Metro-North and LIRR can retire all remaining M3 cars as well as Metro-North's passenger coaches first procured in the mid-1980s.

LIRR and Metro-North will also continue purchasing new "dual-mode" electric/diesel locomotives to improve air quality, reduce greenhouse gas emissions, and improve service reliability.

MODERNIZE SIGNALS

Budget: $5.4 billion

Modern subway signaling technology has dramatically improved service performance on the L, the 7, and segments of the E F M R where it has been installed. With this Capital Plan, the MTA will replace at least 75 miles of outdated signals with Communications-Based Train Control (CBTC) on the Broadway N Q R W Line, Liberty Av A Line, Rockaway A S Line, and Nassau St J Z Line.

Much of the subway network still depends on archaic signaling technology.

Fixed-block signals, still used on more than two-thirds of the subway system, only detect the approximate location of trains – requiring the trains to run farther apart and at slower speeds to maintain a safe distance.

In addition, fixed-block signals rely on outdated infrastructure that is expensive to maintain and requires disruptive work in the right-of-way. These disruptions – some planned, some unplanned – occur even more frequently as this equipment ages, with some of the oldest equipment in the system now more than 50 years old.

Modern signaling technology allows for faster, more frequent and more reliable service.

The sections of the subway network with CBTC (full L and 7 service, E F M R service on the Queens Boulevard Line, and F service on the Culver Line) have significantly more reliable service. On-time performance on the 7 Line rose from 68% to 91% following the introduction of CBTC.

CBTC technology optimizes train movements by knowing the exact location of all trains.

This means trains can safely run closer together, increasing speeds, service frequency and overall capacity. CBTC also allows for more consistent headways between trains, which means more reliable service for customers.

This Capital Plan will bring CBTC to the Broadway N Q R W Line, Liberty Av A Line, Rockaway A S Lines, and the Nassau St J Z Line.

- The Broadway N Q R W Line has 48 miles worth of signals, from Ditmars Blvd to DeKalb Av. The line serves more than 1.2 million daily riders in Queens, Manhattan, and Brooklyn. The MTA will replace 50-year-old signaling equipment and alleviate major bottlenecks on the Manhattan Bridge and in the 60 St Tunnel.
- Liberty Av and Rockaways A S Lines run on 36 signal miles, from Euclid Av to Ozone Park-Lefferts Blvd and the Rockaway Peninsula. The MTA will replace 80-year-old signals, some of the oldest in the system.
- The Nassau J Z Line uses 9 signal miles from Essex St to Broad St. The MTA will replace signals that are more than 50 years old and help improve service on one of the most poorly performing lines in the system.

Addressing the bottleneck at Nostrand Junction

- Nostrand Junction, where the 2 3 4 5 lines come together in Brooklyn, has been a known bottleneck since the 1960's. It impacts service reliability on these lines throughout Brooklyn, Manhattan and The Bronx.
- This project, which involves the installation new crossover tracks and a modified routing plan for the trains that use Nostrand Junction, will implement the most cost-effective way to alleviate this chokepoint, while also boosting reliability and enhancing operations throughout the system.
- It would provide more reliable service to over 285,000 weekday riders, many working class and low-income, saving the average rider more than a minute of travel time.

UPGRADE MAINTENANCE FACILITIES

Budget: $2 billion

The MTA's 93 shops and 70 yards maintain and repair subways and railroad trains. While some of these are new, many have not been rehabilitated in decades, and are not configured to be able to service new railcars. The 2025-2029 Capital Plan invests in a range of train maintenance facilities, including the Livonia Shop and the 240 St Shop.

Many MTA shops – where trains are maintained and repaired – are in a state of disrepair. In some cases, they are so outdated they cannot accommodate modern railcars.

The MTA operates 43 maintenance and overhaul shops, 50 support shops, and 70 railyards to conduct regular inspections and repairs, and to store trains when they are not in service.

Many shops haven't been rehabilitated in decades, with leaky roofs and crumbling facades. Many are also located in flood-prone areas. Eight of the subways' 17 maintenance and overhaul shops operate with more than 50% of their major components in poor or marginal condition. When so many assets are in bad working condition, train repairs get delayed and service is affected.

Two subway shops are in particular need of investment: the Livonia Shop and 240 St Shop, which maintain the R62/62A fleets that run on the 42 St S, 1 and 3 Lines. The R62/62As are past their 40-year useful life and will be replaced, starting in this Capital Plan. Livonia and 240 St, in their current form, are not able to accommodate the new rolling stock and will need to be reconfigured.

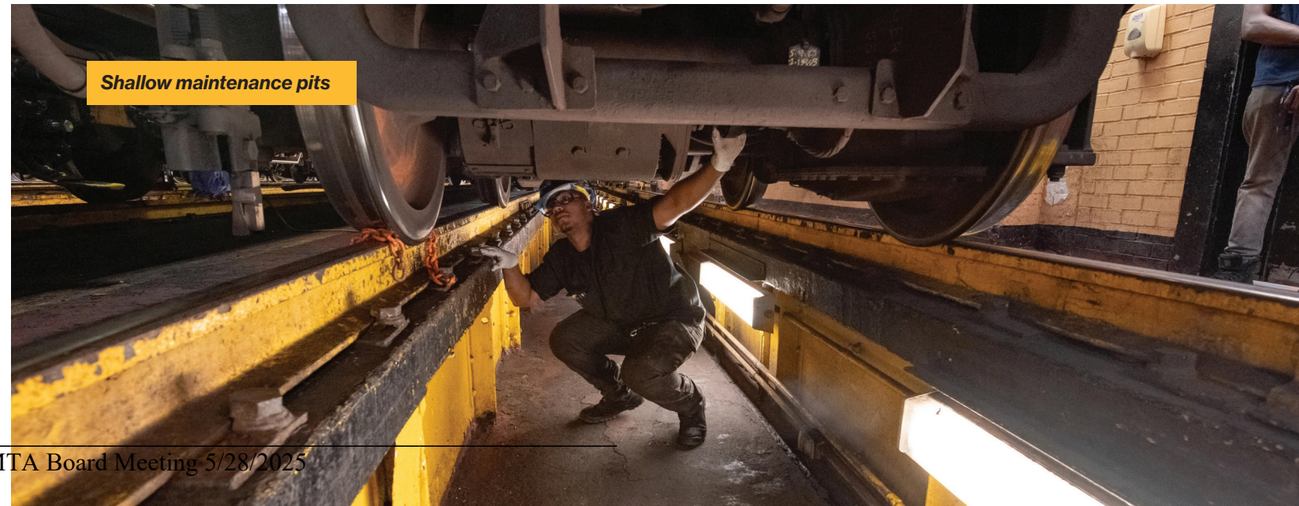
In this Capital Plan, the MTA will rehabilitate the shops and yards most in need of investment, including the reconstruction of the Livonia Shop.

The Livonia Shop will be rebuilt to feature updated equipment and meet modern building standards, including more spacing between tracks and higher ceiling heights to accommodate the maintenance of new roof-mounted air conditioners. The MTA will initiate the redesign of 240 St Shop, and rehabilitate other shops and yards, prioritizing those with the most assets in poor and marginal condition, and those most at risk of flooding.

The MTA will also repair key Metro-North and LIRR facilities, including Brewster Yard and Hillside Maintenance Facility.

Low ceilings


Narrow aisles


Shallow maintenance pits

RENEW POWER SYSTEMS

Budget: $4 billion

All our subways and much of our railroads run on electric power. The infrastructure required to support this extensive transit network is vast, complex and often precariously outdated. The 2025-2029 Capital Plan invests in power substations and other key power infrastructure to help prevent service disruptions.

Power incidents are infrequent but cause major service problems when they occur.

Power incidents are the most disruptive cause of long delays on the subway system, sometimes causing delays for more than 200 trains at a time. While our power system is designed with redundancy, when multiple elements fail at the same time, service disruptions do occur.

Years of underinvestment have resulted in a significant portion of the power infrastructure being past its useful life. Power substations, which deliver electricity from utility providers to the third rail, are a particular vulnerability: 88% Metro-North, 46% LIRR, and 40% subway substations have major components in poor or marginal condition. And more substation components continue to age out of their useful life every year.

Power system failures can be catastrophic, as evidenced by the disruptions experienced by NJ Transit and Amtrak customers in Summer 2024.

The 2025-2029 Capital Plan includes major investments in the power system – a major step in the effort to stabilize it for the next generation.

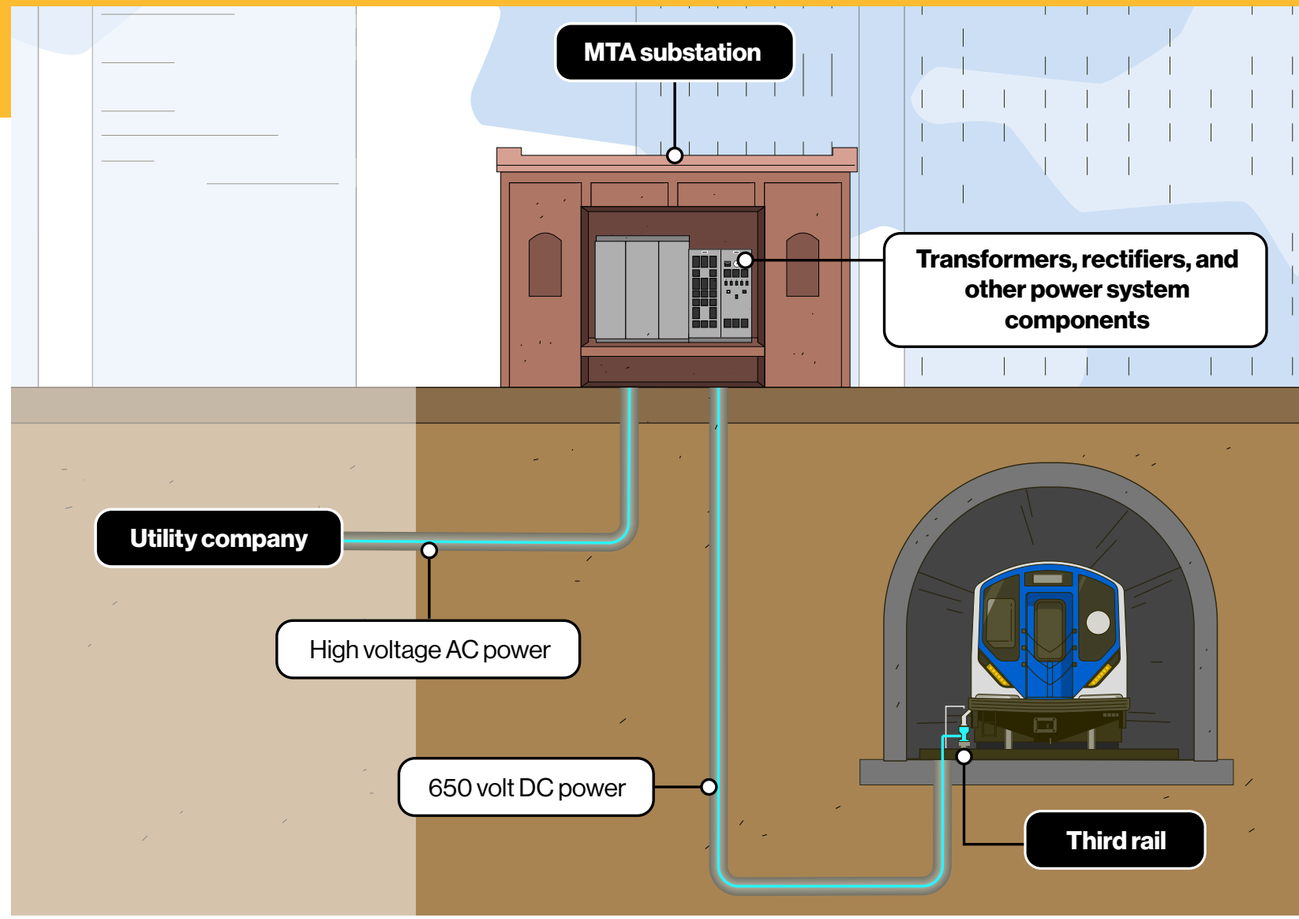
Substations are a major focus of this plan, with 21 NYCT, six LIRR and five Metro-North substations slated for full renewal or new construction. More than 55 other substations will have priority components replaced, including transformers, rectifiers, and switchgear. The plan also includes upgrading steel third rail with higher-performing aluminum, as well as replacing deficient power cables and deteriorating circuit breaker houses.

These investments will improve redundancy in the power system, particularly in high-ridership areas, and mitigate the risk of a catastrophic failure. They will also enable us to incorporate new, highly energy-efficient technologies like wayside energy storage, regenerative braking, and power load management.

Lastly, the MTA will upgrade the Subways Operations Control Center, which helps to manage our network of 224 substations, as well as the connecting infrastructure that

Each power failure causes an average of 34 trains to be delayed, more than any other type of failure.

MTA substations convert high-voltage AC power from utility providers into 650-volt DC power for moving trains



REBUILD THE GRAND CENTRAL ARTERY

Budget: $1.7 billion

The Grand Central Artery, a four-mile stretch that includes the Terminal itself, the Train Shed, the Park Avenue Tunnel and the Park Avenue Viaduct, carries 98% of all Metro-North service, and it is in desperate need of repair. The MTA will rehabilitate key elements of the Grand Central Artery without significantly disrupting service.

Much of the Grand Central Artery is 100 years old and rapidly deteriorating.

Grand Central Terminal underwent a transformative rehabilitation in the 1990s, focusing on what customers see every day, but the terminal's utility systems were not fully updated, and are in need of repair today.

The Train Shed is the structure below Park Av from 42 St to 57 St, where trains entering the Terminal are sorted to passenger platforms. Decades of water, chemical and salt infiltration from streets above have significantly deteriorated concrete, steel beams and other elements of the Train Shed structure. The MTA has been conducting targeted emergency repairs and limited replacements, but deterioration continues to increase, and a comprehensive program to replace the Train Shed structure is needed.

After leaving the Train Shed, trains pass through the Park Avenue Tunnel, a two-mile stretch from 57 St to 97 St. One hundred percent of the Tunnel's structural framing is in poor or marginal condition, and many life safety systems (emergency egress, ventilation, etc.) need upgrading.

Finally, the elevated Park Avenue Viaduct carries trains from 97 St up to the Harlem River.

A comprehensive reconstruction of major sections of the viaduct is underway in the 2020-2024 Capital Plan to help prevent catastrophic failure and Metro-North service suspension.

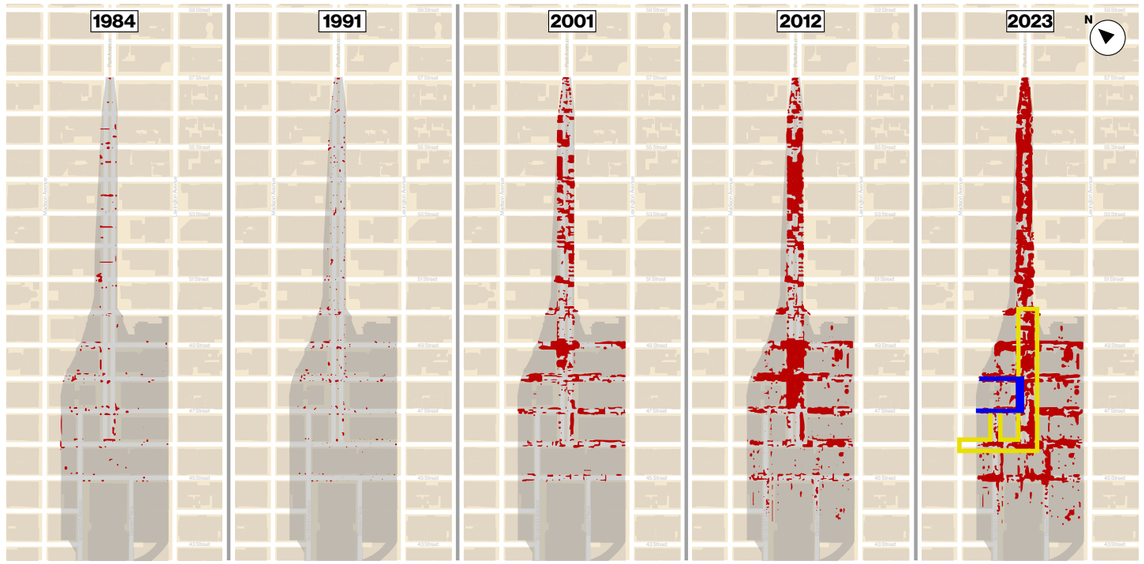
The 2025-2029 Capital Plan will fund major renovations to the Grand Central Artery, making sure it is in good condition for the next century.

In Grand Central Terminal, the MTA will upgrade aging utility systems, including HVAC, electrical, water, steam, sanitary, safety and security systems. We'll also update stairs and ramps, as well as elevators and escalators. We'll improve structural supports, roofs, passenger platforms, and employee facilities to keep the building in good condition for years to come.

The MTA has already begun working to repair and replace the concrete and steel elements of the Train Shed that have deteriorated, but acceleration of the effort is needed. With this Capital Plan, the MTA will address additional structural deficiencies, and replace significant portions of Train Shed's roof to reduce water infiltration and the corrosion that comes from it.

In the Park Avenue Tunnel, we will upgrade fire-life-safety components and make priority structural repairs.

TRAIN SHED STRUCTURAL DEFICIENCIES

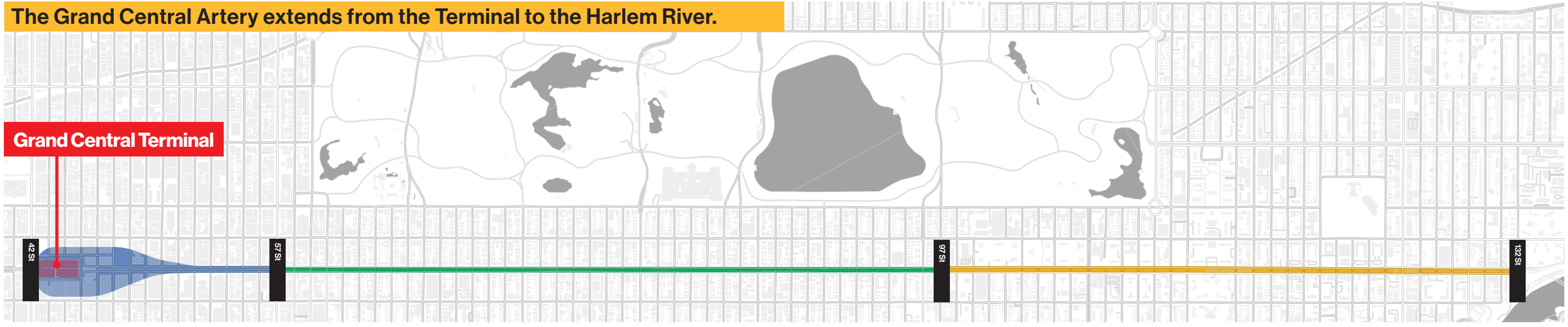


Before

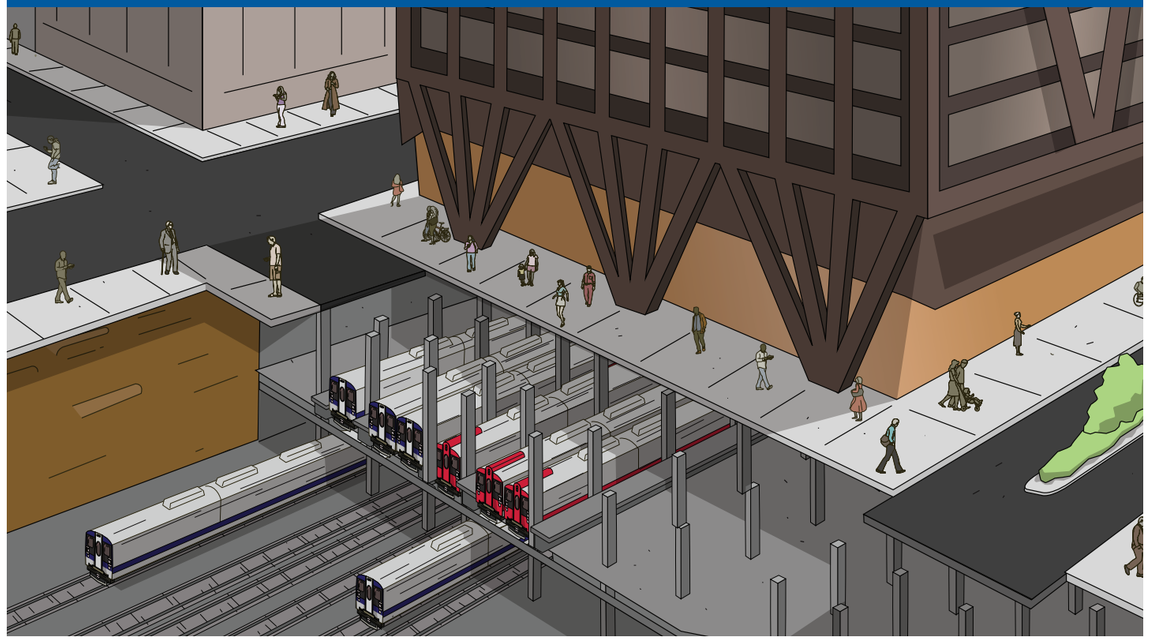
After

REBUILD THE GRAND CENTRAL ARTERY

The Grand Central Artery extends from the Terminal to the Harlem River.

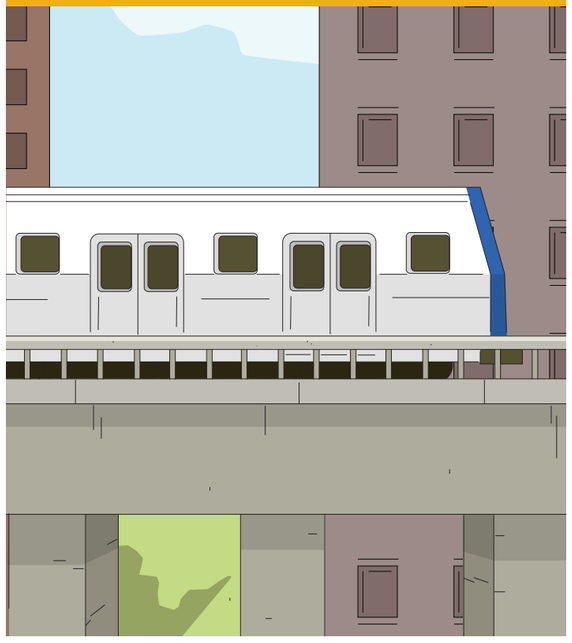


Train Shed



Park Avenue Tunnel

Park Avenue Viaduct



REPAIR CRITICAL STRUCTURES

Budget: $9 billion

Structurally deficient bridges and tunnels – whether they carry vehicles, subways, or trains – threaten our ability to provide dependable service, and conducting emergency repairs is disruptive and costly. In this Capital Plan, the MTA will paint, rehabilitate, or otherwise improve vehicular and transit structures – many more than 100 years old – to extend their useful life and keep them in good condition for years to come.

Decades of underinvestment have left us with hundreds of deteriorating infrastructure assets.

The MTA owns and maintains more than 1,000 railroad bridges, 167 miles of tunnels, and 61 miles of elevated subway structures. Unfortunately, many of them are more than 100 years old and urgently need repair.

In addition to the Grand Central Artery, 46% of Metro-North undergrade bridges, 23% of overhead bridges, and 65% of culverts are in poor and marginal condition and face additional threats due to extreme weather events.

Seventy-five LIRR bridges, 7 viaducts and 3 tunnels are at a critical point of deterioration and need repair or rehabilitation. Major segments of the Atlantic Ave Tunnel, the spine of LIRR service into Brooklyn, have not undergone significant structural rehabilitation since the Tunnel's construction more than a century ago.

Preventative measures are a cost-effective way to keep our structures safe.

As homeowners know, painting and regular maintenance are the best way to help prevent structures from falling into a state of disrepair. Currently, about 50% of subway elevated structures need painting, while 78% of LIRR bridges need weather protection, waterproofing, or painting.

In contrast, steady capital investment, complemented by consistent and extensive maintenance work, have kept the MTA's seven vehicular bridges and two vehicular tunnels in good condition.

Before

After

As part of the 2025-2029 Capital Plan, the MTA will repair and rehabilitate key bridge and tunnel structures in the transit system.

To prevent further deterioration on our elevated railroad structures, the MTA will paint and/or waterproof more than 45 bridges and viaducts to protect them from corrosion.

The MTA will rehabilitate major segments of the LIRR's Atlantic Ave Tunnel. The work will include repairing or replacing deteriorated concrete and steel structures, improving drainage, and improving lighting, safety and security systems.

On subways, we must double the pace of our efforts to repair tunnels and paint more than 20 miles of elevated structures – more than any recent capital program. Our innovative painting methods will double the lifespan of paint on steel structures, from 15 years between costly paint jobs, to 30 years.

On vehicular bridges and tunnels, the MTA is using innovative technology to strengthen and safeguard infrastructure.

We will undertake cable dehumidification of the Bronx Whitestone and Throgs Neck Bridges. This innovative and cost-effective approach protects individual cable wires from corrosion by controlling humidity within the cable, thereby extending their useful life.

We will equip the Hugh L. Carey Tunnel and the Queens Midtown Tunnel with modern fire suppression technology to improve driver safety and emergency access.

BUILD THE INTERBOROUGH EXPRESS

Budget: $2.75 billion

The Interborough Express (IBX) is a generational opportunity to provide transformative new rapid transit service between Brooklyn and Queens. In this Capital Plan, the MTA will complete design and get shovels in the ground to start construction on this vital new link.

The subway system was designed to get people to and from Manhattan. It does not adequately serve the increasing number of New Yorkers who commute between Brooklyn and Queens.

More than 60% of the nearly 1 million people who live within walking distance of the proposed IBX corridor, commute to jobs located in Brooklyn and Queens – not Manhattan.

It's an area that needs better transit access. More than 50% of corridor residents don't have a car and about 30% percent earn less than 150% of the federal poverty line.

The IBX will transform a lightly used freight railway into a light-rail line serving almost 1 million nearby residents and connecting 17 subway lines, more than 50 bus routes and Long Island Rail Road.

The IBX line would provide direct, fast transit service for dozens of communities from Bay Ridge to Jackson Heights and neighborhoods in between, while preserving the existing freight service along the corridor.

IBX will significantly cut travel times between Brooklyn and Queens destination – by 30% between Bushwick and Brooklyn Army Terminal, for example, or 35% between Flushing and Brooklyn College. It will dramatically increase transit options in historically underserved low-income communities – including communities farther away from the subway and LIRR system like East Flatbush and Maspeth – and give them better access to jobs, school and other opportunities.

In this Capital Plan, the MTA will complete environmental review, design, and preliminary engineering for the project, and begin construction.

Building on the 2023 planning study and extensive public outreach, the MTA will carry the IBX project through the federal environmental process. We will also complete design and preliminary engineering work and undertake early utility and other site preparation work.

This Plan includes an allocation of $2.75 billion for IBX, approximately half of the overall projected cost. This represents a substantial down payment as we aggressively pursue federal financing and funding that will enable us to start construction.

The MTA is ready to deliver the project efficiently, on time and on budget.

We've already advanced conceptual engineering studies to reduce the project's cost – for example, minimizing bridge reconstruction and reducing the size of stations. Further value engineering will be pursued during the upcoming project design phase.

BUILD THE INTERBOROUGH EXPRESS

IMPROVE THE STATION ENVIRONMENT

Budget: $7.8 billion

Moving passengers may be the primary purpose of public transportation, but it's also important for our customers to feel comfortable and safe as they wait for the train. With this Capital Plan, the MTA wlll repair infrastructure elements, add new safety features, improve customer communications, and invest in other measures to enhance the customer experience in subway and railroad stations.

Many of the MTA's 704 stations are experiencing significant infrastructure deterioration, and most rely on outdated technology.

Platforms, columns, stairs, tiling, and other station elements need regular repair, but many are decades old and have structural issues that need to be addressed for the safety and comfort of our customers and employees.

On Metro-North's Harlem Line, most stations have not seen major investment in decades. A particular area of focus is platforms, which were built in the 1980s in pre-cast, pre-stressed concrete planks with a hollow core, making them prone to deterioration that is exacerbated by salt use and freeze-thaw cycles. The MTA has installed temporary wooden structure to shore up the platforms, but more permanent rehabilitation is needed.

Much of the technology that underpins the customer experience in a station, such as customer communications, cameras, fare collection, and emergency systems, is decades old and inadequate to serve current needs or safety goals.

The 2025-2029 Capital Plan makes strategic investments in a range of station elements to increase the comfort and safety of our customers and employees.

The MTA will repair or replace deteriorating elements at more than 150 subway stations, and fully renovate 10 stations with many elements in poor condition. We'll add new safety features like platform fencing at 100 stations, and accessibility features like elevators or ramps at over 60 subway stations. We'll also add or improve flood-protection equipment in the most critical locations.

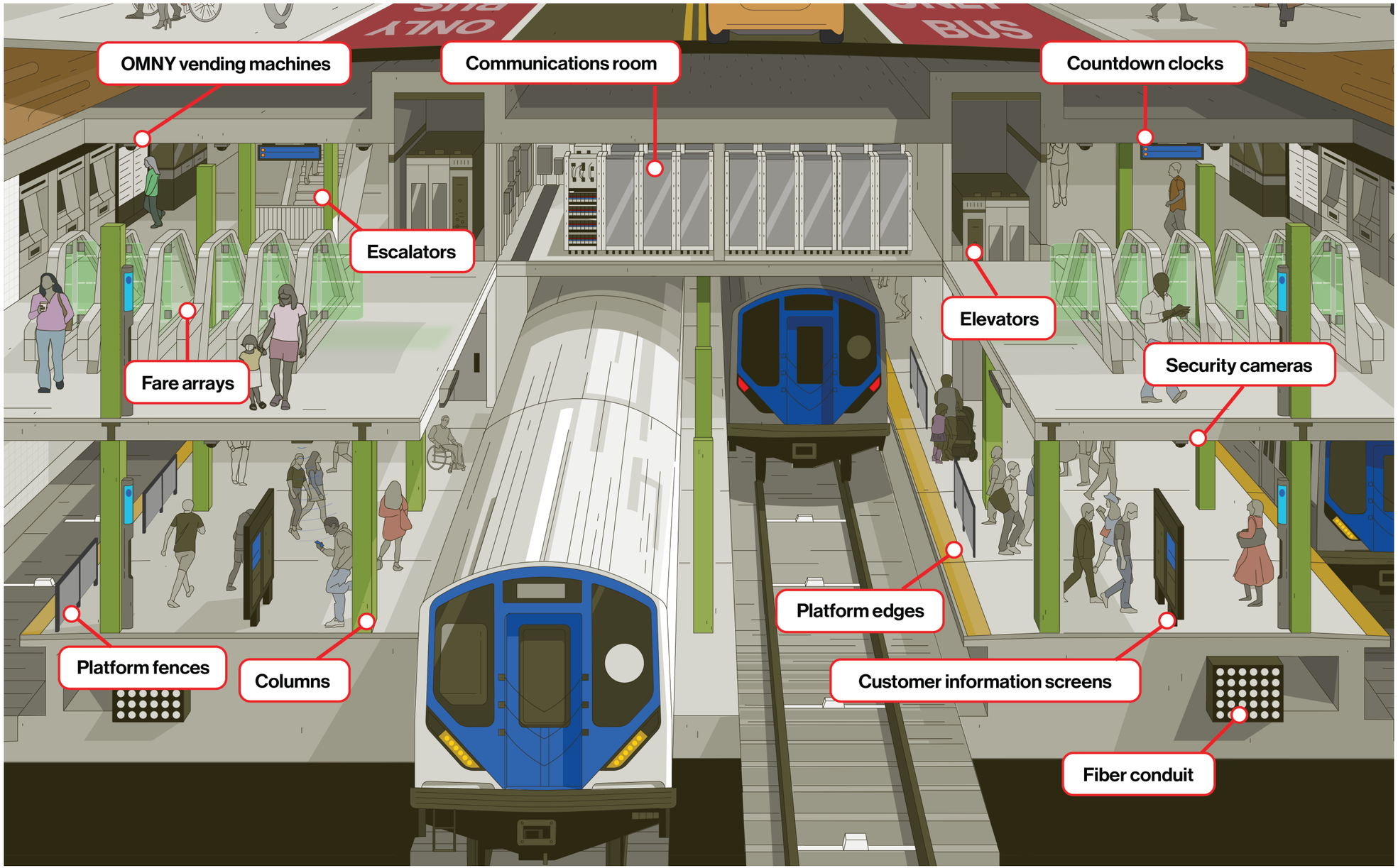
This Capital Plan will give special emphasis to those Metro-North Harlem Line stations that need more extensive rehabilitation.

This Capital Plan also makes significant investments in technology in stations, including new cameras and the supporting infrastructure needed for real-time, remote monitoring of stations. We will also upgrade or replace public communications at over 200 subway stations, provide in-cab elevator communication for the hearing impaired, and replace fire alarm systems.

We will replace more than 100 miles of the subway's fiber network, first installed in the 1990s, to carry the data to safely run trains. When we install 21st-century fiber, we will have enough bandwidth to ensure the stability of the nervous system that connects our Help Points, public address systems, countdown clocks, radios, and other emergency communications.

IMPROVE THE STATION ENVIRONMENT

Station Elements to Be Improved



MAKE MORE STATIONS ACCESSIBLE

Budget: $7.1 billion

The MTA has made 46 stations ADA-accessible since 2020, and another 43 stations are currently under construction. The 2025-2029 Capital Plan continues at this ambitious pace, with at least 60 more subway stations and at least six railroad stations slated for ADA improvements. With these investments, approximately 70% of all subway rides will take place to or from accessible stations – and we'll stay on track to make 95% of subway stations accessible by 2055.

New Yorkers of all physical abilities benefit from easy access to transit, but today less than one-third of subway stations are ADA accessible.

The MTA is committed to improving transit access for everyone, including customers with disabilities, people traveling with children in strollers, seniors, and others who benefit from elevators, ramps and other features that make it easier to navigate the subway.

But retrofitting stations to include elevators can be challenging. Elevators require finding space in or around the station for multiple elevator shafts, which isn't always easy in a dense city like New York. Existing utilities like sewage pipes, water mains and electricity lines need to be diverted. And all this new infrastructure needs to be built while keeping the station open for customers.

The MTA has delivered more ADA stations in the last five years than in the previous 10 years combined. And we've done it better, faster and cheaper.

The MTA has achieved this rapid pace thanks to innovative project delivery methods like bundling several similar stations into one construction contract to make the most of outages, and by adopting design-build delivery tools to save time and money.

We're also looking at other ways to deliver accessibility more quickly and cost-effectively, by installing ramps instead of elevators where feasible, or by constructing elevators directly from the street and to the platform rather than two elevators (one from street to mezzanine and one from mezzanine-to-platform.) Better coordination with the City of New York and Con Edison has also proven to save time and money when building ADA projects.

With this Capital Plan, the MTA will make at least 60 more subway stations accessible.

When determining which stations to target, we consider geographic coverage, demographics, ridership, transfers, important local destinations, constructability, and cost. We also consult with riders and disability advocates.

The Capital Plan also includes funding to replace 45 subway station elevators to minimize disruptions for our customers.

The MTA will also make at least six railroad stations accessible.

The majority of MTA railroad stations are already ADA accessible today. With at least six more stations being added in this Capital Plan, including Bellerose, Douglaston, and Cold Spring Harbor on LIRR and Ludlow and Wakefield on Metro-North – 90% of all full-service railroad stations will be accessible.

INSTALL MODERN FARE GATES

Budget: $1.1 billion

The MTA has been piloting new fare gates to improve fare compliance, system accessibility and passenger flow. In the 2025-2029 Capital Plan, the MTA will scale up the installation of new fare gates throughout the subway system, prioritizing major hubs and stations with high ridership.

Today's subway fare arrays – turnstiles with an exit gate nearby – make it too easy to evade the fare. They're also inconvenient to those who need more accessible entry into the subway system.

Fare evasion has been growing steadily in the last five years, and now poses an existential threat to the financial viability of the MTA. In 2023 alone, fare evasion on the subway cost the agency more than $300 million. More than 50% of this evasion happens by walking through the exit gate.

Existing turnstiles are not accessible to all customers. People of limited mobility, and those pushing strollers or carrying luggage, must wait to enter or exit through the exit gate.

Modern fare gates will bolster fare compliance, improve accessibility, and provide other features that improve the customer experience.

New generation fare gates will feature wide paneled doors and sensor technology to deter fare evasion while making it easy for people – including those with accessibility needs - to pass through.

Modern fare gates include features that can improve passenger flow and alleviate crowding during rush hours.

The MTA has begun piloting new fare gates, including at Sutphin Boulevard-Archer Av-JFK Airport, demonstrating that modern gates can increase ridership and provide greater accessibility. The MTA is refining design of future gates to enhance their functionality and make them more resistant to fare evasion.

The MTA will replace fare gates at more than 150 subway stations.

The MTA will roll out new fare gates at 150 stations in all five boroughs. These stations will be selected based on ridership, fare evasion rates, accessibility needs, and whether they are a major transit hub.

With the level of investment proposed in this Capital Plan, stations serving 75% of riders will be equipped with modern fare gates.

GROW OUR ZERO-EMISSIONS BUS FLEET

Budget: $1.4 billion

Buses already offer among the greenest travel options available – and a zero-emissions bus fleet will make it even greener. This initiative is the largest component of the MTA's goal to reduce agency wide operating emissions 85% by 2040. By the end of this Capital Plan, 18% of our buses will be electric. We'll also be purchasing another 2,000 conventional buses.

More than 40% of the MTA's bus fleet is up for replacement in the next five years.

Older buses are not as reliable, leading to service disruptions and higher maintenance costs. On average, older buses need repair every 8,000 miles while newer buses can reach nearly double that mileage before failing.

The vast majority of the MTA's bus fleet today still runs on fossil fuels. While taking the bus is much greener than driving, our current bus fleet emits more than 450,000 metric tons of greenhouse gas emissions every year.

As the MTA continues to replace older buses, we are gradually increasing the number of zero-emissions buses with the goal of being 100% green by 2040.

Zero-emissions buses not only are better for the environment, they're also quieter than conventional buses, meaning a more pleasant and comfortable ride for customers and New Yorkers in general.

The MTA is transitioning to a zero-emissions fleet gradually, as electric buses require more upfront investment and the number of qualified manufacturers is still limited. Retrofitting bus depots and improving the power grid are also costly investments. Until this transition is complete, the MTA will also continue to buy conventional buses.

With this Capital Plan, the MTA is purchasing 500 zero-emissions buses and installing charging infrastructure at bus depots.

These new buses will avoid 32,500 metric tons of carbon emissions every year.

New charging infrastructure and other upgrades will support electric bus and non-revenue vehicle charging, including greater electrical capacity, structural reinforcements, and enhanced cooling systems. We're prioritizing zero-emissions infrastructure upgrades at bus depots in communities disproportionately impacted by poor air quality.

We're also buying another 2,000 conventional buses with wider doors, brighter lighting, mobile-device charging stations, and other rider amenities.

DEFEND THE SUBWAY FROM STORMWATER FLOODING

Budget: $700 million

Torrential rainstorms are becoming a regular occurrence in New York, causing flooding in the subway when the city's sewer infrastructure is overwhelmed. Stormwater flooding can cause prolonged service delays and significant damage to equipment, and is unsafe for customers and employees. The 2025-2029 Capital Plan begins to address this vulnerability through street-level mitigations and improvements to underground infrastructure.

Severe rainfall events, fueled by climate change, overwhelm urban infrastructure, including the subway.

The maze of physical infrastructure built and maintained by the City of New York, including storm drains, catch basins and sewer pipes, was designed to handle up to 1.75 inches of rain per hour.

But increasingly heavier rainfalls are exceeding the city's sewer system capacity and backing up water into underground subway stations and tunnels, including the subway. Over the 20 past years, 34 torrential rainfall events exceeded the city's sewer capacity, flooding the subway and disrupting service for millions of commuters.

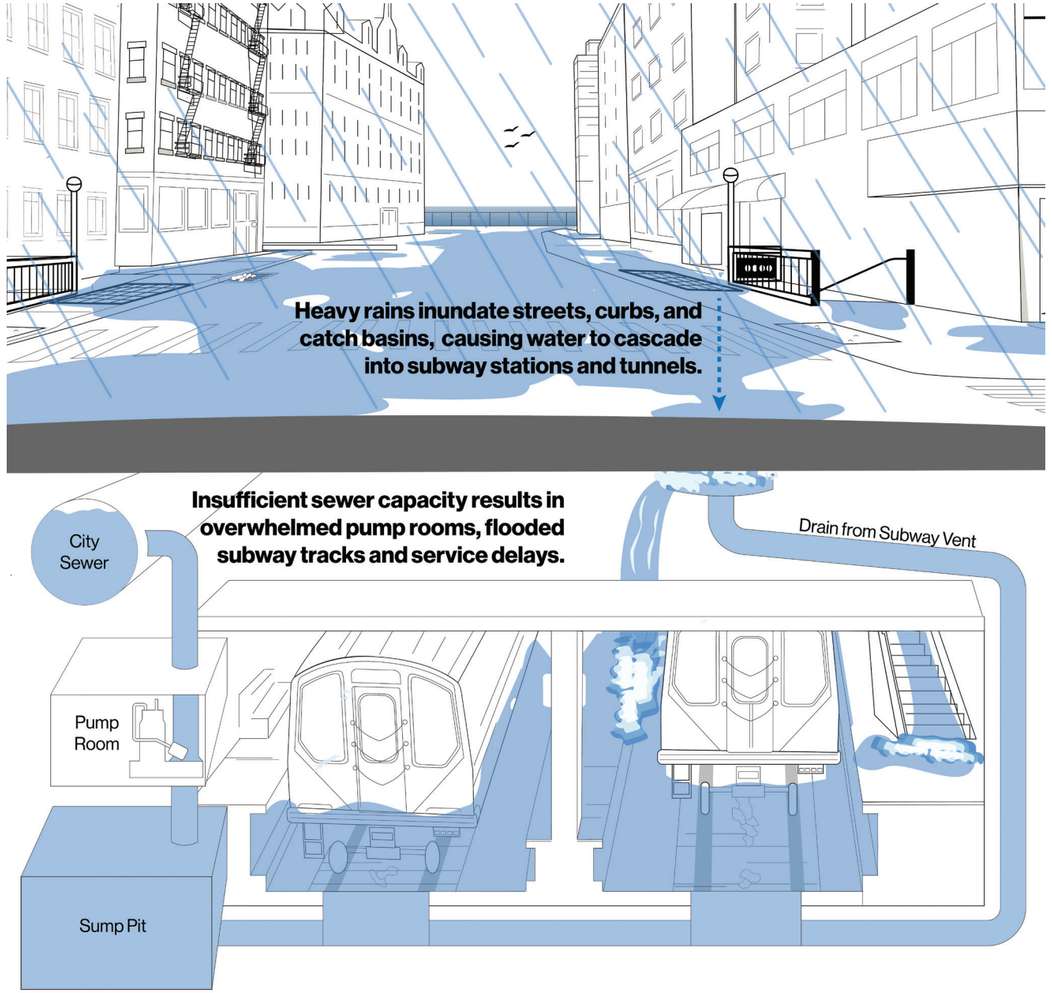
In the past 15 years, the MTA has made considerable advancements in preparing for torrential rainfall and preventing major service disruptions.

We have implemented more flood protection devices at vulnerable street-level openings (stairs, vents, etc.) and developed procedures to install emergency vent covers when a storm is approaching. During Tropical Storm Ophelia in September 2023, 45% of subway trips still ran on time. But there's still more to do to shore up our infrastructure and ensure even fewer customers are affected by torrential rainfall.

In this Capital Plan, we're accelerating capital investments to keep stormwater out of the system – and remove more quickly the water that does enter.

Elevating stairs and vents at street level and repairing leaking tunnels will reduce stormwater entering underground stations and tunnels.

The MTA will rehabilitate more than a dozen pump rooms that pump excess water out of the system, expand capacity at undersized pump rooms, and replace broken or undersized drainage infrastructure.



PROTECT THE HUDSON LINE

Budget: $800 million

The Hudson Line is a critical passenger and freight rail link for New York, carrying millions of passengers every year. But the Hudson Line's proximity to the Hudson River on the west and steep slopes on the east makes it vulnerable to flooding and landslides caused by heavy rain. This Capital Plan invests in climate resilience upgrades to better protect critical Hudson Line infrastructure from sea-level rise and intense rainstorms.

The Hudson Line is particularly vulnerable to the stormwater and coastal flooding exacerbated by climate change.

Sandwiched between steep slopes and the Hudson River, more than half of the 74-mile Hudson Line is vulnerable to coastal flooding from storms today. For the 10 million annual Hudson Line customers, that means more service disruptions as storms and flooding worsen in the coming decades. It also impacts Amtrak riders and CSX freight deliveries, as both services rely on the Hudson Line.

Currently, a network of culverts, bridges, retaining walls, and shoreline reinforcements, some more than 100 years old, protect the Hudson Line from flooding. While some of these critical structures have been fortified in the past years, many are still in need of repairs and cannot withstand the effects of climate change.

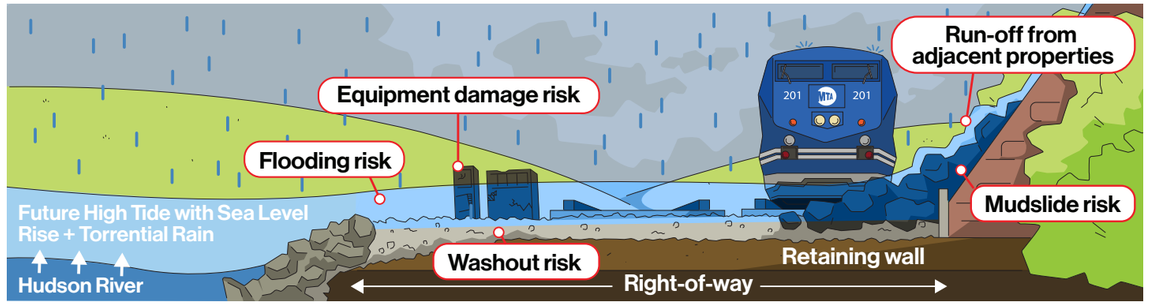
We've seen how severe storms can impact Hudson Line infrastructure – for example, heavy rain from Tropical Storm Ida in 2021 washed out a 110-year-old culvert north of Dobbs Ferry Station, disrupting service. The same storm caused a catastrophic retaining wall collapse along the steep Warburton slope in Yonkers.

Climate resilience investments in this Capital Plan will protect Hudson Line service for decades to come.

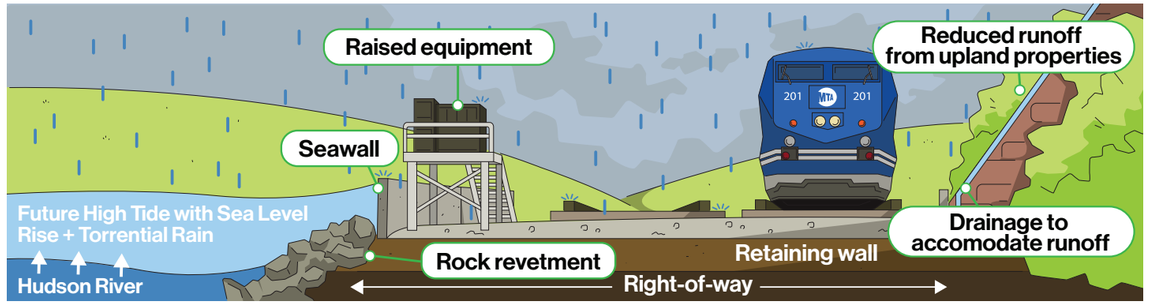
In this plan, the MTA will rehabilitate shoreline structures, address erosion hot spots, stabilize upland slopes, and upgrade drainage in the most vulnerable and highest-ridership segments of the Hudson Line. These investments will be guided by a comprehensive engineering blueprint to adapt the Hudson Line to chronic climate risks.

In conjunction with this adaptation work, the MTA will also address critical infrastructure needs on the Hudson Line – infrastructure that has reached the end of its useful life and requires state-of-good-repair investment.

Torrential rain and tidal flood threats on the Hudson Line



Climate resilience protections can reduce flooding. The specific protection measures to be adopted will depend on localized conditions.



AGENCY PLANS

HOW TO READ AGENCY PLANS

Capital Program Background

The MTA Capital Program is organized in a series of five-year capital investment plans. This 2025-2029 Capital Plan, the ninth in the agency's history, describes the projects necessary over the coming five-year period to put us on a path toward getting the MTA's physical assets into a State of Good Repair, and to advance the MTA's goals of providing frequent and reliable transit, improving the customer experience, and taking action on climate change.

The 2025-2029 Capital Plan is first submitted to the MTA Board. Upon MTA Board approval and in accordance with New York State Public Authorities Law, the MTA is required to submit the 2025-2029 Capital Plan to the MTA Capital Program Review Board (CPRB) by October 1, 2024. The CPRB has four voting members appointed by the New York State Governor, including one recommended by the New York State Senate Majority Leader, one recommended by the New York State Assembly Speaker, and one recommended by the New York City Mayor. CPRB approval is needed before we can implement the Plan. A notable exception to this process is that the Capital Plan for MTA Bridges and Tunnels is not subject to CPRB approval.

Implementing this proposal will require outside funding sources. As we work with our partners to fully fund the Plan, we anticipate support from federal and local partners, and we plan to utilize MTA resources including bonds and PAYGO capital.

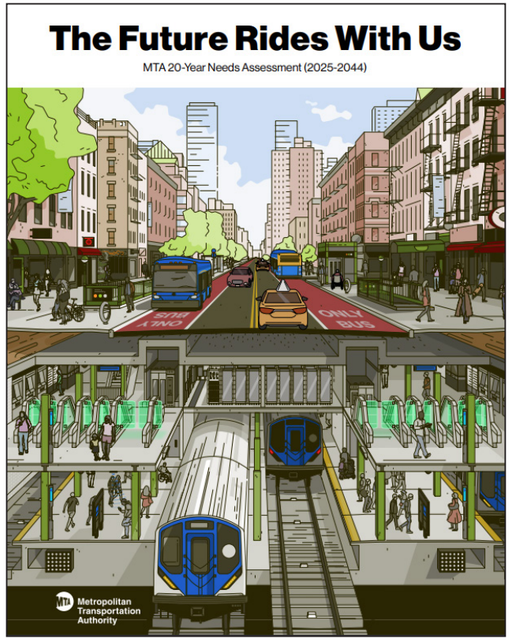
This document assumes that the 2020-2024 Capital Plan will be fully funded and implemented. This document also assumes that all projects listed in the 2020-2024 Capital Plan-including those delayed due to the temporary pause in implementation of the Central Business District Tolling Program-will be fully funded and implemented as part of the 2020-2024 Capital Plan.

2025-2029 Capital Plan Development Process

The 20-Year Needs Assessment

The 2025-2029 Capital Plan is derived from the comprehensive 20-Year Needs Assessment released by MTA in 2023. Expert staff across all MTA agencies examined and rated all of the MTA's $1.5 trillion worth of assets to create an extensive snapshot of the state of our system.

The 20-Year Needs Assessment documented which assets were in poor or marginal condition and described the level of investment that would be needed over the next 20 years to rebuild and improve the transit system and to get our assets into a State of Good Repair.



https://future.mta.info/

In the 20-Year Needs Assessment, we documented the condition of assets in our system using a 5-point scale:

1. Poor (Deteriorated): Critically damaged or in need of immediate repair, well past useful life
2. Marginal (Deficient): Deteriorated, in need of replacement, and may have exceeded useful life
3. Adequate (Acceptable): Moderately deteriorated, but has not exceeded its useful life
4. Good: No longer new, but in good condition, and still within its useful life
5. Excellent (Modernized): No visible defects, new or near new condition, and may still be under warranty

What does State of Good Repair mean?

The Federal Transit Administration considers a capital asset to be in a State of Good Repair if it "is in a condition for the asset to operate at a full level of performance." In the context of our 20-Year Needs Assessment asset ratings, we consider any asset that is in Adequate, Good, or Excellent condition to be in a State of Good Repair. We strive to achieve a systemwide State of Good Repair in which all of our assets are in good working condition.

Formulating the Capital Plan

The Capital Plan outlines the capital investments we are proposing to initiate over the next five years. To develop the Capital Plan, we selected investments that address the most urgent system needs identified in the 20-Year Needs Assessment, weighing these needs against major constraints such as cost, funding availability, and capacity to complete projects. The asset condition ratings that were documented in the 20-Year Needs Assessment help us begin to prioritize specific assets for investment. Depending on the asset category, we also consider a variety of additional metrics, including: age, maintenance history, failure rates, accessibility, technology advancements, capacity needs, climate risk, and system criticality.

Next Steps

After the CPRB has reviewed and approved the 2025-2029 Capital Plan, and funding has been secured, the MTA can begin implementing it. This will include identifying projects that can potentially be undertaken together as one "bundle," for optimal use of resources and track outages. It will also entail strategic scope development, procurement and project management to deliver these investments better, faster and cheaper than ever before.

How to Read the Agency Plans

The remainder of this document includes two main sections:

Agency Plans: Detailed descriptions of investment needs and proposed investments in each asset, by agency and category.

Budget Tables: A list of the proposed capital investments, with the proposed budget, to be initiated as part of this plan, provided in tabular form for each agency, category, element, and project.

Capital Investment Organization

MTA organizes, describes, and codes our capital investments according to an ACEP hierarchy: Agency, Category, Element, Project.

Agency: MTA agency identified with the project budget

Example: *New York City Transit*

Category: Agency subset, typically focused on an asset type

Example: *Stations, within New York City Transit*

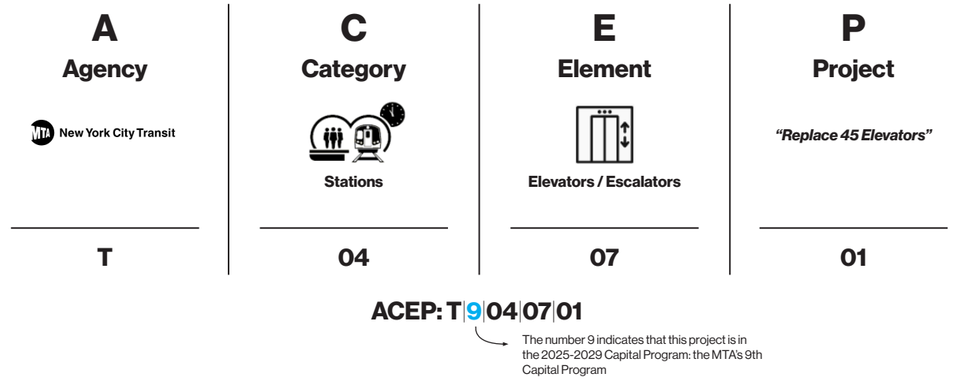
Element: Category subset containing related projects

Example: *Station Elevators / Escalators, within the Stations category*

Project: Basic unit of the Capital Program, reflecting an anticipated scope, when known

Example: *Replace 45 Elevators, within the Station Escalators / Elevators element*

In general, the Agency, Category, and Element attributes remain consistent across different capital plans. By assigning unique keys to these attributes, both MTA and outside stakeholders can compile, analyze, and report historical data on specific areas of investment. We also assign a key to the specific five-year capital plan in which the investment is proposed.



The Capital Investments listed for MTA Bridges and Tunnels follow a slightly different organization format and do not utilize the same Element and Project logic as the other MTA agencies.

As was the case with the 2020-2024 Capital Plan, many projects in the 2025-2029 Capital Plan are budgeted as reserve funds, which are intended to provide funding for multiple projects. Once contracts are identified and prepared for implementation, we will split these reserve funds out into discrete projects listed in the Capital Program Dashboard.

Reading the Data Highlight

The Agency Plans describe the specific investments proposed in each asset category, organized by agency. The Long Island Rail Road example below explains all of the information that is included in a typical summary.

1) The **Agency** name

2) The **Category** name

3) The Agency "**L**," Capital Plan "**9**," and Category "**07**" portions of the ACEP code

4) The **Asset Profile** describes the asset and its importance to the system

5) The **Investment Needs** describes investment needs identified in the 20-Year Needs Assessment

6) The **Data Highlight** provides a closer look at a specific subset of assets within the overall category.

AGENCY PLANS

Long Island Rail Road Power

Category L-907

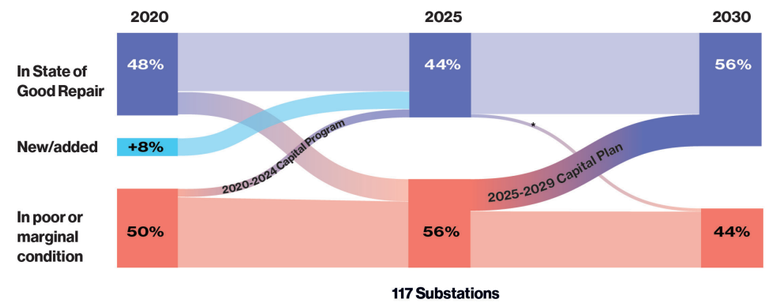
Asset Profile

LIRR's power infrastructure consists of 117 substations that draw high-voltage AC electricity from local utilities, convert it to DC, and typically supply it directly to the third rail. In 4 locations, substations feed a circuit breaker house before reaching the third rail. The power system also includes more than 300 miles of third rail system, a high-tension power network that includes poles and power lines, station and facility electrical and lighting systems, and emergency generators. This system is a service-critical asset. When power-related incidents occur, they are very disruptive to service.

Investment Needs

The LIRR power system is at increasing risk of failure and requires investment. Most substations have been in service for over 50 years and approximately half of them have at least one critical component in poor or marginal condition. The primary driver of power investment priorities is ensuring power substations continue to provide reliable service, which is achieved through either full substation replacement or by addressing critical substation components. It is most important to address substations that are in critical locations, such as high traffic areas, or substations that are in areas that do not have adequate redundancy. In addition, because many substations that are adjacent to each other were constructed at the same time, their components tend to wear out at similar times. One of our strategies to manage this is to target component replacements at alternating substations. There is also a need to upgrade power components to make our power system more efficient, which will help us better manage the growth in power demand from recent system expansions. In addition, continued cyclical replacement of third rail systems and facility lighting and electrical systems will ensure that they operate efficiently and meet current standards.

Data Highlight: Substations



* Reflects projected substations deterioration over time

In the 2025-2029 Capital Plan, we will:

- Keep service safe and reliable by:
  - Renewing key components at 10 substations.
  - Fully replacing 6 of the most critical substations.
  - Replacing approximately 65,000 linear feet of conventional third rail with higher-performing, energy-saving aluminum third rail. Converting wooden protection board to fiberglass.
  - Replacing approximately 10 third rail negative reactors.
  - Further improving the capacity of our traction power system by replacing disconnect switches, short tie extension brackets, and third rail feeder cables.
- Replace lighting in the Atlantic Avenue Tunnel and at select station platforms.
- Continue replacement of deteriorated power lines, power poles, signal transformers and power switches.

Proposed Investments	
Substation replacements	
Replacement of substation components	
Third rail replacements and upgrades	
Power component repairs and replacements	
Lighting improvements	
Total Power	**$476 M**

7) This section describes some of the specific projects that we plan to initiate in the next five years

8) The **Projects** table summarizes key investment areas and total spend for the given category

Reading the Data Highlight

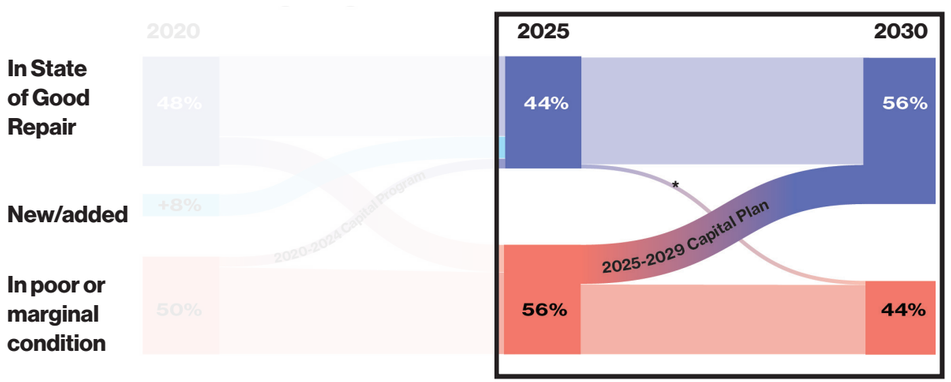
Agency Plans include Data Highlights, which provide more detailed information about the assets described. Data Highlights come in different formats, depending on the information.

The Sankey Diagram

Sankey Diagrams help to illustrate the condition of assets over time -- both as the Capital Plan allows the MTA to invest in renewing these assets, and as older assets deteriorate out of State of Good Repair. Sankey Diagrams are useful to understand whether the level of investment is significant enough to avoid losing ground on the overall condition of the asset category.

Using power substations as an example, a substation that is currently in poor condition but will be renewed over the next five years would move from the *In poor or marginal condition* category to the *In state of good repair* category. At the same time, some substations that were previously in a state of good repair will deteriorate over time as they age and experience additional wear.

Example below:
Right side of the graph shows projected changes in asset conditions, 2025-2030



117 Substations

* Reflects projected substations deterioration over time

In the example above, 44% of power substations are in a state of good repair (following completion of substation investments made in the 2020-2024 Capital Plan). By 2030, some of these have deteriorated to being in poor or marginal condition; however, we expect to be able to renew more substations than will have deteriorated during the same time period. As a result, we project that the percentage of substations in a state of good repair will increase to 56% by the completion of the 2025-2029 Capital Plan.

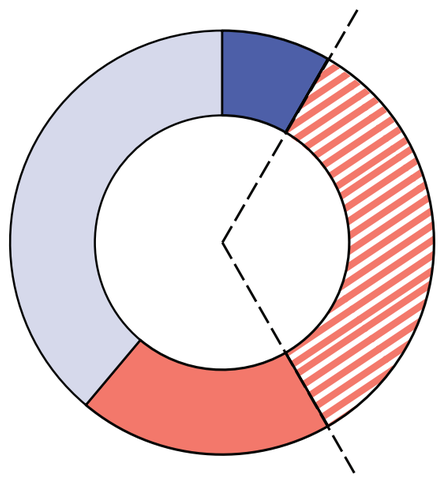
It should be noted that our predictions of deterioration over time (2025-2029) are only as good as our best estimate, based on the age of the asset and MTA expertise. It is quite possible that by the time we publish the next 20-Year Needs Assessment in 2028, certain assets may have deteriorated at a different rate than what we are currently projecting. In addition, to ensure asset condition data is derived from a common source, asset condition shown in the chart for 2025 is from the 2025-2044 20-Year Needs Assessment.

The Doughnut Chart

Doughnut charts are a simple way to show the share of assets within a particular asset category that are in poor or marginal condition, and whether they are being invested in as part of this Capital Plan.
These charts show:

- In red, the portion of assets that are currently in poor or marginal condition. The solid red portion of the graph represents the percent of assets that we have not proposed to address in the 2025-2029 Capital Plan
- In white with red stripes, the portion of assets that are in poor or marginal condition and which we are proposing to bring into good repair with the 2025-2029 Capital Plan
- In dark blue, the portion of assets that were previously in poor or marginal condition but that are or were, or will be, addressed by the 2020-2024 Capital Plan
- In light blue, the portion of assets that are in a state of good repair (adequate or better condition)

Example:
Harlem Line Station Platforms



Platforms at 36 Stations

Status:

- **19 stations** with platforms in poor or marginal condition
- **Up to 12 stations with platforms proposed for replacement in the 2025-2029 Capital Plan**
- **3 stations** with platforms being addressed in the 2020-2024 Capital Plan
- **14 stations** are in a state of good repair

NEW YORK CITY TRANSIT

Overview

New York City Transit (NYCT), together with Staten Island Railway (SIR) and MTA Bus, operate the busiest and most extensive subway and bus systems in the United States. The NYCT system is the core of the MTA's regional network, and, in New York City, a majority of households do not own a car. In 2023, 1.58 billion rides were taken on NYCT services. Much of the system is over 100 years old and operates 24 hours a day, 365 days a year. Our trains, buses, stations, and supporting infrastructure—like track, signals, power systems, rail yards, and bus depots—are the foundation of our network. These assets require substantial and sustained capital investment to address historical underinvestment and to allow us to deliver the frequent and reliable service our riders expect.

Proposed 2025-2029 Capital Plan - $47.8 billion

Category	Proposed Budget ($in millions)	Percent
Subway Cars	$7,617	16%
Buses	$3,293	7%
Passenger Stations, including Accessibility	$11,931	25%
Track	$3,717	8%
Line Equipment	$732	2%
Line Structures	$5,636	12%
Signals and Communications	$6,907	15%
Traction Power	$2,996	6%
Shops and Yards	$1,647	3%
Bus Depots	$370	1%
Service Vehicles	$613	1%
Miscellaneous (Facilities and Program Support)	$1,583	3%
Staten Island Railway	$344	1%
Subtotal NYCT & SIR	**$47,386**	**100%**
MTA Bus	$454	
Total	**$47,840**	

All counts include NYCT, SIR, and MTA Bus assets

6,787	Subway Cars
5,840	Buses
38	Bus Depots & Facilities
493	Stations
326	Elevators
231	Escalators
266	Miles of Line Structures
694	Miles of Mainline Track
794	Miles of Signal Equipment
217	Signal Interlockings
233	Substations
75	Shops and Yards
209	Fan Plants
679	Work Train Cars

New York City Transit: Plan Goals and Investment Highlights

Provide Frequent and Reliable Service

- Order 1,495 new subway cars to improve reliability, upgrade the customer experience, and provide compatibility with modern signal systems.
- Continue to improve subway on-time performance and address a leading cause of subway service delays by modernizing more than 75 signal miles.
- Ensure service continuity by replacing over-age equipment at 66 power substation locations and by renewing power cabling and circuit breaker houses.
- Ensure structural soundness of our right-of-way by rebuilding approximately 60 miles of track, replacing 250 track switches, and repairing thousands of defects in subway tunnels.
- Renew the protective steel structure paint systems on 24 miles of elevated structures.
- Continue regular replacement of buses as they reach their 12 years of useful life, replacing about 2,500 buses. (Details on capital investments for buses can be found in both NYCT Buses and MTA Bus Company sections.)

Improve the Customer Experience

- Renovate approximately one-third of stations via full station renewals or targeted component repairs that address platforms, stairways, canopies, and other station elements.
- Install new fare gates in at least 150 stations to improve station accessibility and reduce fare evasion.
- Replace 45 elevators and 43 escalators that have reached the end of their useful lives.
- Add new elevators or ramps to at least 60 more stations to progress toward the MTA's goal of making 95% of subway stations accessible by 2055.
- Continue to replace the oldest communication cables, including fiber optic cables, to increase the reliability and capacity of NYCT's telecommunications backbone.
- Replace the old and outdated customer information signs and install modern public address and digital information screens.

Take Action on Climate Change

- Reduce impact of future storms by rehabilitating more than a dozen pump rooms that pump excess water out of the system.
- Reduce stormwater intrusion by elevating street stairs and vents and repairing tunnels.
- Order 500 zero-emission buses.
- Purchase and install electric charging infrastructure at bus depots with zero-emission buses and at facilities with light-duty non-revenue fleets.
- Boost air circulation and ventilation to reduce accumulation of hot, humid air on subway platforms.

New York City Transit Subway Cars

Category T-901

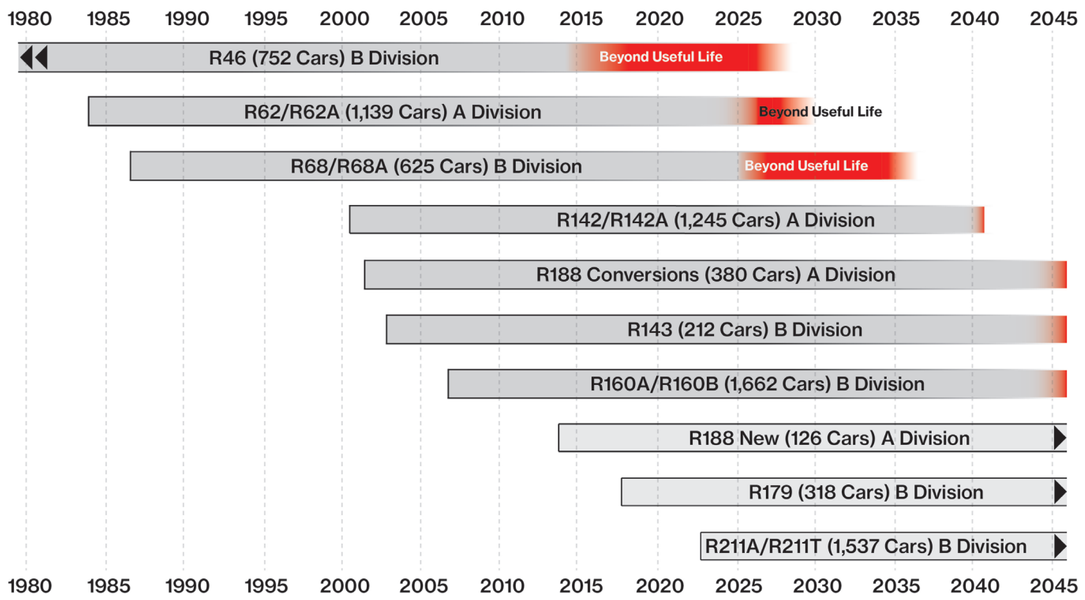
Asset Profile

Our fleet of 6,712 passenger railcars carries over 4 million passengers on a busy weekday. The current subway fleet has 2,890 railcars in the A Division (numbered lines) and 3,822 railcars in the B Division (lettered lines). The cars are of various models, with some dating back to the 1970s. The oldest cars are the R46s, which entered service from 1975-1978, and the newest are the R211s, which are currently being delivered to replace the R46 fleet and a portion of the R68/68A fleet. The fleet's overall quantity will fluctuate as new railcars are delivered and old ones are retired.

Investment Needs

Subway car models that will be at or beyond their 40-year useful lives within the next Capital Plan period include the R68/68A models (625 cars), which went into service between 1986 and 1989, the R62/62A models (1,139 cars), which went into service between 1984 and 1987. The next oldest are the R142/142A models (1,245 cars), which went into service between 2000 and 2005.

Subway Car Classes - Planned Lifecycle



Investing in regular railcar replacement is crucial to keeping subway service reliable. Older railcars are more prone to breakdowns, require more frequent and costly maintenance to keep in service, and are less comfortable for our passengers due to worn interiors. These older models travel an average of about 43,000 miles between breakdowns—meaning they break down nearly six times as frequently as our newest models, which travel 240,000 miles between breakdowns—and newer railcars are compatible with modern CBTC signaling, which allows us to run trains more frequently and reliably.

In the 2025-2029 Capital Plan, we will:

Make subway service more reliable and accessible by moving forward with car purchases that will replace 1,495 of the oldest subway cars:

- Purchase 355 new B Division cars to replace the remaining R68/R68A cars. With this order, the B Division fleet will be fully compatible with modern CBTC-signaling and will be entirely made up of cars that are 60 feet long. With uniform car lengths, door spacing on subway platforms will be standardized and maintenance will be streamlined.
- Purchase new A Division cars. These new cars will equip the A Division with CBTC-compatible trains and enable further implementation of modern CBTC-signaling. The railcar manufacturing industry is limited in its capacity and by the small number of domestic manufacturers. In order to provide a greater level of predictability to our industry partners, this Plan will initiate a large car order to be paid for over multiple Capital Plans. The budget proposed in the 2025-2029 Capital Plan will fund the intial portion of the order. Given the long lead time needed for the design and manufacture of railcars, this will better align our Capital Plan with the timeline for production and delivery.

Proposed Investments	
Purchase 355 new B Division cars	
Purchase new A Division cars	
Rolling stock support	
Total Subway Cars	**$7,617 M**

New York City Transit Buses

Category T-903

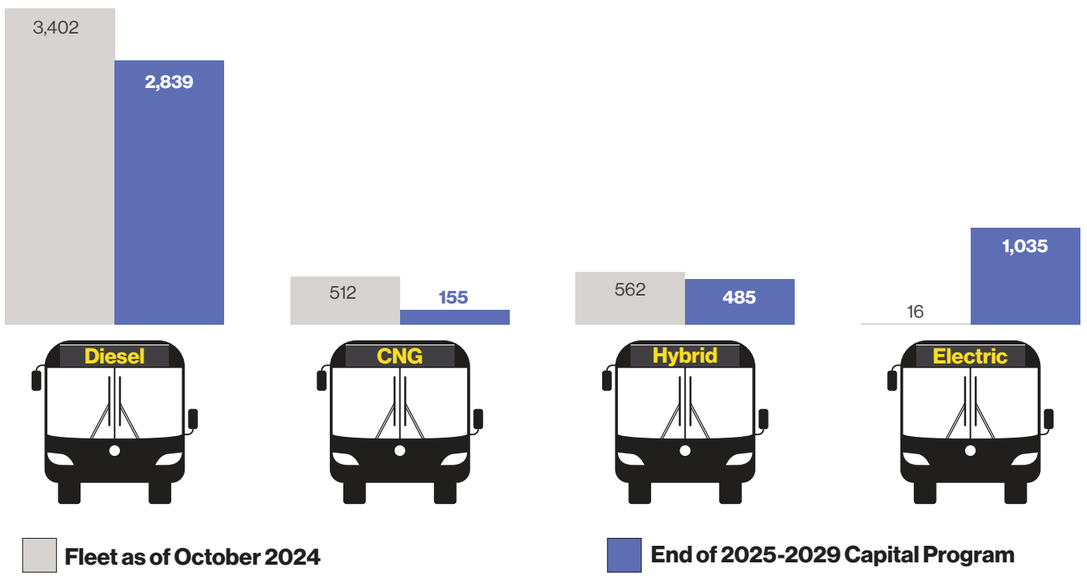
Asset Profile

NYCT operates the largest public bus system in the US, using approximately 4,600 buses to carry 2 million riders each weekday. The NYCT fleet consists of approximately 3,100 standard-length buses; 1,000 higher-capacity articulated buses that are used on high-frequency, high-ridership routes; and 500 coach-style express buses that are used on routes connecting more distant areas of the city with Manhattan business districts. Approximately 26% of the buses in the current fleet have an alternative fuel propulsion system. This includes 684 hybrid buses, 512 compressed natural gas (CNG) buses, and 16 battery electric buses, with more arriving and replacing conventional buses each month.

Investment Needs

With the goal of ensuring reliable service, buses are normally replaced every 12 years, meaning we must replace a signifcant portion of our fleet every 5 years. Concurrent with these normal replacements, we are also working to transition the fleet to a 100% zero-emission bus fleet by 2040: a central component of our agencywide goal to reduce our greenhouse gas emissions 85% by 2040. When complete, the zero-emission bus transition will reduce greenhouse gas emissions by 540,000 tons annually compared to a 2015 baseline. The transition will also eliminate carbon monoxide and nitrogen oxide emissions and significantly reduce particulate matter compared to the current bus fleet.

Data Highlight: NYCT Bus Fleet By Fuel Type



We have begun a phased-in approach to replacing diesel buses and, beginning in 2029, we anticipate that all new bus purchases will be zero-emission. The phased approach will provide an opportunity to apply lessons learned while undergoing this transformation and build out supporting infrastructure.

In the 2025-2029 Capital Plan, we will:

- Keep buses reliable and enhance customer experience by purchasing 1,761 conventional buses for the normal replacement of buses that have reached their useful life. All new standard and articulated buses will be more comfortable and accessible for our customers with improved features and amenities including wider doors, brighter lighting, charging stations, flexible seating, and customer information screens.
- Reduce greenhouse gas and local air emissions by purchasing approximately 500 zero-emission buses to replace existing buses at the end of their useful lives.
- Purchase and install electric charging infrastructure for zero-emission bus and light duty non-revenue fleets.

Proposed Investments	
Purchase 500 Standard Zero-Emissions Buses	
Purchase 855 Standard Buses	
Purchase 556 Articulated Buses	
Purchase 350 Express Buses	
Bus Charging	
Bus Technology	
Total Buses: 2,261 new buses	**$3,293 M**

Please also see MTA Bus page, which covers the remainder of our buses.

New York City Transit Passenger Stations

Category T-904

Asset Profile

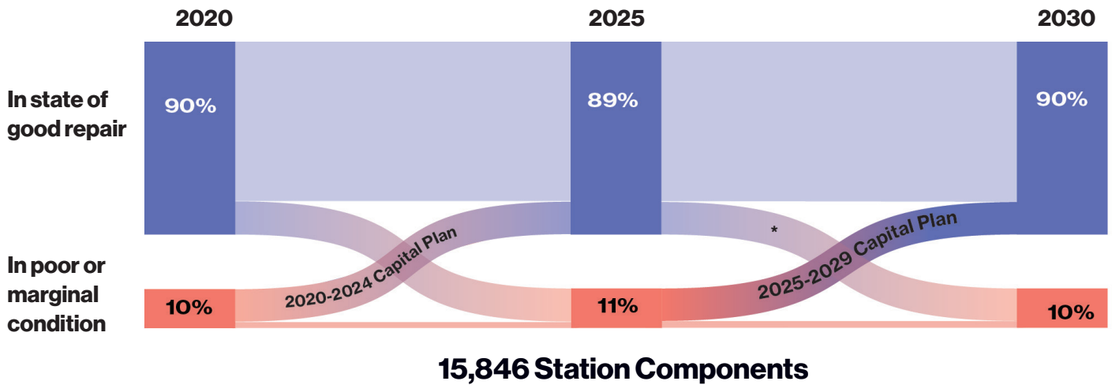
With 472 stations, NYCT has more stations than any other subway network in the world. Our stations contain nearly 16,000 key components, including over 5,000 stairways, 500 elevators and escalators, over 1,100 platform edges, over 4,000 turnstiles, and over 1,500 exit gates. Nearly all of our stations were designed and built in the early 20th century, and demands on them—both physically and from customers—have evolved over time. Changing ridership, changing expectations about customer experience, and, most recently, changing climate vulnerabilities mean that our stations must continue to adapt.

Investment Needs

With millions of daily customers and exposure to the elements, stations deteriorate over time. As such, they require regular repair or rehabilitation, either through targeted component repair or through full station renewals. A full renewal is a more comprehensive, top-to-bottom renovation, and we pursue this type of work in cases where component needs are acute and numerous. We must also build new mitigations to address stormwater intrusion and severe heat, which are becoming more frequent as the effects of climate change intensify.

Our current turnstiles and exit gates are not up to modern design standards for accessibility or for ensuring fare compliance. Investments in new fare and exit gates will both improve accessibility and discourage fare evasion.

Data Highlight: Station Components



* Reflects projected stations deterioration over time

In the 2025-2029 Capital Plan, we will:

- Keep stations safe and enhance the passenger experience by:
  - Replacing worn or poor condition station components at approximately one-third of stations, including 43 escalators and 45 elevator replacements.
  - Renewing at 10 stations with high concentrations of deficient components to bring these locations into a state of good repair.
  - Installing protections to prevent stormwater from entering stations via street stairs and vents.
  - Addressing poor condition station utilities, such as electrical distribution rooms and other behind-the-scenes equipment.
- Improve station accessibility and enhance the customer experience by:
  - Upgrading fare gates and exit gates that accommodate mobility assistance devices, strollers, and luggage, and which are designed to deter fare evasion.
  - Installing platform fans at priority locations, advancing circulation and ventilation improvements, and exploring implementation of station cooling measures.

Note: Passenger Stations budget table on next page.

New York City Transit Accessibility

Category T-904

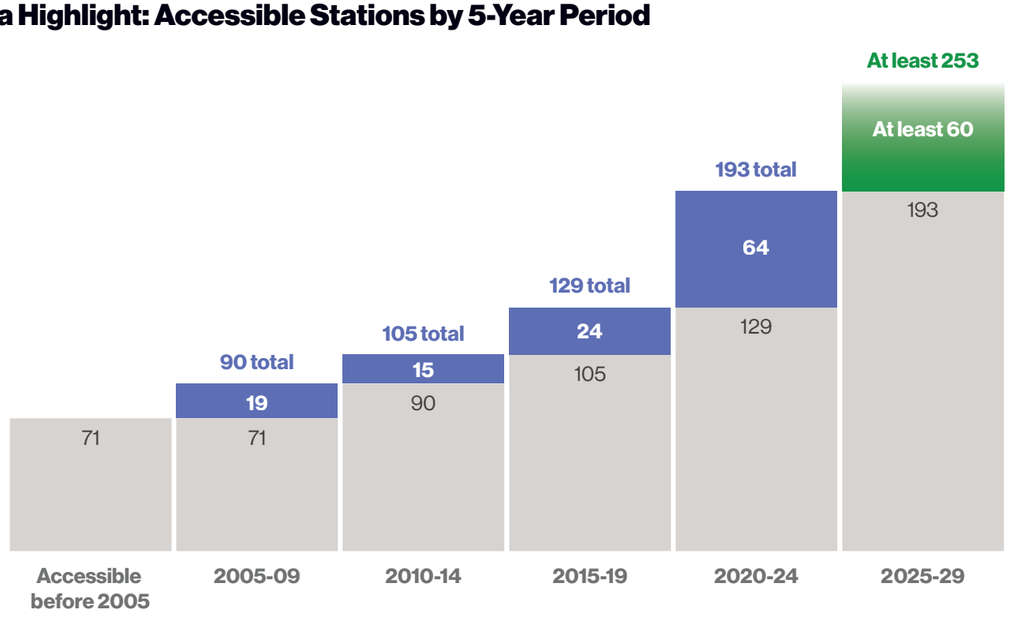
Asset Profile

Most of our stations were not originally built to be accessible, but we are committed to achieving a subway system that is over 95% accessible by 2055. We have accelerated our progress toward that goal in recent years; today, nearly 140 NYCT stations are fully accessible.

Investment Needs

With over half of our stations not yet accessible, we must continue to improve access by constructing new elevators and ramps at stations, and by making other ADA improvements. Also, to ensure continued accessibility, we must continue to regularly replace existing elevators at the end of their 20-year useful life.

Data Highlight: Accessible Stations by 5-Year Period



Station counts above show period in which accessibility projects were programmed. Counts include stations made accessible by developers or as part of initial construction, and exclude stations only partially accessible.

In the 2025-2029 Capital Plan, we will:

- Improve station accessibility by:
  - Adding new elevators or ramps at at least 60 stations. This plan lists 30 stations that will be advanced for accessibility improvements; at least another 30 will be named in the future after additional public engagement. Stations are selected for accessibility improvements based on the following factors: geographic coverage, important destinations, ridership, demographics including population of seniors and people with disabilities, key transfer points including connections to bus and commuter rail lines, and constructability and cost.
  - Upgrading our public address and customer information screens at hundreds of locations so that all customers can see and hear the same reliable service information. (See NYCT Communications page for more details.)

Proposed Investments- Passenger Stations and Accessibility	
Station component repair projects	
Full station renewals at 10 locations	
Other station work (including Small Business Mentoring Program) and climate resilience	
Replace 45 elevators	
Replace 43 escalators	
Next-generation fare gates	
Make at least 60 stations fully accessible by building elevators or ramps	
Total Passenger Stations	**$11,931 M**

New York City Transit Track

Category T-905

Asset Profile

Track is one of the most critical assets for safe, efficient, and reliable train service. Maintaining track in good repair is necessary to ensure safety, prevent derailments, and ensure that trains can run at optimal speed. Our subway system contains 665 miles of mainline track and 1,770 mainline switches, all of which must be regularly replaced as they wear. The useful life of track and switches varies greatly, from 25 to 65 years, depending on traffic volume, track type, geometry, and exposure to weather and other environmental conditions. Through regular inspections and investments, we have kept track and switches near or at 100% good repair since the 1990s.

Investment Needs

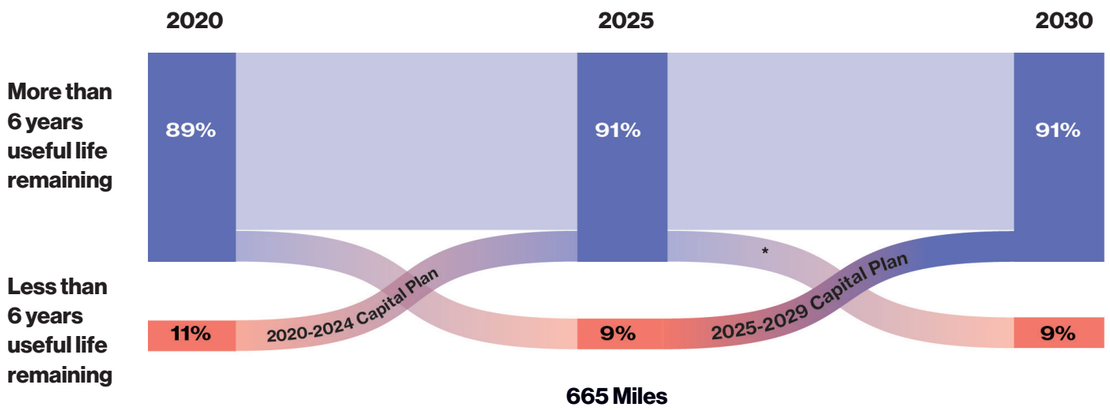
We assess all track segments and switches for their remaining useful life approximately every four years. Based on these assessments, track replacement and renewal projects are prioritized for locations where there are switches or track segments rated as having less than 6 years of useful life remaining. We must continue this investment in track to ensure that all track remains in good repair and to minimize safety risks.

In the 2025-2029 Capital Plan, we will:

- Maintain safe and reliable service by:
  - Replacing approximately 60 miles of mainline track.
  - Replacing 250 mainline switches.
- Enhance service reliability by enabling the next-generation train signaling system. A portion of the planned track replacement will be coordinated and packaged with work on Signals (CBTC) and Stations projects.

Proposed Investments	
Mainline track replacement	
Switch replacement	
Total Track	**$3,717 M**

Data Highlight: Track



* Reflects projected deterioration over time

New York City Transit Line Equipment

Category T-906

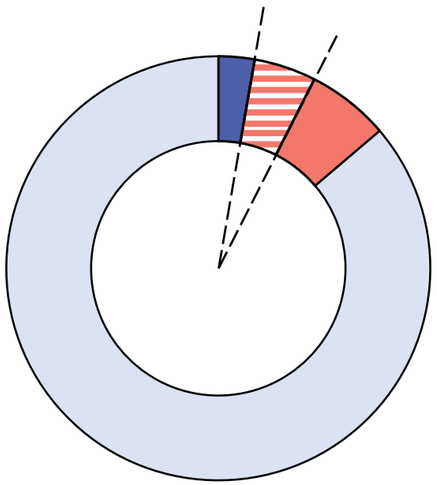
Asset Profile

Line equipment supports the safety and integrity of the subway's tunnel infrastructure. These assets include 440 miles of tunnel lighting, 209 fan plants, 254 pump rooms, 23 deep wells, and drain lines that convey water from the subway system into the New York City sewer system. Fan plants are critical for tunnel air circulation for passenger and employee safety, especially in the case of a smoke condition. Right-of-way pumping facilities are essential for routine removal of water entering the system, as well as for managing the influx of water during extreme weather events. Even on days with no precipitation, we must pump out roughly 10 million gallons of primarily groundwater. Tunnel lighting provides for worker and passenger safety in the event of an emergency evacuation.

Investment Needs

Nearly a third of fan plants and about one in ten pump rooms are in poor or marginal condition and must have components replaced. When replacing equipment, we upgrade to equipment that is more efficient and sized for the needs of the future. Because climate change is bringing more frequent and intense rain events, pumping capacity needs to be augmented in tunnel areas prone to rainwater flooding. As described in the recently released MTA Climate Resilience Roadmap, at least 200 subway stations have been impacted by one or more torrential rainfall events since 2007.

Data Highlight: Pump Rooms



254 Pump Rooms

Status:

28 pump rooms are in poor or marginal condition

More than 12 pump rooms proposed for replacement in the 2025-2029 Capital Plan

7 pump rooms being addressed in the 2020-2024 Capital Plan

219 pump rooms are in a state of good repair

In the 2025-2029 Capital Plan, we will:

- Keep the system safe and reliable by:
  - Repairing or replacing more than a dozen pump rooms and making improvements to sump pump capacity where warranted and feasible, which can reduce service delays and operational expenses during torrential rainfall events.
  - Investing in fan plant components systemwide.
- Enhance energy efficiency by replacing older tunnel lighting with more energy-efficient LED lighting in tandem with planned signal modernization work.

Proposed Investments	
Repairs at more than 12 pump room locations	
Fan plant replacements and repairs systemwide	
Tunnel lighting upgrades	
Total Line Equipment	**$732 M**

New York City Transit Line Structures

Category T-907

Asset Profile

Line structures provide a safe right-of-way for subway trains above and below ground. NYCT's network has approximately 251 miles of line structures, including 155 miles of subway structures, 70 miles of elevated structures and viaducts, and 26 miles of open cut and embankment alignments. Though these assets have a long life span, all line structures require periodic investment to preserve their integrity against water damage, corrosion, and normal wear-and-tear. Without proper upkeep, spalling concrete, corroding steel, and other defects could potentially impact safe operations or require us to mandate slow train speeds through problem areas.

Investment Needs

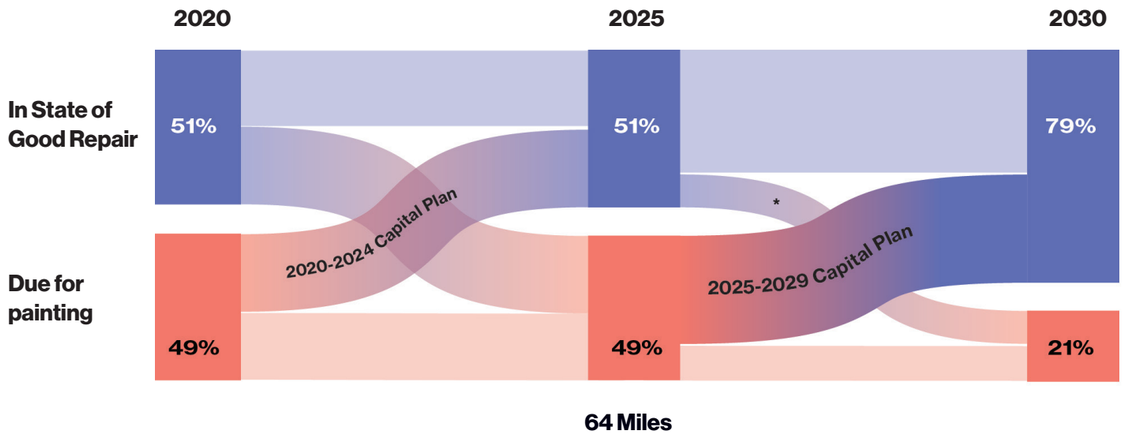
Line structure assets have not received adequate investment in past Capital Plans. As a result, the rate of deterioration is now accelerating, underscoring the urgent need for investment. This is of particular focus given the age of many of our structures. We increased our investment in line structures in the 2020-2024 Capital Plan, but accelerating investment even further is needed. Over time, exposure to the elements and to salt and chemicals deployed at the street level, as well as heavy usage, results in structural defects to concrete and steel. We identify these through periodic inspections. These defects are then classified and prioritized for repair according to a defect's severity or concentration of defects in an area. We have rated approximately 50 miles of subway tunnel, 5 miles of elevated structure, and 5 miles of viaduct structure as having a high concentration of defects. Work on tunnels is prioritized by severity and concentration of defects. In addition to tackling the areas with the greatest defect concentration, we seek to package defect repairs with other types of right-of-way work across the system to maximize efficiency. We must significantly increase the pace of subway tunnel rehabilitation to address increasing tunnel deterioration and keep our system safe. We must also take action to prevent deterioration of exposed elevated steel structures by repainting elevated structures that have paint and protective coating reaching the end of their useful lives. Our new, more comprehensive approach to painting means we will only need to repaint structures every 30 years instead of the previous 15-year standard.

In the 2025-2029 Capital Plan, we will:

- Keep the system safe and reliable by:
  - Making targeted defect repairs to subway tunnels with high concentrations of defects, such as the Fulton A C Lines in Brooklyn, and repair other non-elevated segments with significant defect concentration.
  - Protecting and fortifying the elevated steel structures from corrosion by painting and repairing defects. Over 20 miles of structures will be repainted and have defects repaired.

Proposed Investments	
Paint and repair defects on elevated structures	
Repair priority defects in underground subway structures	
Rehabilitate ancillary and special structures, including ducts, emergency exits, etc.	
Total Line Structures	**$5,636 M**

Data Highlight: Painting Condition of Elevated Steel Structures



* Reflects projected structures' painting deterioration over time

New York City Transit Signals

Category T-908

Asset Profile

Signals ensure that trains operate at safe speeds and maintain safe distances from other trains. The NYCT system includes over 750 miles of signals and 183 mainline interlockings – complex signaling areas with interconnected arrangements of switches and signals where tracks cross, merge, or diverge. Routes covering about 529 miles of our subway network still utilize legacy fixed-block signaling. NYCT is in the process of upgrading conventional fixed-block signals to a state-of-the-art Communications-Based Train Control (CBTC) system. CBTC provides increased levels of safety and lets us run trains closer together, recover from delays faster, monitor train service from a centralized control center, and provide accurate real-time train information to customers.

CBTC has been installed on the Canarsie L, Flushing 7, and Queens Boulevard West E F M R Lines. It is currently being installed on the Culver F, 8th Avenue A C E, Queens Boulevard East E F, and Crosstown G Lines. Signal modernization projects on the Fulton A C, 6th Avenue B D F M, and 63rd Street F Lines are included in the 2020-2024 Capital Plan.

Investment Needs

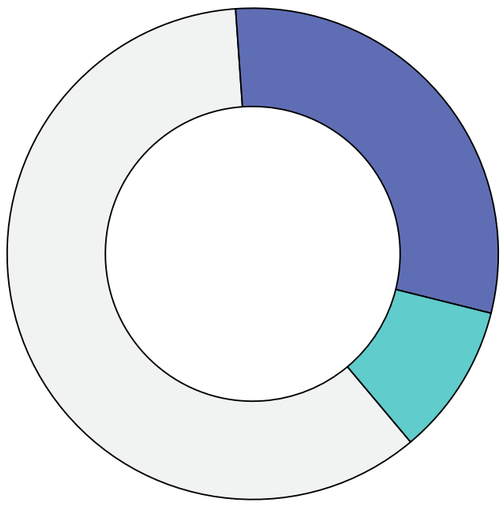
We also need to legacy signals because they are well beyond their expected useful life and require additional maintenance. Some segments of the legacy signaling system have signals that are 80 years old. As signals age, the risk of signal equipment failures rises, and signal age is therefore is one of the factors that strongly influences decision-making related to which lines should be modernized.

It is critical to maintain the modernized signal systems we have in place. The Canarsie L CBTC system, which was installed starting in 2003, is now approaching the end of its 25-year useful life and must be replaced. We must also upgrade or replace the ATS-A legacy signaling system that controls service on A Division (numbered) lines to keep the system operational and to begin preparations to convert those lines to CBTC in the future.

In the 2025-2029 Capital Plan, we will:

- Increase service reliability by:
  - Modernizing over 75 signal miles of conventional fixed-block mainline signals and interlockings on the B Division (lettered) lines. Candidate corridors for modernization include: Broadway N Q R W, Rockaways A S, Liberty Av A, and Nassau St J Z.
  - Installing CBTC equipment needed to operate new subway cars on modernized lines.
- Keep the system safe and reliable by:
  - Making normal replacement cycle upgrades to the CBTC signaling system on the Canarsie L Line.
  - Replacing the old Automatic Train Supervision (ATS-A) system in preparation to upgrade the A Division (numbered) lines for CBTC upgrades.

Data Highlight: Signal Modernization



Status:

- Conventional fixed block: 455 signal miles
- Previous CBTC projects through 2020-2024 Capital Plan: **232 miles**
- **Proposed for 2025-2029 Capital Plan: Over 75 signal miles**

Note: Signals budget table on next page.

New York City Transit Communications

Category T-908

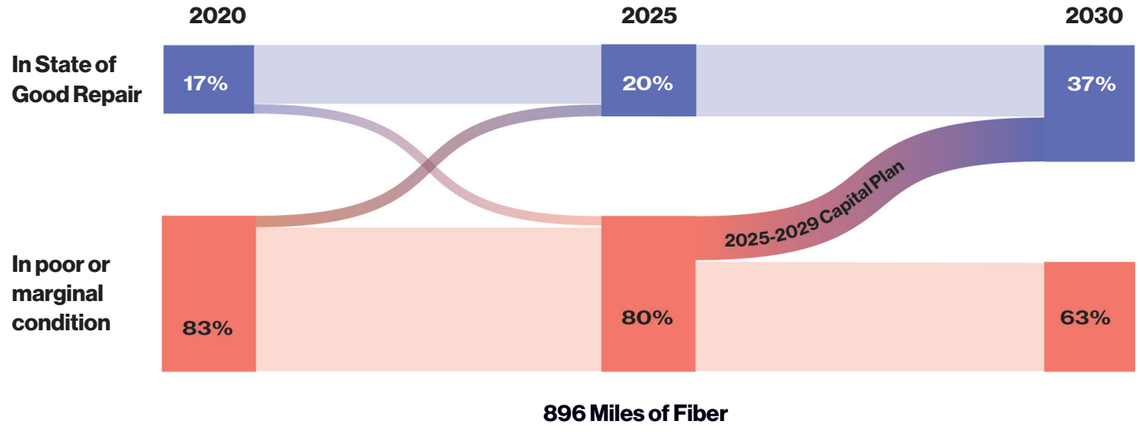
Asset Profile

Our communication infrastructure is the 'nervous system' of transit. It enables us to share timely updates with riders, support safety measures, and allow for our operations and management teams to communicate with one another effectively. It supports our customer-facing communications equipment, cameras, fare collection, train operations, elevator status, emergency response, power operations, fan plants, Help Points, and pump rooms.

Investment Needs

Telecommunication technologies become obsolete faster than other assets and require continuous innovation. Most communication assets tend to have a relatively short lifespan of 10 to 15 years. Additionally, over the years, more and more critical operations have become dependent on the telecommunications network, straining the capacity of the technology to carry this volume of information. The capacity of the NYCT information system needs to be substantially increased. Our fiber optic network and cable infrastructure need accelerated upgrades to support the myriad of systems that depend on it, including safety and train operation systems. Key to improving our customer communication in stations, we must also upgrade our public address and customer information screens at hundreds of locations so that all customers can see and hear the same reliable service information.

Data Highlight: Fiber Cable



In the 2025-2029 Capital Plan, we will:

- Improve the customer experience and enhance safety, security and operational functions by investing in communications systems, including:
  - Increasing the capacity of the fiber cable network and addressing obsolete equipment.
  - Providing clear, reliable customer communications by upgrading or replacing public address and digital information screens at over 200 stations.

Proposed Investments	
Signal modernization of various B Division corridors	
ATS-A System Replacement	
Signal System Component Replacement (e.g., Canarsie Line CBTC)	
CBTC On-Board Equipment for Rolling Stock	
Fiber Optic, Copper, and Antenna cable replacement and upgrades	
Public address and digital information screen replacements or upgrades	
Communications Network upgrades and electronic security systems	
Total Signals and Communications	**$6,907 M**

New York City Transit Traction Power

Category T-909

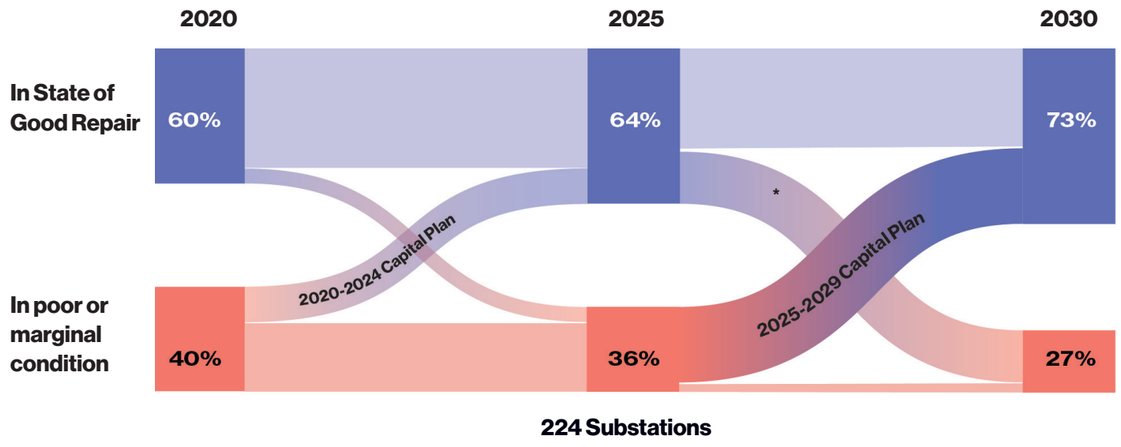
Asset Profile

Our traction power system delivers electricity that powers our trains. The system includes 224 substations, 317 circuit breaker houses, thousands of cables, and hundreds of miles of third rail. Substations receive high voltage AC power from Con Edison via high-tension feeders and then convert it to 600-volt DC power. This DC power is then delivered to the third rail by our extensive power distribution system, which is comprised of cables and circuit breaker houses. The traction power system is centrally monitored and controlled by our Supervisory Control and Data Acquisition (SCADA) system at our Power Control Center. When power-related incidents do occur, they are very disruptive to service, delaying the greatest average number of trains of any type of incident.

Investment Needs

Our traction power system has a sizeable backlog of equipment in poor or marginal condition, which creates a huge risk of major service delays. Without bold action, this problem will only get worse, as a significant proportion of components installed in the 1980s will soon reach the end of their useful lives. In recognition of these conditions and an anticipated major growth of capital needs, we doubled the investment in traction power system components in 2020-2024 versus the investment level in 2015-2019, allowing us to double the rehabilitation rate of substations and circuit breaker houses as well as replace and upgrade most of the SCADA system. Despite these recent investments, we remain behind on addressing power system needs and need to triple the pace of investment in substations and circuit breaker houses in 2025-2029 to ensure continued reliability.

Data Highlight: Power Substations



* Reflects projected substations deterioration over time

In the 2025-2029 Capital Plan, we will:

- Improve service reliability and reduce delays by:
  - Fully overhauling some substations and making targeted component replacements at others, reaching over 60 locations in total and targeting vulnerable areas of the system.
  - Rehabilitating approximately 30 circuit breaker houses and replacing poorly rated cables and ducts where feasible.
- Enhance safety and control system capabilities by upgrading SCADA control zone equipment, and replacing obsolete emergency alarms and telephones.
- Increase energy efficiency by exploring new technologies like wayside energy storage, low-resistance third rail, and power load management systems.

Proposed Investments	
Substation full renewal projects, targeted component replacement Circuit breaker house renewal and repairs, renewal of distribution infrastructure, completion of SCADA system upgrade Improvements to boost capacity, improve reliability, and increase efficiency	
Total Traction Power	**$2,996 M**

New York City Transit Shops and Yards

Category T-910

Asset Profile

Our 14 railcar maintenance and 2 overhaul shops are essential to keeping our subway railcars in good working order. At these facilities, we perform regular inspections, component replacements and overhauls, repairs, and cleaning tasks. We also have 29 support shops where railroad infrastructure such as signals, track, and electronics equipment is fabricated or maintained.

Our 24 yards are large properties that we use for the storage of passenger railcars when they are not in service and where we do car cleaning and washing of railcar exteriors. Yard components include approximately 102 miles of yard tracks and 874 yard switches, plus signaling, yard traction power, yard lighting, perimeter fencing, and other infrastructure.

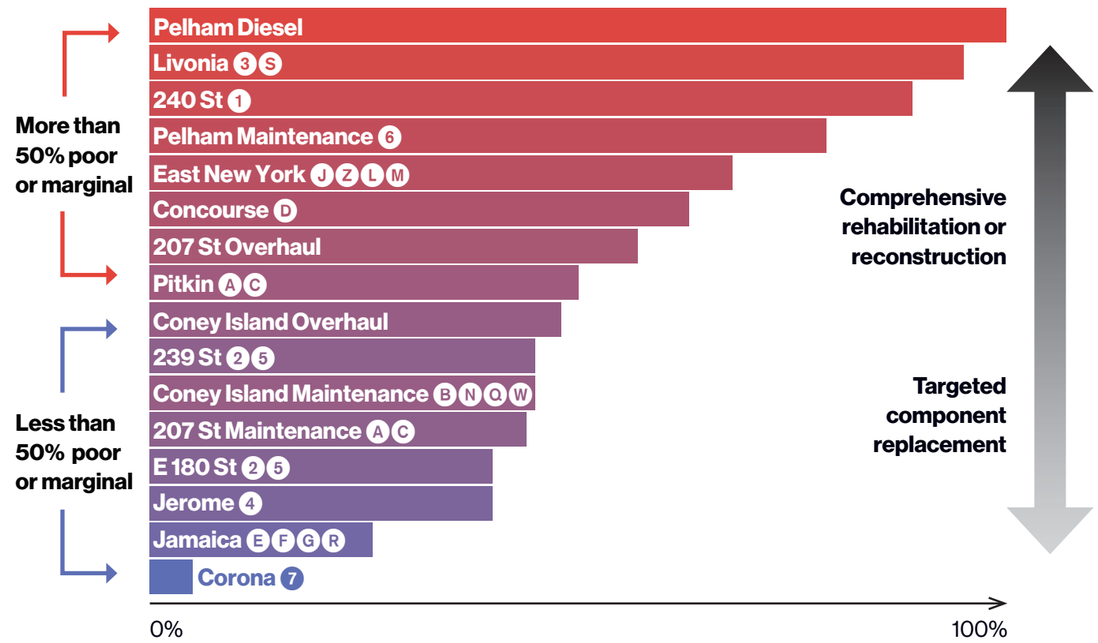
Investment Needs

Subway maintenance shops are one of the asset areas with the greatest relative investment need throughout the NYCT system. Two of our maintenance shops require full rehabilitation due to decades of deferred investment, and there are pressing needs at many more. 8 out of our 16 maintenance and overhaul shops have most of their components in poor or marginal condition. In addition to being in poor condition, some shops, including the Livonia and 240th Street Shops, need to be updated and reconfigured to be able to service newer railcars and to meet modern standards.

Failures of yard components such as switches can lead to major delays, especially when they happen as trains are leaving the yards before the morning rush. Nearly 1 in 5 yard switches are in poor or marginal condition.

As we make shop and yard component replacements, we will incorporate climate resilience measures in anticipation of coastal surge, torrential rain, and tidal floods.

Data Highlight: Condition of Shop Components



In the 2025-2029 Capital Plan, we will:

- Improve railcar maintenance, efficiency of work, and employee working conditions by:
  - Rehabilitating several railcar maintenance shop and support shop buildings that have multiple components in poor condition.
  - Strategically enhancing a component rehabilitation program to address the key maintenance shop, support shop, and yard components that are in poor or marginal condition across several facilities such as roofs and HVAC systems. While in the process of replacing components, we will upgrade some facilities with sustainable energy assets such as solar photovoltaics and energy storage capability, where feasible.
- Enable the next generation of railcars by advancing reconfiguration or reconstruction of Livonia and 240th Street Maintenance Shops. Reconfigured or reconstructed shops will allow servicing of roof-mounted air conditioning units on the new car fleet and will provide working aisle widths between shop tracks that meet industry standards and best practices.
- Ensure reliable service by replacing poor-condition yard components.
- Enhance subway service reliability and advance climate resilience measures at facilities facing flooding risks by rehabilitating pump rooms, installing drainage and coastal surge protections, taking steps to improve stormwater detention, and by elevating equipment in yards.

Proposed Investments	
Advance rehabilitation and reconstruction of Livonia and 240 St Maintenance Shops	
Maintenance shop and support shop component rehabilitation and renewable energy upgrades	
Yard component rehabilitation, including yard track, switches, and lighting	
Total Shops and Yards	**$1,647 M**

New York City Transit Bus Depots

Category T-912

Asset Profile

Our 20 bus depots fuel, service, and maintain approximatey 4,500 buses. As a result of their varied age and design, our depots feature a wide variety of structure types and sizes, equipment and machinery, bus types, and work capabilities. For example, some bus depots are equipped to service compressed natural gas (CNG) buses, while other depots have been modified for articulated buses. Two base shops and several smaller support shops support maintenance functions at the depots by handling heavier work, such as major bus chassis and engine repairs.

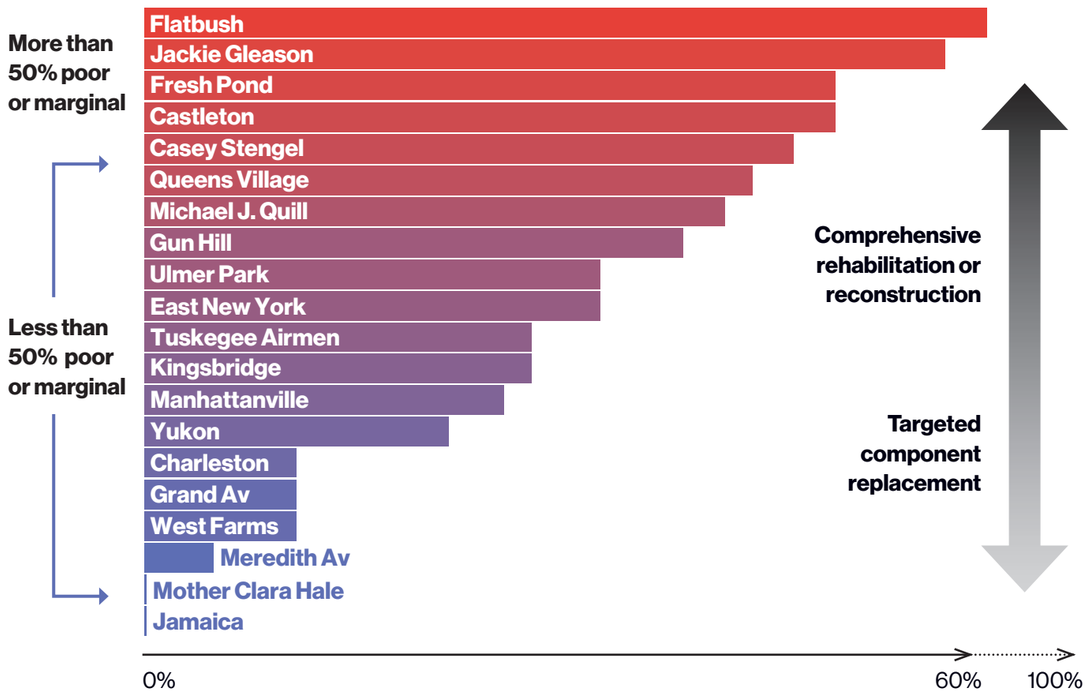
Investment Needs

Hundreds of bus depot components (approximately one-third of all major components) are currently in poor or marginal condition. Simultaneously, the expansion of the zero-emission bus fleet requires major investments in charging infrastructure and power supplies to increase the electrical capacity needed at the depots for electric buses. The addition of charging infrastructure and power supplies also necessitates facility HVAC modifications, structural modifications, data and communication infrastructure, and enhanced fire suppression. High priority depot component repairs are made based on condition. In addition to that, as depots are selected for zero-emission bus fleet deployments, zero-emission upgrades will be made in tandem with depot component upgrades and building repairs.

In the 2025-2029 Capital Plan, we will:

- Continue component investment at depots and replacing components and equipment that are in poor or marginal condition, including roofs, facades, and systems.
- Build climate resilience through stormwater and coastal flood mitigation measures.
- Coordinate depot projects to optimize investments in state-of-good-repair and zero-emission charging infrastructure.
- Explore low-emission HVAC and renewable energy generation solutions such as solar photovoltaics and energy storage at facilities targeted for capital investment.

Data Highlight: Condition of Bus Depot Components



Proposed Investments	
High-priority depot component repairs driven by condition	
Implementation of zero-emission infrastructure and depot upgrades (buses and non-revenue vehicles)	
Major investments slated for depot and non-revenue shop reconfiguration, including investments that address sustainability and resilience needs	
Total Depots	**$370 M**

New York City Transit Service Vehicles

Category T-913

Asset Profile

Maintenance and construction activities within the NYCT system rely on a service fleet of over 600 specialized railcars for work trains and 600 heavy-duty road vehicles such as trucks and vans. These fleets support routine maintenance activities as well as the execution of capital construction work. As NYCT looks to accelerate the pace at which we address our capital needs, it is vital that these support fleets are reliable enough to get the job done.

Investment Needs

Approximately 44% of the work train fleet is beyond its useful life and is due for replacement. We must also grow the work train fleet with new locomotives, construction support cars, and inspection cars to grow our maintenance capacity to meet rising demand. As we introduce modern CBTC signaling to more of the subway system, we must invest in new equipment to make our work train fleet compatible with CBTC.

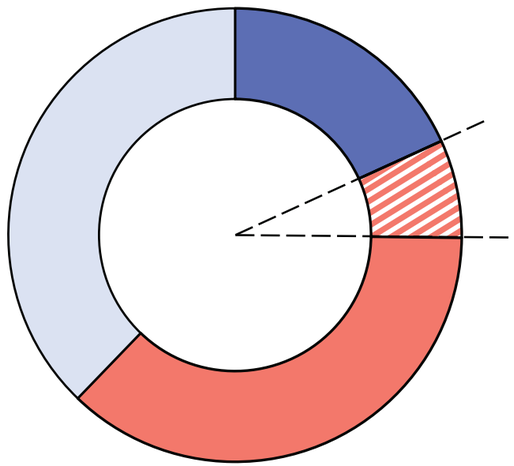
We must continue the steady replacement of rubber tire service vehicles. Road vehicle replacement will remove vehicles that are in poor or marginal condition from service while helping us to achieve our emission reduction goals.

In the 2025-2029 Capital Plan, we will:

- Keep the system safe and reliable by:
  - Purchasing up to 45 locomotives to replace overaged locomotives and grow the work train fleet. New locomotives will be battery/diesel hybrid models designed to improve air quality in the tunnels for workers and passengers.
  - Purchasing various Rubber Tire Vehicles.
  - Upgrading and replacing the work train fleet.

Proposed Investments	
Purchase 45 new hybrid locomotives	
Purchase various rubber tire vehicles	
Purchase and upgrade work train fleet	
Total Service Vehicles	**$613 M**

Data Highlight: Work Trains



643 Work Trains

Status:

- **283 work trains** are in poor or marginal condition
- **45 work trains proposed for replacement in the 2025-2029 Capital Plan**
- **117 work trains** being addressed in the 2020-2024 Capital Plan
- **243 work trains** are in a state of good repair

New York City Transit Miscellaneous (Facilities & Program Support)

Category T-916

Asset Profile

Control centers, support, and training facilities house critical operations and support elements of the NYCT network. Over 3,000 employee facility rooms throughout the subway system ensure that our employees can do their jobs and keep the system running. This category also contains investments to support the implementation of the capital program.

Investment Needs

To continue providing safe, reliable service, we must continue to invest in improvements to essential employee, administrative, and police facilities, including the Operations Control Center and Power Control Center. The Power Control Center has major space constraints, and its configuration does not meet modern operations control center standards.

We must also invest in resources to support the implementation of the capital program, including funding for environmental remediation, consultant support services, insurance, and future projects' scope development and design.

This category also includes investments in critical assets that include information technology and fire safety systems.

In the 2025-2029 Capital Plan, we will:

- Support the continued functioning of the system by:
  - Investing in the Rail Control Center and Power Control Center systems and building components to improve these key facilities, the heartbeat of entire subway system, to ensure they are able to function.
  - Investing in subway employee facility rooms that are in poor condition.
- Support the continued implementation of the Capital Program by:
  - Investing in funding for environmental remediation, consultant support services, and insurance.
  - Investing in funding for scope development and design for future projects.

Proposed Investments	
Repair or rehabilitate employee facilities	
Repair or rehabilitate control centers	
Environmental remediation	
Support services	
Insurance	
Total Miscellaneous (Facilities and Program Support)	**$1,583 M**

Staten Island Railway

Category S-907

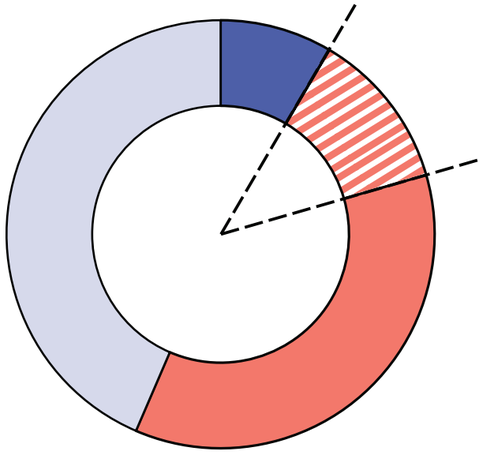
Asset Profile

Staten Island Railway (SIR) provides 24-hour service serving 21 stations between Tottenville, at the southern end of the island, and St. George Terminal at the northern end. SIR currently operates and maintains a fleet of 61 legacy R44 passenger railcars, which are being replaced by 75 new R211 cars. SIR's other assets include 29 miles of mainline track, 28 bridge structures, 54 mainline switches, nine power substations, and two support and maintenance shops.

Investment Needs

To continue providing reliable service, we must invest in a variety of assets, including track, power, and bridge rehabilitation. We must also continue to invest in station accessibility to reach the MTA's commitment of 95% of New York City stations being accessible by 2055. Finally, Staten Island is increasingly vulnerable to coastal storm surge , torrential rainfall, and sea level rise due to climate change. This increased vulnerability presents additional risk to SIR operations that must be monitored and assessed.

Data Highlight: SIR Station Components



448 Station Components

Status:

- **215 components** are in poor or marginal condition
- **Up to 54 components proposed for replacement in the 2025-2029 Capital Plan**
- **38 components** being addressed in the 2020-2024 Capital Plan
- **195 components** are in a state of good repair

In the 2025-2029 Capital Plan, we will:

- Keep stations in good condition by replacing deteriorated station components, and improve accessibility by making more SIR stations fully accessible.
- Make service more reliable by:
  - Replacing traction power switchgear at two locations and make substation component repairs.
  - Rehabilitating track that is in poor condition, replacing switches, rehabilitating bridge structures, and paint and repair bridges.
- Improve security by beginning the upgrade and expansion of the CCTV system.

Proposed Investments	
Station component repairs	
Station accessibility	
Substation repairs and switchgear replacement	
Track	
Switches	
Bridges	
Work cars and rubber tire vehicles	
Security and communications	
Employee facilities	
Total Staten Island Railway	**$344 M**

MTA Bus Company

Category U-903

Asset Profile

MTA Bus Company operates 44 local routes in the Bronx, Brooklyn, and Queens, 43 express bus routes between Manhattan and the Bronx, Brooklyn, or Queens, and 3 Select Bus Service routes in Queens. The agency was created in September 2004, taking over operations of seven bus companies that operated under franchises granted by the New York City Department of Transportation.

MTA Bus operates approximately 1,300 total buses, including 599 standard-length buses; 141 higher-capacity articulated buses that are used on high-frequency high ridership routes; and 513 coach-style express buses that are used on routes connecting more distant areas of the city with Manhattan business districts. It is a much cleaner fleet than in prior years, with a third of all buses featuring an alternative fuel propulsion system. This includes 161 hybrid buses and 220 compressed natural gas (CNG) buses. MTA Bus's eight bus depots in the Bronx, Queens, Brooklyn, and Yonkers support the fleet by fueling, servicing, maintaining, and storing buses. Two depots–College Point in Queens and Spring Creek in Brooklyn–are equipped to service and fuel buses that run on CNG.

Investment Needs

Currently, the average fleet age is nearly 10 years old. With bus useful life generally being 12 years, 243 MTA Bus buses will need replacement in the 2025-2029 Capital Program to maintain reliability and improve customer experience. Wtih an average depot age of 58 years, there are also building component and equipment rehabilitations necessary to maintain these essential facilities. Our depots' most critical needs include investments in fire suppression, paving and drainage in bus storage areas, fluid management, and electrical distribution systems.

In the 2025-2029 Capital Plan, we will:

- Ensure continued service reliability by replacing 153 standard buses and 90 articulated buses.
- Ensure bus servicing and maintenance facilities can continue to operate by modernizing and repairing depot components across four MTA Bus depots. Perform design and site work for Base Shop expansion.
- Incorporate climate resilience and sustainability measures through stormwater and coastal flood mitigations. Explore low-emission HVAC and renewable energy generation solutions, such as solar photovoltaics and energy storage at facilities targeted for capital investment.

Proposed Investments	
Purchase 153 standard buses	
Purchase 90 articulated buses	
Depot improvements and equipment	
Project design, engineering, and admin	
Bus technology	
Rubber tire vehicles	
Total MTA Bus	**$454M**

LONG ISLAND RAIL ROAD

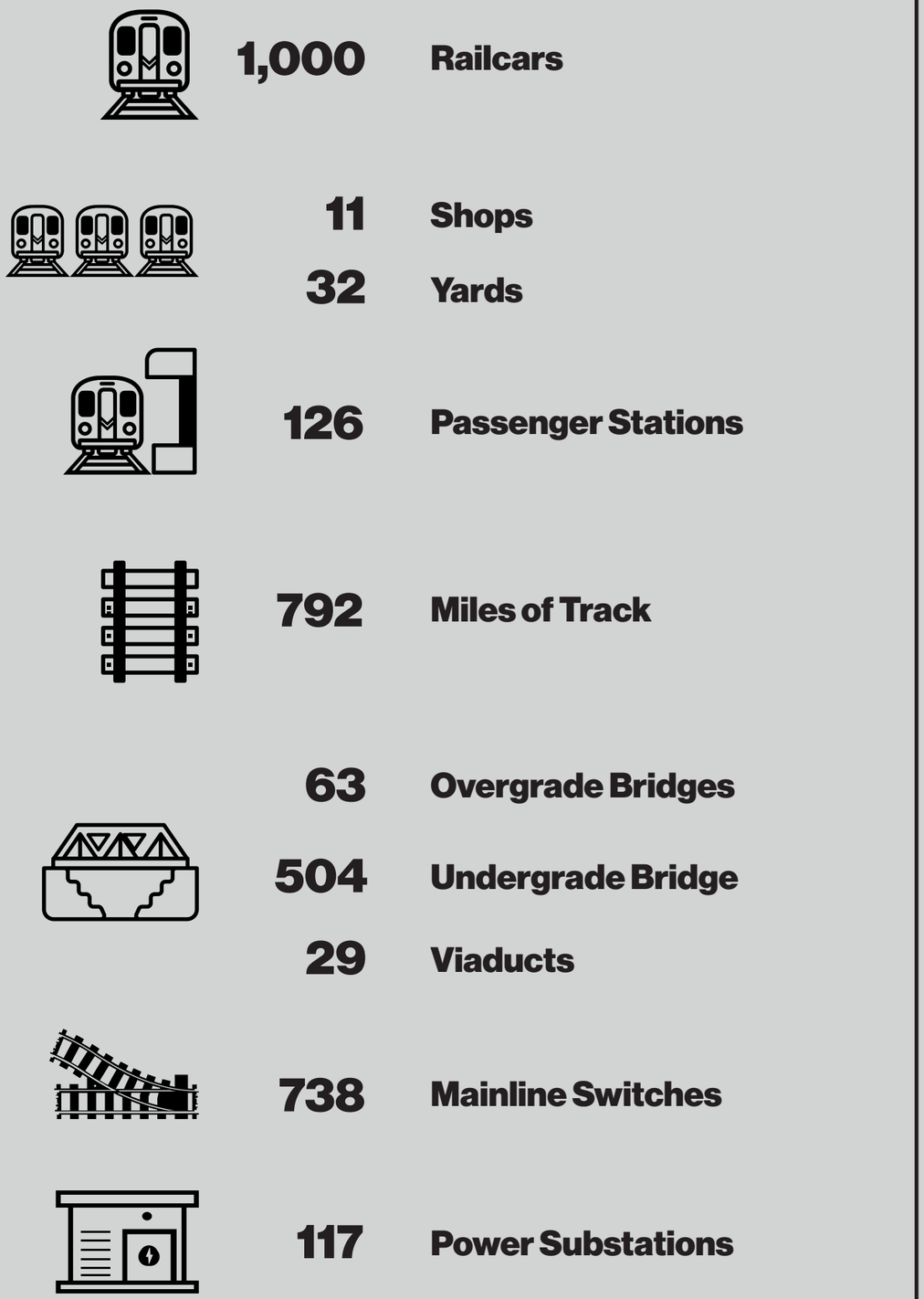
Overview

The Long Island Rail Road (LIRR) is the largest, busiest, and oldest continuously operating commuter railroad in the US. In 2023, 65.2 million riders used the LIRR, which stretches nearly 120 miles from Penn Station and Grand Central Madison in Manhattan to Montauk, on the eastern tip of Long Island.

Recent network expansion projects including the opening of Grand Central Madison and the addition of a third track between Floral Park and Hicksville have been a major emphasis of recent capital plans. There are a range of potential expansion projects being looked at, but in the meantime, we must turn our attention to cyclical repairs and rehabilitations and on clearing a backlog of investment needs. We have significant work to do to rebuild and rehabilitate aging assets such as our signals, bridges, viaducts, tunnels, and traction power system so we can boost reliability and continue to provide our community with world-class service.

Proposed 2025-2029 Capital Plan - $6.0 billion

Category	Proposed Budget ($ in millions)	Percent
Rolling Stock	$1,573	26%
Stations	$1,201	20%
Track	$1,110	18%
Line Structures	$601	10%
Communications and Signals	$505	8%
Shops and Yards	$168	3%
Power	$476	8%
Miscellaneous (Program Support)	$372	6%
Total	**$6,005**	**100%**



Long Island Rail Road: Plan Goals and Investment Highlights

Provide Frequent and Reliable Service

- Purchase additional railcars to expand the fleet.
- Modernize approximately 29 miles of signal systems and replace aging components with latest-generation technology to provide a more reliable signal system.
- Replace or renew 16 substations to ensure reliable traction power throughout electrified territory.
- Perform structural rehabilitation in the Atlantic Avenue Tunnel to ensure continued reliability.
- Replace or rehabilitate 11 bridges and viaducts.

Improve the Customer Experience

- Make 98% of stations fully accessible and rehabilitate or replace deteriorating station components such as platforms, canopies, and station buildings.
- Install new digital signage and upgrade the control systems for all station communications to improve customer communications and security.
- Make improvements to Penn Station staircases and platforms, and fix critical back-of-house systems, such as the air handlers for the HVAC system.

Take Action on Climate Change

- Replace old diesel locomotives with new, highly efficient dual mode locomotives to reduce greenhouse gas emissions and improve air quality.
- Improve energy efficiency by investing in more efficient lighting, HVAC, and electrical systems at stations.
- Reinforce locations impacted by stormwater floods, particularly along the Port Washington and Port Jefferson branches, and monitor sea level rise risks threatening the Long Beach and Far Rockaway branches.

Long Island Rail Road Rolling Stock

Category L-901

Asset Profile

LIRR's rolling stock consists of two types of passenger railcars and three types of locomotives. The passenger railcars include electric multiple units (EMU), which are self-propelled via the third rail, and bi-level coaches, which are hauled by locomotives. The locomotives include diesel units (which can't enter the East River tunnels), dual-mode units (which can provide the potential for one-seat rides between Penn Station and non-electrified areas), and diesel work locomotives used for maintenance activities and to support construction during capital projects.

Investment Needs

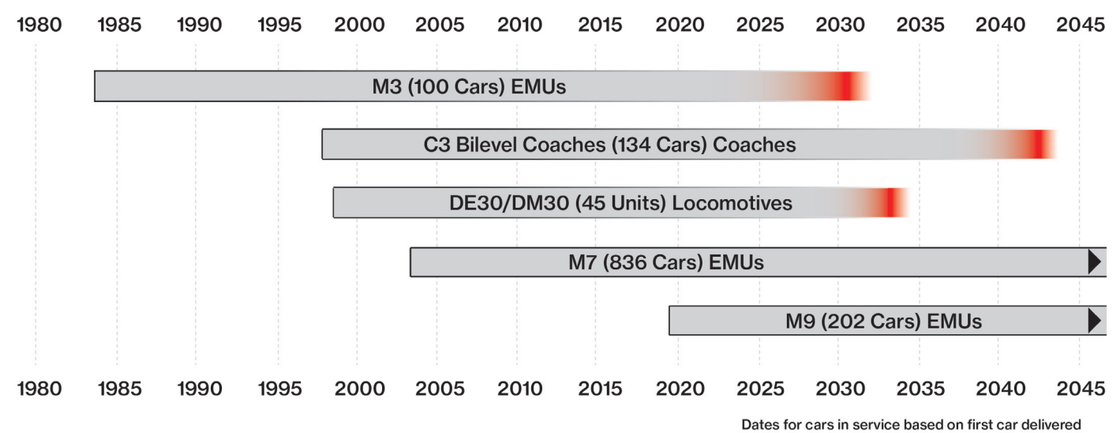
100 M3 EMUs are beyond their 35-year useful life and must be replaced. The bi-level coach fleet is also nearing the end of its useful life and must soon be replaced. The passenger locomotive fleet is both beyond its useful life and needs to be expanded to meet current and future service demands. In order to meet future service plans, increase operational flexibility, and reduce the use of diesel fuel, the passenger locomotive fleet needs to replaced and expanded with an all dual-mode fleet. Our outdated work locomotives need to be replaced with new low-emission engines.

In the 2025-2029 Capital Plan, we will:

- Improve reliability of train service and increase operational flexibility by:
  - Completing the purchase of new M9A railcars, building on the procurement initiated during the 2020-2024 Capital Plan and facilitating the retirement of the remaining 39-year-old M3 railcars.
  - Initiating the procurement of new bi-level coaches.
- Reduce emissions and improve air quality by:
  - Continuing the replacement of passenger locomotives with new dual-mode locomotives, reducing greenhouse gas emissions and improving air quality.
  - Continuing the replacement of the work locomotive fleet by purchasing work locomotives that meet EPA Tier IV emission efficiency standards.

Proposed Investments	
Complete purchase of M9A EMUs	
Order dual-mode passenger locomotives	
Order bi-level passenger coaches	
Order work locomotives with latest EPA standard engines	
Total Rolling Stock	**$1,573 M**

Railcar Fleet - Planned Lifecycle



Long Island Rail Road Stations

Category L-902

Asset Profile

LIRR has 126 passenger stations across the network, which range from a single two-car platform to the massive underground complex of Penn Station. We have made significant progress toward bringing ADA accessibility to stations, with 114 of 126 stations currently accessible and additional ADA station projects under construction. Our stations' major components include station buildings and platforms as well as other components like building interiors, elevators, escalators, and sidewalks and parking lots. The two major Manhattan commuter hubs, Penn Station and Grand Central Madison, both contain more extensive platform-level structural and architectural elements, building systems, including electrical and mechanical systems, as well as communications systems and other passenger amenities.

Investment Needs

Approximately 1 in 5 stations have platforms that are in need of structural rehabilitation. When we undertake these relatively major projects, it is prudent to simultaneously address related components that are in poor or marginal condition at those locations, such as overpasses, platform lighting, signage, security systems, and station building components. When investing in assets that are in poor condition, where feasible, we will improve energy efficiency by investing in more efficient lighting, HVAC, and electrical systems.

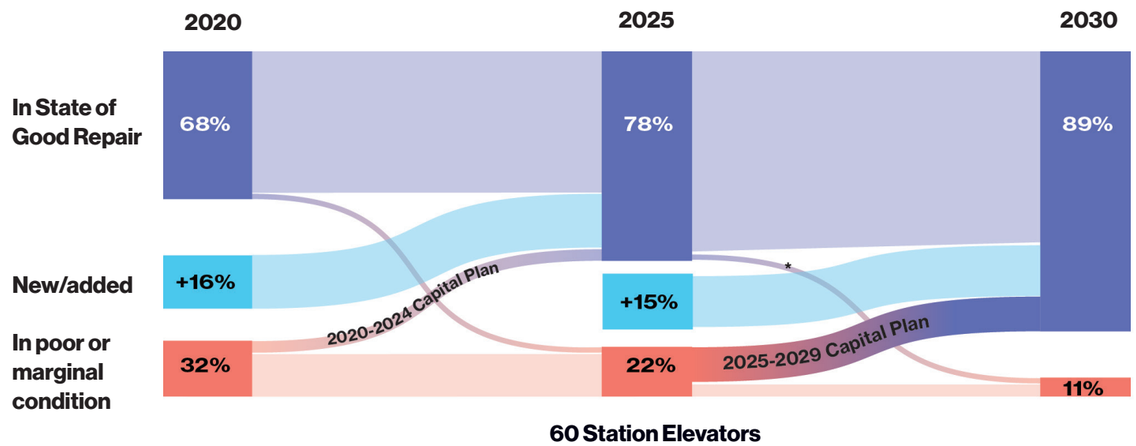
We will also make ADA improvements, such as replacing elevators and escalators that are beyond their useful life. Installing new elevators, ramps, and other infrastructure will allow us to make 98% stations accessible by the end of the 2025-2029 Capital Plan.

At Penn Station, numerous platform-level structural and architectural elements and building systems are in poor or marginal condition and require investment.

In the 2025-2029 Capital Plan, we will:

- Keep stations open, safe, and accessible by:
  - Replacing deteriorated platforms and using platform replacement projects as opportunities to address related components, such as canopies, overpasses, lighting, and customer communications systems at selected stations.
  - Making targeted component renewals of roofs, restrooms, doors, windows, HVAC systems, and security equipment focusing on locations with the greatest need.
  - At Penn Station, replacing or rehabilitating various components such as mechanical, electrical, and plumbing systems.
- Keep stations accessible by replacing up to 15 older elevators and escalators.
- Expand ADA accessibility with the installation of new ramps and elevators. The 2025-2029 Capital Plan proposes investments to make four LIRR stations newly ADA-accessible, resulting in 98% of all LIRR stations being ADA-accessible.

Data Highlight: Station Elevators



* Reflects projected elevators deterioration over time

Proposed Investments	
Comprehensive station renewals including at least 2 new ADA-accessible stations	
Station component projects including 2 new ADA-accessible stations	
Jamaica Station vertical circulation improvements	
Penn Station and Grand Central Madison component projects	
Station parking improvements	
Total Stations	**$1,201 M**

Long Island Rail Road Track

Category L-903

Asset Profile

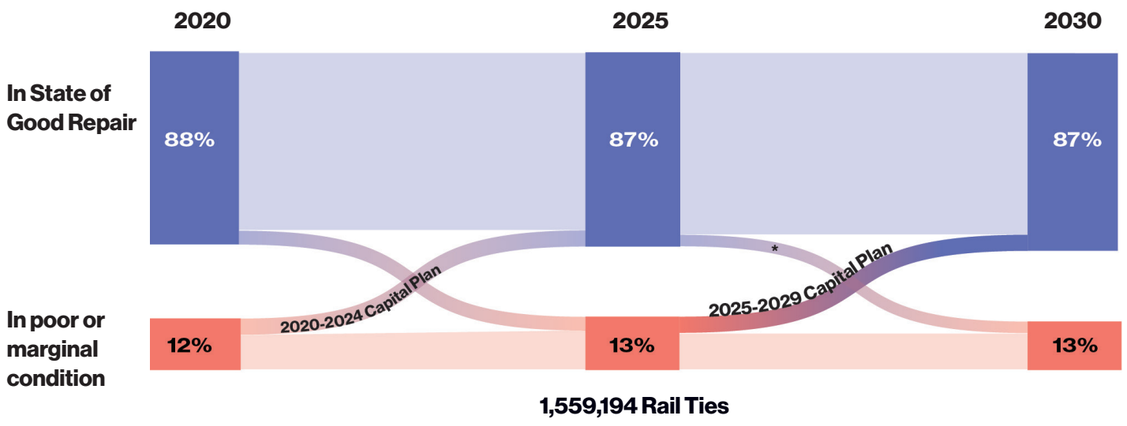
LIRR's track network covers more than 500 revenue miles and consists of over 1,000 miles of rail, roughly one and a half million ties, 738 switches, 400 crossings, and various other equipment necessary to keep the system safe and reliable. As maintaining track in good condition is absolutely critical for safe rail service, we routinely inspect track assets and make capital investments according to an established replacement cycle. Our Track asset category also includes construction equipment that we use to maintain and reconstruct track components.

Investment Needs

In order to maintain track in a state of good repair, our ongoing track maintenance program is focused on continually replacing old or worn wood ties, steel rail, ballast, switches, and grade crossings. Replacing wood ties with longer lasting concrete ties will minimize the need for disruptive outages well into the future.

There is also the need to invest in upgrades to the track network itself. The area surrounding Jamaica Station is one of the busiest and most complex parts of our network, with 163 signals, 151 switches, and 20 miles of track. Continued investment in the Jamaica Capacity Improvements multi-capital plan mega-project to reconfigure complex interlockings and address various state of good repair needs will enhance reliability and the passenger experience.

Data Highlight: Track Ties



* Reflects projected deterioration over time

In the 2025-2029 Capital Plan, we will:

- Keep service safe and reliable by:
  - Replacing 175,000 wood/half ties, 80 rail miles of continuous welded rail, 58 mainline switches, and up to 54 grade crossings.
  - Replacing track construction equipment, such as ballast cars, cranes, ballast tampers, and other equipment.
  - Rehabilitating track assets at LIRR yards, including ties, switches, and rail. Performing capital maintenance, such as drainage and surfacing improvements.
  - Constructing or renewing right-of-way retaining walls, install additional right-of-way security fencing, and improve drainage to protect tracks from coastal flooding and torrential rain.
- Improve operations and enhance reliability by continuing to invest in Jamaica Capacity Improvements with reconfigured interlockings, new switches, and signal improvements.

Proposed Investments	
Cyclical replacement and rehabilitation of track infrastructure (ties, ballast, rail, switches, grade crossings)	
Yard track improvements	
Purchase of construction equipment	
Construct or renew retaining walls, fencing, and drainage	
Jamaica Capacity Improvements	
Amtrak contribution	
Total Track	**$1,110 M**

Long Island Rail Road Line Structures

Category L-904

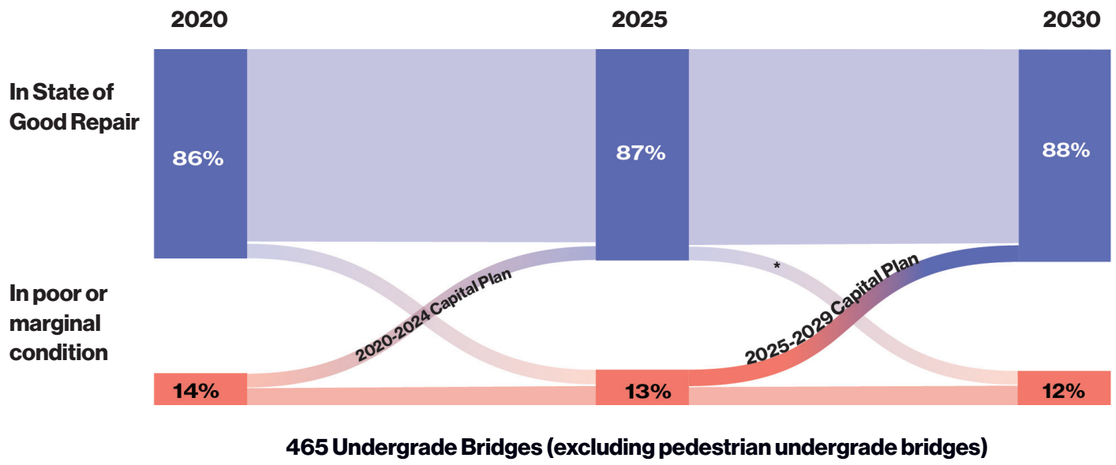
Asset Profile

The Line Structures category consists of undergrade and overgrade bridges, viaducts, tunnels, and culverts. To maintain their structural integrity, they need considerable and regular investments in maintenance, rehabilitation, or replacement. This includes maintaining bridges and viaducts by repainting structural steel and applying deck waterproofing.

Investment Needs

We routinely assess and then take action to rehabilitate structural elements of bridges, viaducts, and tunnels to prevent them from deteriorating further to the point where more costly replacement would be needed. Of our nearly 600 bridges and viaducts, 14% are in either poor or marginal condition. A comprehensive assessment that considers factors such as train frequency, load rating, and bridge strikes is used to determine the most pressing rehabilitation or replacement priorities. For structures that are in acceptable condition, more than half should be repainted or waterproofed to reduce future capital costs and to protect against water damage and reduce corrosion that would accelerate their deterioration. Finally, the Atlantic Avenue tunnels, which are over 100 years old and have not had significant structural investment since their construction, now require comprehensive rehabilitation.

Data Highlight: Undergrade Bridges



465 Undergrade Bridges (excluding pedestrian undergrade bridges)

* Reflects projected bridges deterioration over time

In the 2025-2029 Capital Plan, we will:

- Keep service safe and reliable by increasing the annual pace of structural rehabilitation of bridges.
- Ensure longevity of structures by waterproofing bridge decks and repainting structural steel on approximately 45 bridges and viaducts.
- Maintain frequent and reliable service in Brooklyn by rehabilitating deteriorated steel, concrete, drainage, and other elements of the tunnels under Atlantic Avenue.

Proposed Investments	
Structural rehabilitation or replacement of bridges with significant structural deterioration	
Painting and waterproofing of bridges and viaducts	
Atlantic Avenue tunnels structural rehabilitation	
Total Line Structures	**$601 M**

Long Island Rail Road Communications and Signals

Category L-905

Asset Profile

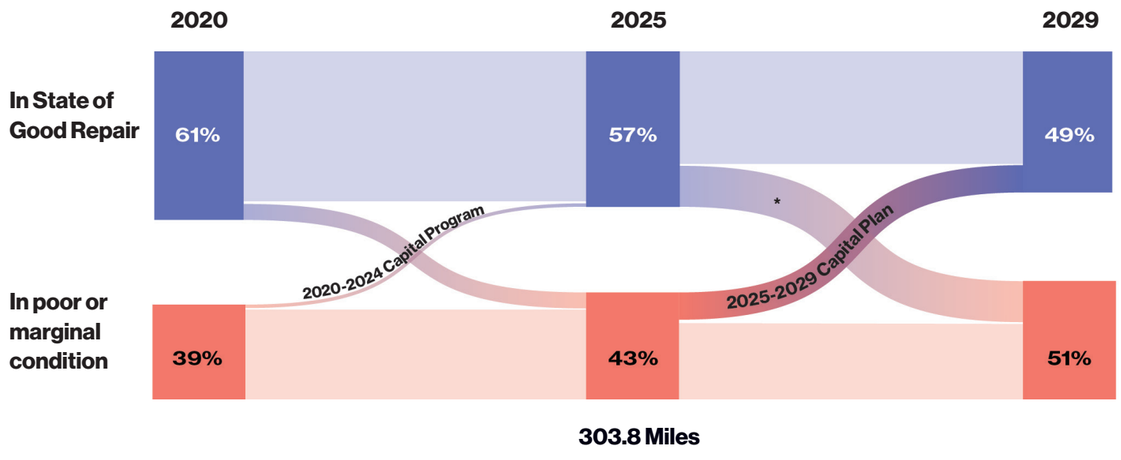
Our communications infrastructure enables us to share vital service updates with customers and also allows for our operations and management teams to communicate with one another effectively. Key communications infrastructure includes the fiber optic and cable networks, radio equipment, wooden poles, public address systems, and customer information displays. Our signal system enables safe movement of trains through the system. Key signal infrastructure includes track relays, batteries, switch machines, cases, huts, signal heads, and grade crossing mechanisms. Due to legacy infrastructure and the continuously evolving nature of this technology, LIRR communications and signal networks are made up of various systems ranging from state-of-the-art to obsolete.

Investment Needs

A significant portion of the communications poles, fiber optic network, and other components that serve as the backbone for LIRR communications are either past their useful lives or are approaching the age where normal replacement is warranted. Further investments in customer facing technology such as display screens, PA systems, and Help Points will also improve customer communication and the dissemination of information.

Obsolete, legacy signal systems from the 1960s need to be modernized and other signal components are at the age where normal replacement is warranted.

Data Highlight: Signals



* Reflects projected signals deterioration over time

In the 2025-2029 Capital Plan, we will:

- Maintain clear and timely communication between train operators, control centers, and field personnel; reduce signal delays by modernizing signal infrastructure; and ensure public address announcements and train arrival/departure information are clearly provided to our customers by:
  - Upgrading approximately 12 miles of signals on the Port Jefferson Branch and approximately 17 miles of signals on the Montauk Branch where over half of the signal components are rated in poor or marginal condition.
  - Continuing normal replacement of communication and signal assets: wooden poles, huts, batteries, relays, cables, switch machines, and signals
  - Achieving centralized train control (CTC), eliminating obsolete signal towers, creating an emergency-backup CTC Center for improved redundancy, and continuing implementation of federal Positive Train Control (PTC) mandates.
  - Modernizing signal interlockings.
- Improve safety and customer communication by:
  - Completing implementation of the fiber optic network and introducing new communications system technology, such as grade crossing cameras and new signage installation.

Proposed Investments	
Signal replacement and interlocking upgrades	
Signal system renewals and other signal investments	
Communications poles and components	
Total Communications and Signals	**$505 M**

Long Island Rail Road Shops and Yards

Category L-906

Asset Profile

Maintenance shops and storage yards are the backbone of our operations. Shops and yards are equipped with everything needed for inspections, cleaning, repairs, component replacements, upgrades, and overhauls of our passenger railcars and maintenance equipment. Across our shops and yards, we house more than 1,100 specialized machines and equipment necessary for keeping railcars in good condition. Most of these critical assets are concentrated at our Hillside Maintenance Facility.

In addition to shops and yards, other employee facilities support various administrative and operational activities.

Investment Needs

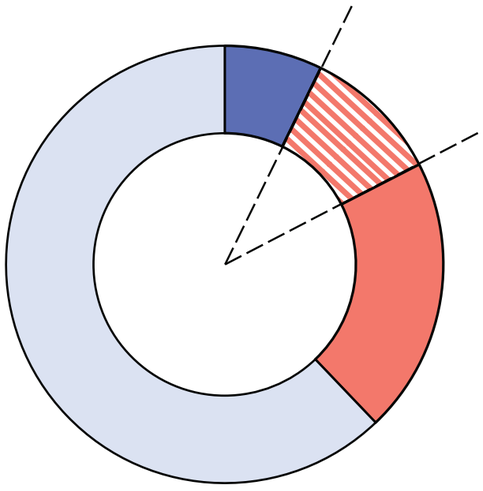
Several shops, yards, and employee facilities have components in poor condition and require investments to enhance safety, improve worker productivity, and ensure compliance with industry standards. Shop equipment—such as wheel truers and cranes—that are not in at least adequate condition must be replaced to facilitate safe and efficient operations.

In the 2025-2029 Capital Plan, we will:

- Support effective railcar maintenance and keep service reliable by:
  - Replacing poor or marginal condition components at shops.
  - Making improvements to shops and yards at various locations, such as replacing the Holban Yard Fueling Facility.
  - Replacing aging shop equipment.
  - Rehabilitating employee facilities that are in poor or marginal condition.

Proposed Investments	
Rolling stock support equipment	
Shop and yard improvements	
Employee facilities	
Total Shops and Yards	**$168 M**

Data Highlight: Employee Facilities Components



235 Facilities Components

Status:

72 employee facilities components in poor or marginal condition

24 employee facilities components proposed for renewal in the 2025-2029 Capital Plan

17 employee facilities components being addressed in the 2020-2024 Capital Plan

146 employee facilities components are in a state of good repair

Long Island Rail Road Power

Category L-907

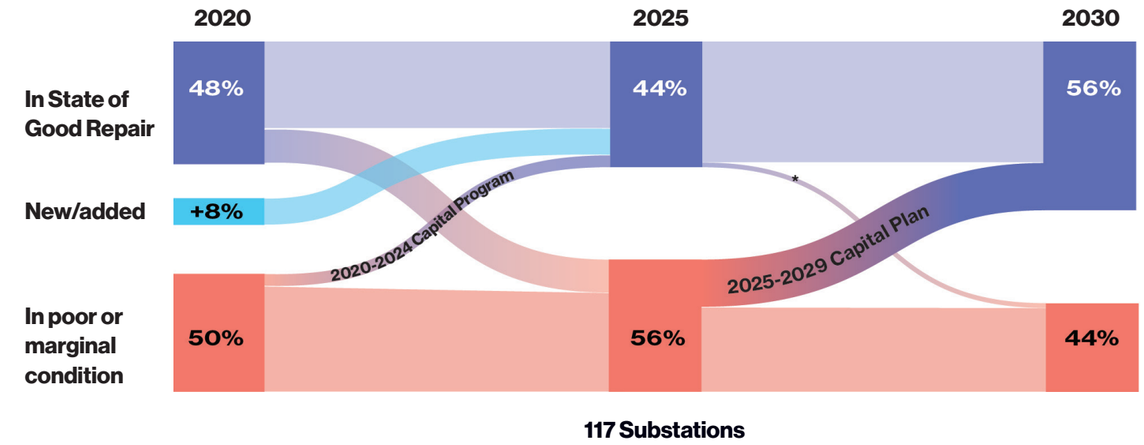
Asset Profile

LIRR's power infrastructure consists of 117 substations that draw high-voltage AC electricity from local utilities, convert it to DC, and typically supply it directly to the third rail. In 4 locations, substations feed a circuit breaker house before reaching the third rail. The power system also includes more than 300 miles of third rail system, a high-tension power network that includes poles and power lines, station and facility electrical and lighting systems, and emergency generators. This system is a service-critical asset. When power-related incidents occur, they are very disruptive to service.

Investment Needs

The LIRR power system is at increasing risk of failure and requires investment. Most substations have been in service for over 50 years and approximately half of them have at least one critical component in poor or marginal condition. The primary driver of power investment priorities is ensuring power substations continue to provide reliable service, which is achieved through either full substation replacement or by addressing critical substation components. It is most important to address substations that are in critical locations, such as high traffic areas, or substations that are in areas that do not have adequate redundancy. In addition, because many substations that are adjacent to each other were constructed at the same time, their components tend to wear out at similar times. One of our strategies to manage this is to target component replacements at alternating substations. There is also a need to upgrade power components to make our power system more efficient, which will help us better manage the growth in power demand from recent system expansions. In addition, continued cyclical replacement of third rail systems and facility lighting and electrical systems will ensure that they operate efficiently and meet current standards.

Data Highlight: Substations



* Reflects projected substations deterioration over time

In the 2025-2029 Capital Plan, we will:

- Keep service safe and reliable by:
  - Renewing key components at 10 substations.
  - Fully replacing 6 of the most critical substations.
  - Replacing approximately 65,000 linear feet of conventional third rail with higher-performing, energy-saving aluminum third rail. Converting wooden protection board to fiberglass.
  - Replacing approximately 10 third rail negative reactors.
  - Further improving the capacity of our traction power system by replacing disconnect switches, short tie extension brackets, and third rail feeder cables.
- Replace lighting in the Atlantic Avenue Tunnel and at select station platforms.
- Continue replacement of deteriorated power lines, power poles, signal transformers and power switches.

Proposed Investments	
Substation replacements	
Replacement of substation components	
Third rail replacements and upgrades	
Power component repairs and replacements	
Lighting improvements	
Total Power	**$476 M**

Long Island Rail Road Miscellaneous (Program Support)

Category L-909

Asset Profile

Capital investments that are not otherwise addressed under a specific asset category are funded in the Miscellaneous (Program Support) category. This typically includes systemwide security enhancements, environmental remediation projects, studies, and other costs to support future capital projects, and other required administrative costs.

Investment Needs

Priority investment needs include security normal replacement and upgrades, selected environmental remediation programs, and administrative costs including insurance and Small Business Mentor Program (SBMP) support. Additionally, funding is required for sustainability efforts to reduce vehicle and facility emissions.

In the 2025-2029 Capital Plan, we will:

- Improve security by:
  - Replacing CCTV components and making security improvements.
  - Upgrading security systems through perimeter hardening, Security Center upgrades, and cybersecurity protection.
- Support the continued implementation of the capital program by undertaking studies, surveys, and preliminary engineering.
- Reduce emissions by installing charging infrastructure to support zero-emission non-revenue fleets, updating building systems with low-emission and highly efficient options, and pursuing renewable energy generation where feasible.

Proposed Improvements	
Security improvements	
Plans, surveys, studies, environmental remediation	
Sustainability initiatives	
Total Miscellaneous (Program Support)	**$372 M**

METRO-NORTH RAILROAD

Overview

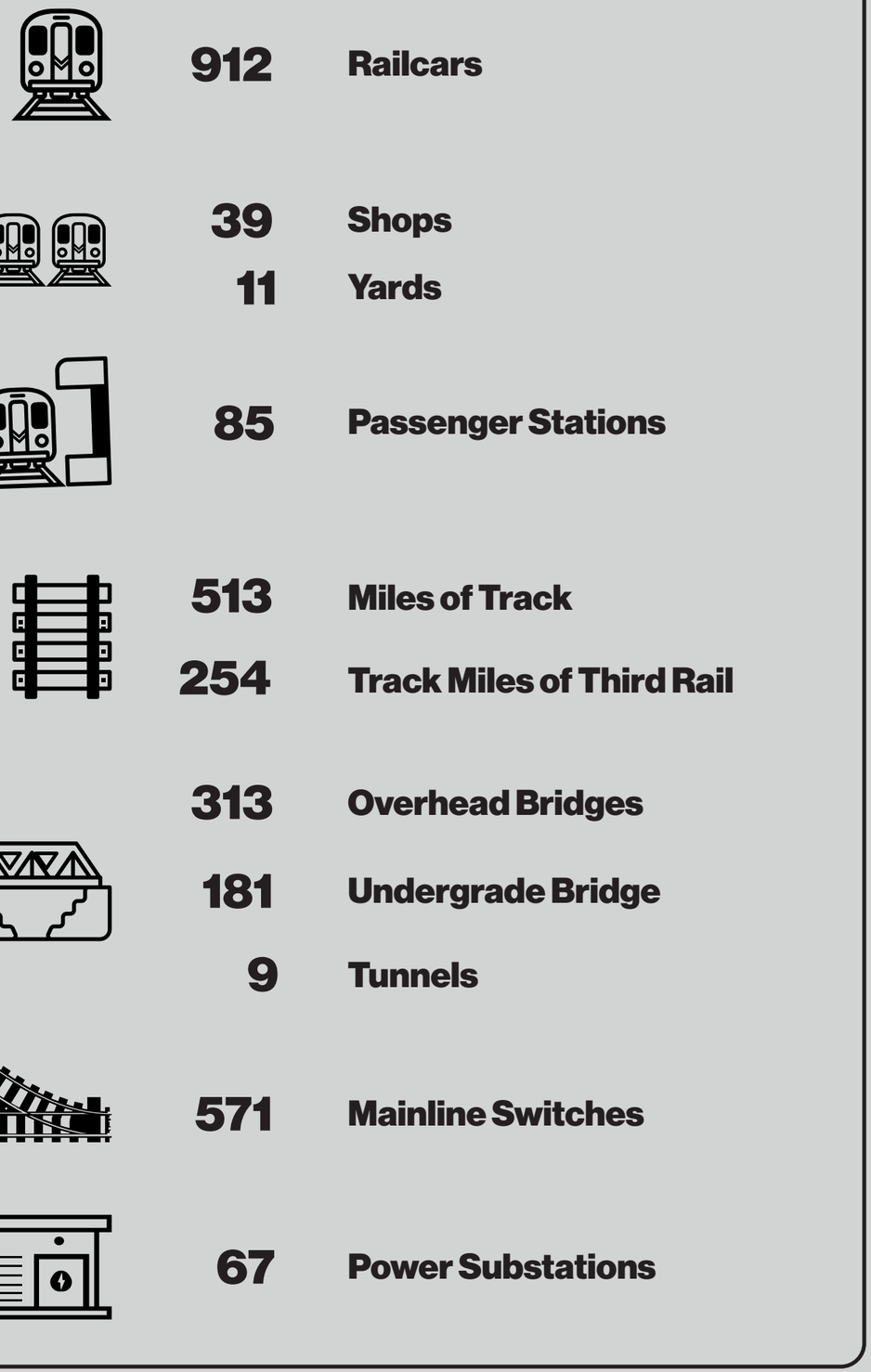
Metro-North is the second largest commuter railroad in the country (after MTA LIRR), with 2023 ridership of over 60 million trips. This includes service into and out of Grand Central Terminal in New York City on our Hudson, Harlem, and New Haven lines, which extend as far north as Dutchess County in New York and as far east as Fairfield and New Haven counties in Connecticut, forming our East-of-Hudson service territory. West of the Hudson River, riders travel on our Port Jervis and Pascack Valley lines. This West-of-Hudson service—provided under an agreement with NJ Transit—serves Rockland and Orange counties in New York.*

It is critical to invest in and properly maintain the aging Metro-North infrastructure so it can successfully support current and future operations. Targeted investments over decades dramatically increased the system's reliability, with on-time performance rising from 80% in 1983 to 98% through June, 2024. To maintain this reliable service and meet our growing and changing customer demands, we must continue to invest in our aging infrastructure. As revealed in the 20-Year Needs Assessment, there is a significant amount of Metro-North assets in poor or marginal condition, found across almost every asset category. Metro-North needs to increase its pace of investment and bring more assets into a state of good repair.

Proposed 2025-2029 Capital Plan - $6.0 billion

Category	Proposed Budget ($ in millions)	Percent
Rolling Stock	$1,696	28%
Outlying Stations	$959	16%
Track and Structures	$1,722	29%
Communications and Signals	$598	10%
Power	$520	9%
Shops and Yards	$225	4%
Miscellaneous (Program Support)	$286	5%
Total	**$6,005**	**100%**

*This plan reflects Metro-North's New York State assets. The New Haven Line assets operated by Metro-North in Connecticut are the responsibility of Connecticut Department of Transportation and certain assets of the Port Jervis and Pascack Valley Lines are the responsibility of NJ Transit.



Metro-North Railroad
Plan Goals and Investment Highlights

Provide Frequent and Reliable Service

- Complete the replacement of the 40-year-old M3 railcars with new, fully accessible M9A EMUs for use on the Harlem and Hudson Lines.
- Advance the purchase of new coaches for East of Hudson service to replace older coaches from 1982 that are beyond useful life expectancy.
- Continue a multi-plan project to expand and reconfigure Brewster Yard so that it can accommodate the future M9A railcars.
- Purchase new locomotives that meet EPA Tier IV emission efficiency standards, replacing aged units for West of Hudson service.
- Accelerate the pace of the cyclical track replacement program as well as replacement or rehabilitation of structures along the right-of-way, such as undergrade bridges and retaining walls.
- Complete the replacement of 2 temporary mobile substations to fixed, permanent substations, and add 2 new substations.
- Improve traction power efficiency and reliability by commencing a program to replace existing steel third rail with more efficient aluminum third rail, and replacing aging transmission lines and poles.
- Replace aging signal and communications systems that are past their useful life.

Improve the Customer Experience

- Replace and rehabilitate deteriorating station platforms and other major station components, especially at Harlem Line stations with decaying “hollow-core” platforms that urgently require replacement.
- Repair and replace station assets focusing on stairs, ramps, overpasses, underpasses, and other components, including older station elevators that need to be rehabilitated.
- Add elevators, ramps, or other components to make more Metro-North stations accessible.

Take Action on Climate Change

- Make coordinated investments at the most vulnerable locations on the Hudson and Harlem Lines – including bridges, culverts, retaining walls, and shoreline structures – to reduce service disruptions and equipment damage caused by extreme weather.
- Improve drainage at Mott Haven Yard to reduce the risk of flooding that threatens railroad operations.
- Address slope stability and right-of-way drainage system challenges by making prioritized investments to protect railroad assets from growing climate impacts.

Metro-North Railroad Rolling Stock

Category M-901

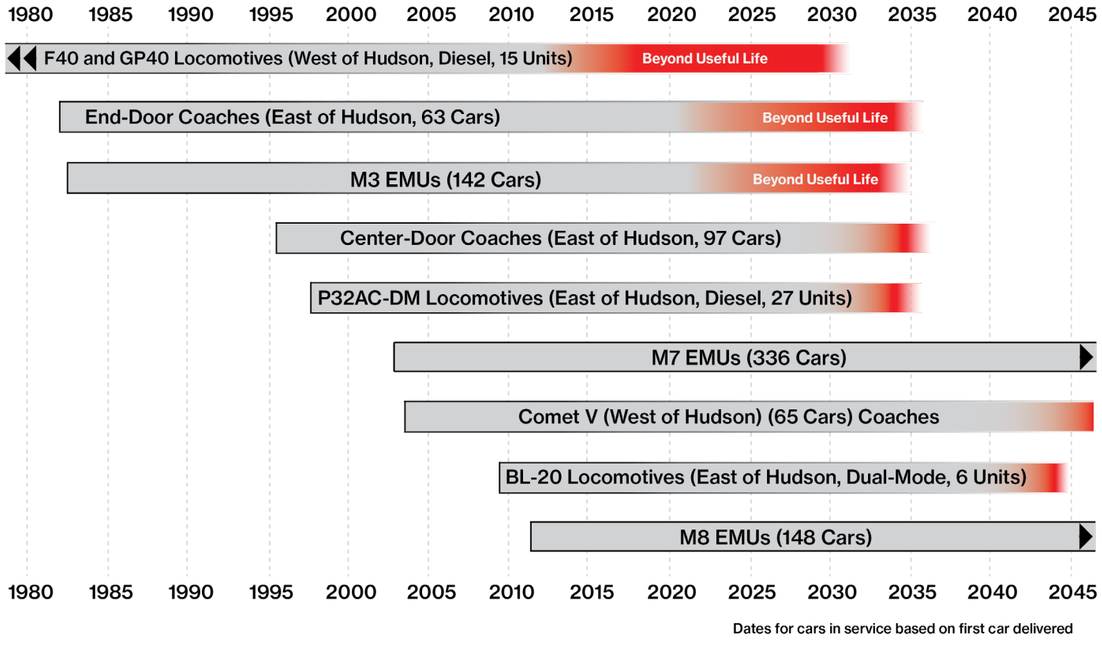
Asset Profile

Metro-North's current revenue fleet has 912 total railcars. For East of Hudson service, the fleet consists of 636 self-propelled electric multiple units (EMUs), 163 push-pull coaches, and 33 diesel and dual-mode (electric and diesel) locomotives used to power the coach fleet in non-electrified territory. For its West of Hudson territory, Metro-North's fleet consists of 15 diesel locomotives and 65 coaches operated by NJ Transit under a service agreement.

Investment Needs

Key railcar investments are needed to keep service reliable and provide adequate passenger capacity levels. As railcars age, their reliability decreases and more extensive and costly maintenance is needed to keep them in service. In 2023 the M8 EMUs, the youngest railcars in Metro-North's fleet, had an average mean distance between failure (MDBF) rate of approximately 870,000 miles, more than six times better than that of the M3 EMUs. The M3 EMUs, the majority of which arrived in 1984 and are now the oldest in the fleet, are now due for replacement.

Railcar Fleet - Planned Lifecycle



Dates for cars in service based on first car delivered

We plan to continue our program to replace M3 EMUs with new M9A EMUs, a next-generation railcar that provides better performance and reliability, meets ADA requirements for accessibility, and is equipped with additional amenities including wider seats and electrical outlets. The current East of Hudson passenger coach fleet is also nearing the end of its useful life, and we plan to replace these cars with a new, modern, uniform, and more accessible coach fleet. West of Hudson, the locomotive fleet is beyond its useful life expectancy, and we are planning to replace it with more reliable and efficient locomotives that will reduce greenhouse gas emissions and local air pollutants.

In the 2025-2029 Capital Plan, we will:

- Improve railcar reliability, accessibility, and passenger comfort by:
  - Completing the replacement of the M3 EMUs, providing Metro-North with over 150 new, fully accessible M9A EMUs for service on the Harlem and Hudson Lines, building on the procurement initiated during the 2020-2024 Capital Plan.
  - Advance the purchase of new coaches for East of Hudson service by replacing coaches in the fleet that are beyond useful life expectancy and do not meet current accessibility standards.
- Improve reliability and reduce emissions by purchasing new locomotives that meet EPA Tier IV emission efficiency standards. These will be used for West of Hudson service on the Pascack Valley and Port Jervis lines.

Proposed Investments	
New M9A EMU railcars to replace M3 railcars	
New locomotives for West of Hudson service	
New coach railcars to replace older coaches in the fleet	
Total Rolling Stock	**$1,696 M**

Metro-North Railroad Stations

Category M-902

Asset Profile

Metro-North has 85 passenger stations in New York State, including Grand Central Terminal, with 74 stations east of the Hudson River and 11 stations west of the Hudson River. Additionally, Metro-North is responsible for 26 station buildings, many of which are considered historic structures. Metro-North strives to enhance the customer environment and improve safety and accessibility across its network of stations. Over three quarters of full-service Metro-North stations will be accessible at the completion of the 2020-2024 Capital Plan. Metro-North will continue to add elevators, ramps, and create accessible routes between platforms to make full-service stations in Metro-North-operated territory fully accessible, where feasible, working toward the MTA's goal of 95% of full-service regional rail stations being accessible by 2045. MTA and Metro-North are also responsible for approximately 16,000 parking spaces for customers.

Investment Needs

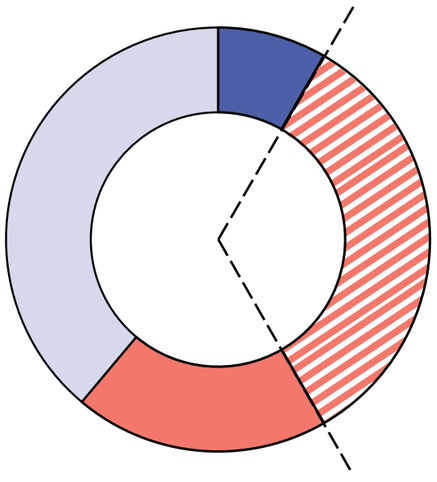
Many Metro-North passenger stations need significant investment to replace or rehabilitate aging components, such as platforms, elevators, canopies, overpasses and stairs, as well as to install new elevators and ramps to improve accessibility. Stations on the Harlem Line are a priority area for investment in the 2025-2029 Capital Plan to address many significantly deteriorated station platforms, including a stretch of seven stations with "hollow-core" designed platforms in urgent need of replacement to avoid partial or full platform closures. Another significant area of need is station elevators, with a substantial majority of elevators having reached the end of their useful lives. To ensure the highest priority condition-based needs are addressed in a timely manner, an engineering assessment will be conducted to prioritize station renewals and component-based repairs across Metro-North's network, which will repair or replace stairs, ramps, canopies, shelters, and overpasses.

In the 2025-2029 Capital Plan, we will:

- Keep stations safe and accessible by replacing and rehabilitating degrading station platforms and other major station components, especially at the Harlem Line stations with deteriorating "hollow-core" platforms.
- Improve system accessibility by adding elevators, ramps, or other components to make more Metro-North stations ADA-accessible.
- Maintain system access and enhance the passenger experience by repairing and replacing station assets focusing on stairs, ramps, overpasses, underpasses, parking lots, and other components, including older station elevators that need to be rehabilitated.

Proposed Investments	
Station rehabilitation	
New ADA access	
Systemwide station component replacement	
Parking improvements	
Total Stations	**$959 M**

Data Highlight: Harlem Line Station Platforms



Platforms at 36 Stations

Status:

- **19 stations** with platforms in poor or marginal condition
- **Up to 12 stations with platforms proposed for replacement in the 2025-2029 Capital Plan**
- **3 stations** with platforms being addressed in the 2020-2024 Capital Plan
- **14 stations** are in a state of good repair

Metro-North Railroad Track and Structures

Category M-903

Asset Profile

Metro-North has 513 mainline track miles in New York State, 254 mainline track miles of third rail power, and 571 mainline switches. The ongoing renewal of track assets is essential to providing customers with a safe, reliable, and comfortable ride. Tracks are monitored for age, structural, and operating conditions regularly and replaced on a cyclical basis when they meet the end of their useful life.

A substantial number of bridges and other structures cross and carry Metro-North's right-of-way in New York State, including 313 overhead bridges, 189 culverts, 181 undergrade bridges, and nine tunnels outside of the Grand Central Artery. Metro-North has an established process for monitoring, rating, and prioritizing bridge condition and corrective actions, using a bridge management system to catalog asset inventory, load, and condition data to maintain the integrity of the railroad right-of-way.

Investment Needs

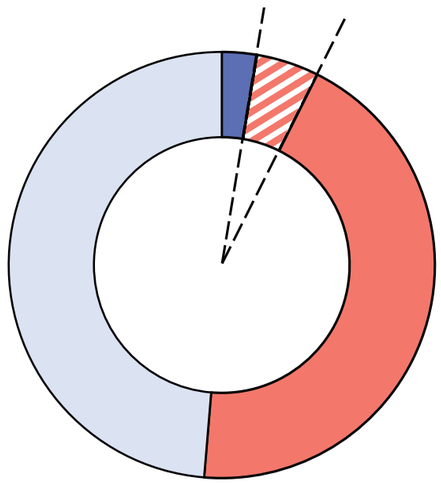
Metro-North has substantial outstanding track investment needs and we must accelerate the pace of our track replacement schedule. Close to half of switches, rail, grade crossings, and ties are in poor or marginal condition. We need to increase the pace of rehabilitating and replacing rail, ties and switches, and other right-of-way investments such as drainage improvements, and rock slope remediation. We also have aging and obsolete work equipment that must be replaced with new machines to conduct right-of-way work more efficiently.

Metro-North has a significant number of structures in poor and marginal condition, with many that are beyond their useful lives. In addition, we need to implement resilience measures that will protect Metro-North lines against increasingly frequent extreme weather events and other climate change impacts: worsening torrential rainfall, higher mean sea levels, increased flooding, and rising temperatures. The Hudson Line, due to its location along steep slopes and the shoreline, is particularly vulnerable. Many right-of-way slopes and drainage systems, including retaining walls and culverts, are undersized or insufficient for the increased risk of erosion and landslides, and many power and communications assets are in low-lying areas and are increasingly vulnerable to flooding. A blueprint for Hudson Line climate resilience will guide all upcoming Hudson Line investments.

In the 2025-2029 Capital Plan, we will:

- Keep service safe and reliable by:
  - Accelerating the pace of the cyclical track replacement program and pairing track work with projects to improve drainage and stabilize slopes along the right-of-way.
  - Increasing the pace of replacing and rehabilitating aging, deficient structures along the right-of-way.
  - Preserving bridge structures by proactively repainting bridges and replacing bridge timbers.
  - Repairing bridges and replacing track on the Port Jervis Line.
- Enhance climate resilience by:
  - Reducing service disruptions and equipment damage caused by extreme weather by making coordinated investments at the most vulnerable locations. Target assets include culverts, bridges, retaining walls, drainage, and shoreline structures. Projects will apply design criteria that anticipate climate change impacts.
  - Designing and implementing drainage improvements at Mott Haven Yard to reduce the risk of flooding that greatly threatens railroad operations.

Data Highlight: Undergrade Bridges



181 Undergrade Bridges

Status:

- **92 bridges** in poor or marginal condition
  - **Up to 9 bridges proposed for replacement in the 2025-2029 Capital Plan**
- **5 bridges** being addressed in the 2020-2024 Capital Plan
- **84 bridges** are in a state of good repair

Proposed Investments	
Track and resilience – cyclical track and switch replacement programs for east and west of Hudson lines; resilience projects at target locations Structures resilience – replace or rehabilitate bridges, culverts, and retaining walls; target vulnerable areas for comprehensive investment Structures – aging and deteriorating structures on East and West of Hudson lines Mott Haven – improve drainage at yard to reduce flooding risk and service disruptions	
Total Track and Structures	**$1,722 M**

Metro-North Railroad Communications and Signals

Category M-904

Asset Profile

Communications and signals assets are essential elements of rail infrastructure and among the most safety-critical systems. Their role in the delivery of rail service is fundamental to meeting Metro-North's safety and on-time performance goals. There are 231 signalized miles in the Metro-North system in New York State, including 60 miles on the Port Jervis Line west of the Hudson River in New York.

Communication assets support Metro-North's signal and power control and supervisory systems, customer service applications (e.g., public address systems and visual information displays), closed circuit television, elevator/escalator monitoring, fare collection, customer communication intercoms, and numerous other functions. Together, these technologies support train operations, provide key service updates to passengers, increase security within stations, and promote efficient fare collection.

Investment Needs

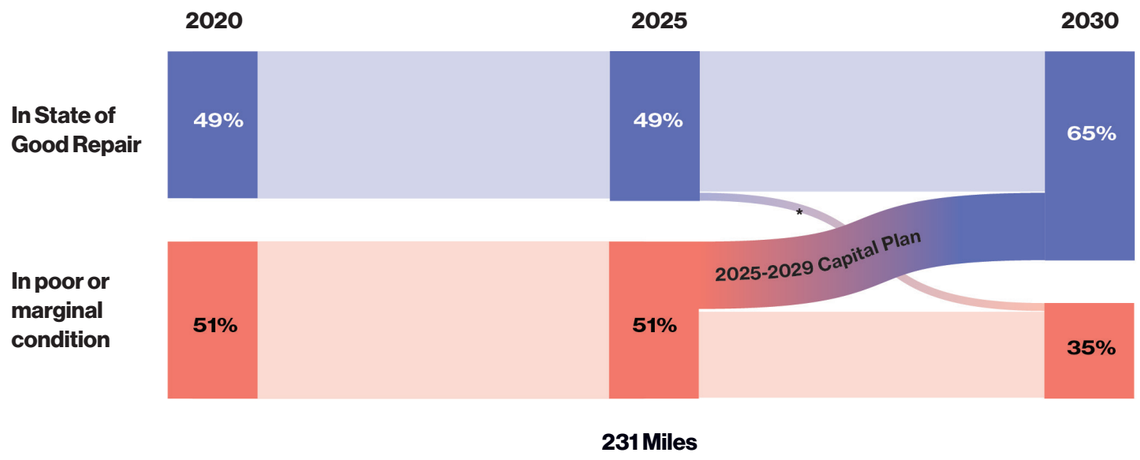
Most of Metro-North's signal systems were installed more than 30 years ago. Repairing aging communications and signals assets is often challenging and can be difficult to source replacement parts from manufacturers. Metro-North's aging signal and communication systems—both wayside and at the operations control center—have critical obsolescence issues and are incompatible with future needs.

We must continue to replace signals that are in poor or marginal condition. Similarly, on the communications side, we must continue to expand and upgrade the ethernet-based system needed to replace the obsolete communications technology that supports safe train movement throughout the network, including our signals, security, radio communications, and public display systems.

In the 2025-2029 Capital Plan, we will:

- Improve service reliability, train service supervision, customer communications, and security by:
  - Continuing a multi-phase program to replace aging signal systems on the Hudson Line, continuing a multi-phase program with design of signal systems on the Harlem Line, continuing end-of-life replacements of other signal assets (Centralized Train Control and SCADA systems), and carrying out systemwide signal field infrastructure component upgrades.
  - Continuing the multi-program project to replace aging and obsolete communication systems, including completing migration to a more modern network infrastructure and radio control system.
  - Making systemwide improvements to PBX telephone and voice recorder systems, and fiber and copper communication cables.
- Improving safety and service reliability while ensuring regulatory compliance by making safety improvements at grade crossings and ensuring Positive Train Control meets the latest codes and standards.

Data Highlight: Signalized Miles



* Reflects projected signalized miles deterioration over time

Proposed Investments	
Signal system replacements and upgrades to Operations Control Center, Signal CTC, and SCADA systems; systemwide signal field infrastructure upgrades	
Communications network infrastructure and related customer information systems and radio system improvements	
Upgrades to PBX telephone/voice recorder systems, fiber/copper communication cables	
Grade crossing improvements and Positive Train Control regulatory compliance work	
Total Communications and Signals	**$598 M**

Metro-North Railroad Power

Category M-905

Asset Profile

Metro-North's power network is a service-critical asset that provides the traction power that propels our electric railcars. Metro-North also has several other power systems that provide power to train signals, stations, and moveable bridges. Power is delivered through a complex network of infrastructure and power assets, including substations that convert electricity from the power grid to the appropriate voltage for train service, distribution systems for yard power, and the direct current (DC) third rail and overhead alternating current (AC) catenary wire where trains draw power. 55 DC substations, 6 AC substations, and three yard distribution systems supply traction power to the Metro-North system in New York State. In total, Metro-North's New York territory encompasses 254 mainline track miles of DC third rail power and 36 mainline track miles of AC catenary power in New York State.

Investment Needs

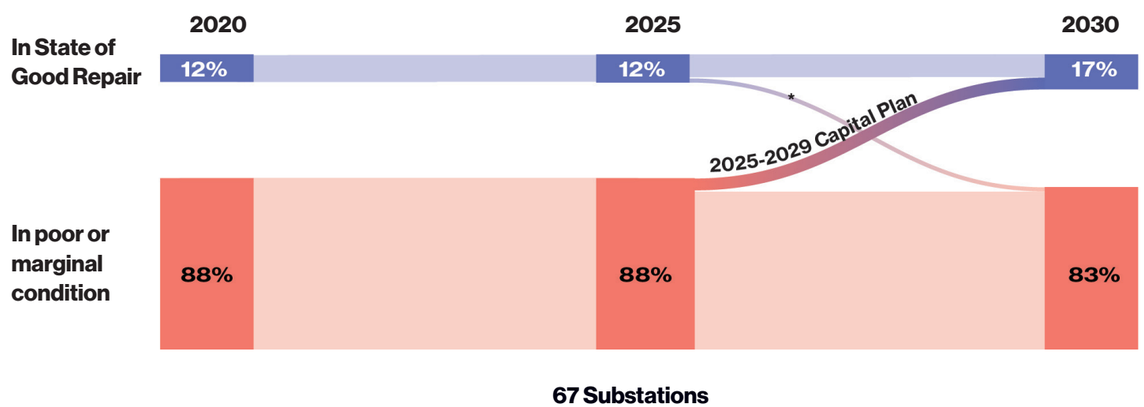
Metro-North's power supply system is in dire need of investment. Many of the components of Metro-North's power supply system are approaching or have passed the end of their useful lives and require replacement. Over 80% of substations are in poor or marginal condition, and we are, in some cases, relying on temporary mobile substations. Because of this, both the construction of new substations and the replacement of existing substations are needed. Similarly, the steel DC third rail has not been renewed since its original installation in the 1980s and 100% of the steel third rail is in poor or marginal condition.

Metro-North needs to make other investments to its power system to address deteriorating assets that pose a challenge to service reliability. These include replacing contact wire and catenary components on the New Haven Line within New York State, which are nearing the end of their expected useful life, installing new motor alternators in signal substations, and replacing cables at substation feeders and trolleys.

In the 2025-2029 Capital Plan, we will:

- Improve service reliability by:
  - Completing the replacement of 2 temporary mobile substations with fixed, permanent substations, and adding 2 new substations.
  - Replacing major components in existing traction power substations, in aging power substation feeder distribution systems between substations, and in signal power substations.
  - Commencing a program to replace existing steel third rail with more efficient aluminum third rail, including replacing third rail components such as sectionalizing switches and fiberglass third rail brackets.
  - Improving power transmission service reliability by replacing deteriorating Harlem Line transmission wood poles, as well as aerial transmission lines on the Hudson Line and the yard power distribution system at North White Plains.
  - Replacing contact wire and catenary components on the New York portion of the New Haven Line and replacing tunnel and passenger station lighting systems.

Data Highlight: Substations



* Reflects projected substations deterioration over time

Proposed Investments	
Substation replacements and component renewals	
New substations on the Harlem Line	
Third rail replacement and component improvements	
Transmission, cable, and catenary asset renewals and tunnel and station lighting improvements	
Total Power	**$520 M**

Metro-North Railroad Shops and Yards

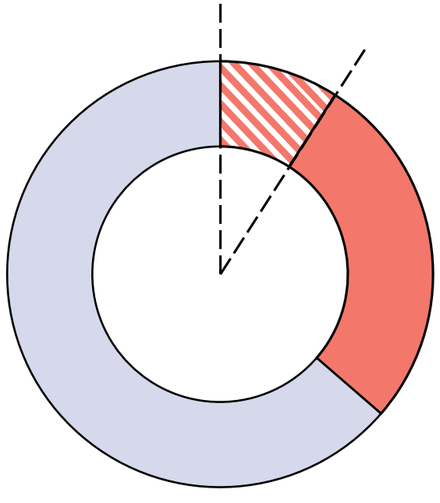
Category M-906

Asset Profile

Shops and yards facilities are essential to keeping our railcars reliable. These facilities are where we maintain, inspect, and store the fleet, as well as where equipment and materials needed for maintaining the rail system are stored. The approach towards planning for shops and yards is to ensure facilities are properly upgraded and adequately sized to accommodate future fleet, equipment, and employee needs for supporting the reliability of Metro-North's operations and ensuring passengers have a safe and comfortable ride.

Metro-North operates 11 shop & yard facilities system-wide, including 3 yards for diesel and electric revenue vehicles, 2 diesel yards East of Hudson, 2 diesel yards West of Hudson, 1 electric yard at North White Plains, Grand Central Terminal, and 2 yards for non-revenue equipment. Several shops and yards are inadequate for future needs. Our ADA-compliant railcars have fewer seats than outdated, non-compliant cars. To ensure our riders have the same space we provide today, more railcars are needed, and we must construct additional yard space to maintain, clean and store larger fleets. In addition, several system maintenance activities are housed in older facilites that are either outdated or lack sufficient space, which means some of our workforce currently must work out of temporary structures.

Data Highlight: Yards



11 Yards

Status:

4 yards in poor or marginal condition

1 yard proposed for repair in the 2025-2029 Capital Plan

7 yards are in a state of good repair

Investment Needs

Metro-North's planned investments over the next five years include upgrading, reconfiguring and expanding facilities to allow for the arrival of new M9A EMU cars, new coaches to replace the existing coaches, and new dual-mode locomotives. Expanding and reconfiguring yards at key locations will allow us to meet growing fleet needs and improve service operations. Other initiatives could include rehabilitating or repairing outdated, deteriorated, or temporary facilities that are needed throughout the system for the ongoing maintenance of the railroad with new, permanent facilities, and replacing the train washing facility at Croton-Harmon Yard.

In the 2025-2029 Capital Plan, we will:

- Increase work efficiency and service reliability by:
  - Expanding and reconfiguring Brewster Yard so that that it can accommodate the future M9A railcars.
  - Rehabilitating and expanding employee and materials facilities at various locations.
  - Replacing the existing car wash facility at Croton-Harmon Yard that has reached the end of its expected useful life, installing new diesel exhaust fluid facilities for the locomotive fleet, and completing fueling system upgrades needed for Metro-North's automotive support fleet.

Proposed Investments	
Brewster Yard expansion and configuration	
Rehabilitate and expand employee and materials facilities at various locations	
Replace existing car wash at Harmon Yard	
New diesel exhaust facilties for locomotives and automotive fueling system upgrades	
Total Shops and Yards	**$225 M**

Metro-North Railroad Miscellaneous (Program Support)

Category M-908

Asset Profile

Capital investments that are not otherwise addressed under a specific asset category are covered by the Miscellaneous (Program Support) Category. This category typically provides for costs associated with the support and management of the Capital Program and projects with program-wide applicability, such as system-wide environmental remediation, protective liability coverage, independent engineer services, value engineering services, and security.

Investment Needs

To implement the capital plan, the agency requires capital program administrative support, including for the MTA Small Business Development Program and for the MTA-wide Enterprise Asset Management initiative. The MTA managed insurance coverage for Railroad Protective Liability insurance and Owner Controlled Insurance is also needed. Funds are needed to to cover environmental remediation and abatement costs, particularly around the removal of lead from structures and buildings on the railroad. Upgrades to security systems are also critical to the operation. Finally, the funding is required for sustainability efforts to reduce vehicle and facility emissions.

In the 2025-2029 Capital Plan, we will:

- Support the continued implementation of the capital program by:
  - Covering remediation, protective liability, and insurance costs.
  - Supporting the continued implementation of the capital program by undertaking studies, surveys, and preliminary engineering.
- Implement systemwide improvements to security office and field equipment.
- Reduce emissions by installing charging infrastructure to support zero emission non-revenue fleets, updating building systems with low-emission and highly efficient options, and pursuing renewable energy generation where feasible.

Proposed Investments	
Program administration, scope development and EAM	
Owner controlled insurance, protective liability	
Security	
Environmental remediation/abatement	
Total Miscellaneous (Program Support)	**$286 M**

MTA INTERAGENCY

Overview

MTA Interagency describes proposed investments for the MTA Police Department (MTAPD) and for MTA Construction & Development initiatives.

Proposed 2025-2029 Capital Plan - $300 million

MTAPD will build on the 2020-2024 Capital Program's investments in existing facilities, vehicles, and communications systems.

MTA Construction & Development initiatives support research, analysis, and planning related to longer-term, strategic investments in the transit system.

Category	Proposed Budget ($ in millions)	Percent
MTA Police Department	$45	15%
MTA Construction & Development	$255	85%
Total	**$300**	**100%**

MTA Interagency MTAPD

Category N-910

Asset Profile

MTAPD is responsible for ensuring the safety and security of MTA's customers, employees, and facilities throughout the MTA service area. The service area encompasses over 4,400 square miles covering 14 counties in New York and Connecticut. On January 1, 1998, the MTA consolidated the LIRR and Metro-North police forces under the jurisdiction of the MTAPD. Subsequently, the Staten Island Rapid Transit Police was added to MTAPD on June 1, 2005. Prior to the merger, capital needs at these operating agencies were addressed as part of the respective agency's capital programs.

MTAPD operates from over 30 facilities spread across 12 New York counties and has a significant number of vehicles and communication systems assets to accomplish its mission of providing safety and security throughout the MTA network.

Building upon the work begun with the 2005-2009 Capital Plan and continued in the 2010-2014, 2015-2019, and 2020-2024 Capital Plans, the MTAPD's 2025-2029 Capital Program includes projects to invest in facilities, vehicles, and communication systems to allow the MTAPD to effectively protect our customers, employees and the overall transportation system.

Investment Needs

MTAPD will continue to rehabilitate or replace assets at the end of their useful lives while modernizing communications equipment, increasing the department's ability to respond to emergencies and enforce safety. MTAPD's main investment needs remain consistent with previous capital programs by maintaining and upgrading existing facilities, vehicles, and communication systems.

In the 2025-2029 Capital Plan, we will:

- Make improvements to various District Offices.
- Replace communications equipment and systems as they reach the end of their useful lives.
- Rehabilitate facilities based on their requirements, replace large vehicles, and continue with program administration.

Proposed Investments	
District Office repairs and replacement	
Communication infrastructure/systems	
Vehicle purchases and administrative support	
Total MTAPD	**$45 M**

MTA Interagency Construction & Development

Category N-911

Not all investments required to support the MTA Capital Plan fit within individual agency envelopes. Thus, allocations for activities that are better addressed by a centralized capital program category have consistently been a part of the MTA's 5-year capital programs. The 2025-2029 Capital Plan includes provisions for long term planning; immediate overall capital program support, and an administrative budget for MTA Construction & Development.

MTA Planning Initiatives

The 2025-2029 Capital Plan includes funding for research, analysis, and planning initiatives that will result in strategic investment plans over multiple future capital programs. These investment plans will enable the MTA's services to keep pace with the changes in New York's economy and population, as well as adapt to emerging trends: helping to transform the network into a world-class, 21st-century transit system. These plans may include the adoption to new technologies, innovations to make our system more resilient and sustainable, or potential expansions that can address challenges and opportunities in the future. In the 2025-2045 20-Year Needs Assessment, the MTA developed its first-ever Comparative Evaluation of proposed transit improvements. The Comparative Evaluation was a rigorous assessment of potential expansion projects that evaluated costs and benefits. All projects were evaluated against a consistent set of criteria, including ridership, time savings, network resiliency and sustainability, capacity, equity, network leverage, geographic distribution, and cost. This framework of evaluating expansion projects will continue.

Future investments in our system should be guided by a robust and timely understanding of a variety of factors that include:

- Changing customer needs and expectations
- Aging infrastructure
- Climate change
- Technological advances
- Population and employment trends
- New policies, or other developments, that affect investment strategies

To support effective investments and network improvements, it is important for MTA to develop and maintain up-to-date planning tools and analyses. This involves efforts that identify and plan for new technologies to address aging infrastructure, develop concepts to evaluate future network investments and leverage the existing system, update regional travel and demographic data and forecasting tools, and conduct planning studies responding to potential policy changes.

Capital Program Support

The Capital Program Support services project is proposed as a resource for MTA Construction & Development to support the overall Capital Program and the need for continuous investment to support the MTA's transportation network. This investment is a critical element in maintaining New York's status as a preeminent global economic center. Specific investments might include:

- Initiatives that lead to new, innovative directions for investing in New York's future.
- Improvements to Capital Program development and delivery with emphasis on new strategies and systems
- Efforts to further Capital Program reform and innovation in alignment with the Crowe Audit's recommendations
- Facilitate initiatives designed to enhance operational safety MTA-wide for customers and employees
- Development of pilot studies in support of these and additional strategic initiatives.

Construction & Development Administration

The MTA's Capital Program staff and departments began reorganization under MTA Construction & Development in 2020. At the inception of the 2020-2024 Capital Program, an administrative budget had not yet been established to reflect the budgetary needs of this new agency. In recognition of the need for a centralized administrative budget a new capital program element was created as part of the 2020-2024 Capital Program's Amendment #2 in 2022.

The purpose of this program administration budget is to maintain development and delivery functions in support of the capital program across the agencies through MTA Construction & Development's various business units. Activities may include, but are not limited to:

- Business unit and administrative staffing
- Programmatic consultant support
- Capitally-eligible systems to support development and delivery
- Strategic initiatives to support the overall Capital Program and MTA Construction & Development's mission

Proposed Investments	
MTA Planning Initiatives	
Capital Program Support	
Construction & Development Administration	
Total Planning	**$255 M**

MAJOR PROJECTS AND EXPANSION

Overview

Major Projects and Expansion describes proposed investments for major projects that will expand our transportation network, keep major and critical regional assets in a state of good repair, and allow us to maximize the potential of our transit network going forward. The Interborough Express will serve a corridor between Brooklyn and Queens that is home to 900,000 people and 260,000 jobs. The Grand Central Artery project is critical for the continued viability of this regional transportation hub and all of Metro-North service.

For proposed investments that would expand upon the existing system, we evaluated the costs and benefits of a wide range of potential expansion projects against a consistent set of criteria: ridership impact, travel time savings, network resiliency and sustainability, ridership capacity, equity, existing network leverage, geographic distribution, and cost.

Proposed 2025-2029 Capital Plan - $5.25 billion

In the 2025-2029 Capital Plan, two major projects are proposed, as well as funding that encompasses investments that expand opportunities to leverage our regional transit system for the future.

Category	Proposed Budget ($ in millions)	Percent
Interborough Express	$2,750	52%
Grand Central Artery	$1,700	32%
Other Regional Investments	$800	15%
Total	**$5,250**	**100%**

Major Projects and Expansion
Interborough Express

Category G-908

Asset Profile

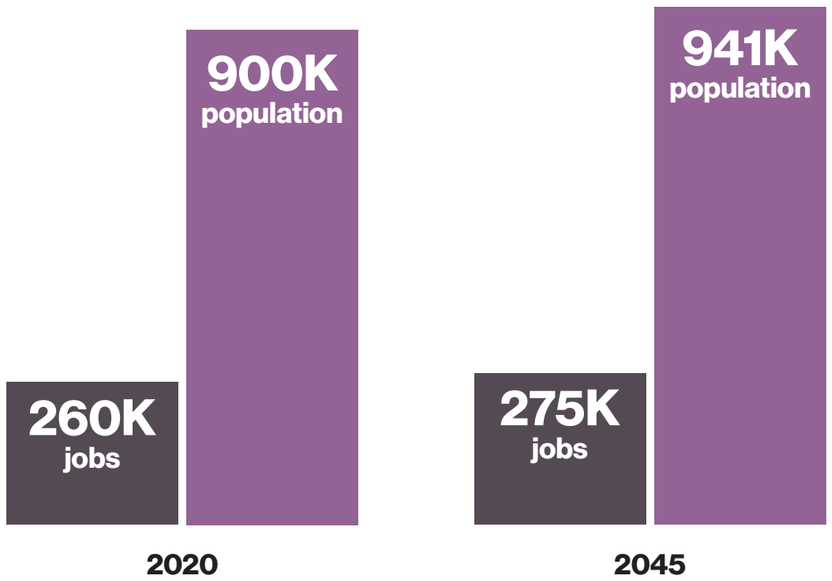
Hidden in plain sight, a rail corridor runs through Brooklyn and Queens. Today, this corridor provides a freight rail link, little used through New York City, but in the late 19th and early 20th century, it also hosted passenger rail service. This corridor is comprised of the LIRR Bay Ridge Branch and the CSX Fremont Secondary, and it provides an opportunity to better connect some of Brooklyn's and Queens' most densely populated and diverse neighborhoods—including areas without easy access to subways or commuter rail. The area surrounding the corridor is home to more than 900,000 people and 260,000 jobs.

Investment Needs

The Interborough Express (IBX) will take advantage of the opportunity to connect population concentrations to better transit service. It would add light rail passenger service to the corridor to improve access and connections to and among communities and job centers that are currently underserved by subway or other transit services. And IBX will provide transfers to 17 subway lines, 50 bus routes, and the LIRR.

Although the right-of-way already exists, this project is not as simple as laying down track and starting service. Substantial reconstruction of the corridor will be necessary in order to make the IBX possible while preserving vital freight connections.

Data Highlight: IBX Corridor Projected Growth



Areas of focus along the corridor include over 85 overhead and undergrade bridges, more than half of which will need to be reconstructed in order to accommodate this new light rail service, as well as a 125-year-old tunnel in East New York that will require rehabilitation. Another challenge is siting support facilities for vehicle maintenance and storage, as well as for power distribution, ancillary facilities, and stations within or near the narrow right-of-way.

These investments will result in major benefits: IBX will cut travel time significantly for many riders traveling within or between Brooklyn and Queens. Along with its benefits for individual riders, the IBX will enhance entire neighborhoods, make the existing transit network more resilient, redirect travelers from cars to transit, and strengthen the economies of Brooklyn and Queens. By creating new connections to job centers like the Brooklyn Army Terminal and Broadway Junction and educational institutions like Brooklyn College, the IBX will open up new economic possibilities for New Yorkers all across the city.

In the 2025-2029 Capital Plan, we will:

- Move to make the Interborough Express a reality by:
  - Advancing project design and environmental review, as well as early utility work and real estate acquisition.
  - Developing the construction plan and schedule.
  - Aggressively pursuing federal support for implementation, including entering the pipeline for Federal Transit Administration's Capital Investment Grant program and advancing a Railroad Rehabilitation & Investment Financing application.

Proposed Investments	
Project Development	
Total Interborough Express	**$2,750 M**

Major Projects and Expansion Grand Central Artery

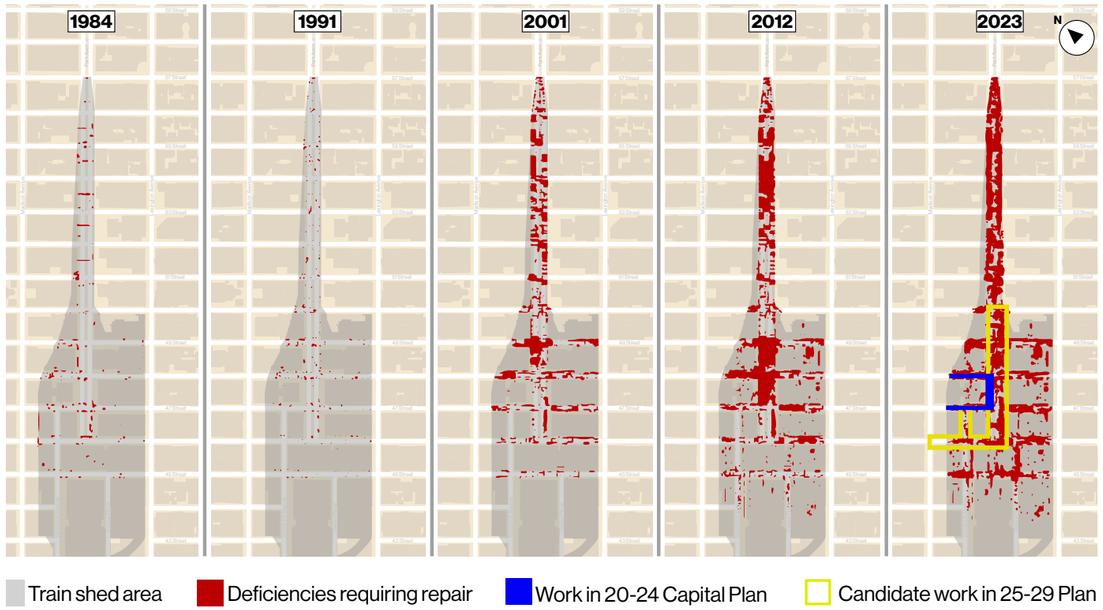
Category G-912

Asset Profile

Grand Central Terminal, one of New York's most iconic buildings, is the southern terminus of the Harlem, Hudson, and New Haven Lines on Metro-North Railroad. The Grand Central Artery extends from Grand Central Terminal north to the Harlem River Lift Bridge at East 132nd Street and is comprised of four distinct structures:

- Grand Central Terminal: Over 200,000 weekday passengers on 750 trains travel to or from the Terminal via the Grand Central Artery;
- Grand Central Train Shed: a 75-acre, multi-level subsurface complex with 44 operating tracks, 47 platforms, and a myriad of utilities and other systems. Two platform levels constitute the Train Shed, with the upper level roof structure supporting Park Avenue and adjoining side streets;
- Park Avenue Tunnel: extending under 40 blocks of Park Avenue, from 57 Street to 97 Street;
- Park Avenue Viaduct: Metro-North's two-mile, elevated Manhattan gateway from 97 St to the Harlem River Lift Bridge.

Data Highlight: Growth of Train Shed Deficiencies Over Time



Investment Needs

The Grand Central Terminal building and each of the Artery's three other structures are over 100 years old and must be rebuilt, improved, or significantly repaired to keep Metro-North service safe and reliable. Inside the Grand Central Terminal building, utility systems such as electrical, water, steam, sanitary, and fire-life-safety systems each have at least a quarter of their components rated in poor or marginal condition. The Terminal also requires comprehensive preservation work, including repairing platforms and leak remediation. In addition, passenger facility area upgrades are needed, such as the rehabilitation of elevators and escalators in the Grand Central Terminal building.

The Train Shed has advanced deterioration and structural deficiencies caused by decades of water, salt, and chemical infiltration. This has caused increasing areas of the Train Shed's roof and structural framing to be weakened with corroding steel and crumbling concrete. A significant majority of the Train Shed's structural supports and roof slabs are in poor or marginal condition, necessitating a comprehensive program to replace the Train Shed roof. Without substantial intervention, over time the Train Shed will lose its ability to support Park Avenue and side streets above. Other Train Shed needs include a new fire standpipe system for the upper-level platforms, as well as utility, ventilation, and fire-life-safety improvements.

Park Avenue Tunnel requires fire-life-safety systems improvements and repairs to maintain structural integrity. The Park Avenue Viaduct has numerous structural deficiencies and fatigue-related defects in the steel girders. Viaduct replacement commenced in the 2020-2024 Capital Plan; planning required to continue progress toward full rehabilitation of the Park Avenue Viaduct will continue in this Plan.

In the 2025-2029 Capital Plan, we will:

- Ensure Metro-North service to and from Grand Central Terminal can continue to operate safely by:
  - Making necessary utility and structural improvements to the GCT building; making repairs to terminal platforms and track area; preventing leak infiltration, repairing historic architectural features of the terminal building; and improving or upgrading other assets, such elevators, and escalators.
  - Continuing the replacement of the Train Shed roof; leveraging public-private partnerships where possible to help fund and expedite the work, and upgrading ventilation infrastructure in the Train Shed.
  - Making priority structural repairs and upgrading fire-life-safety components of the Park Avenue Tunnel.
  - Planning for Phase 3 of the Park Avenue Viaduct replacement and rehabilitation between East 123 and East 127 Streets and the Harlem-125 Street Station.

Proposed Investments	
Grand Central Terminal Building Improvements	
Train shed roof replacement and Park Avenue Tunnel	
Planning for Phase 3 of Park Avenue Viaduct replacement and rehabilitation	
Total Grand Central Artery	**$1,700 M**

Major Projects and Expansion Other Regional Investments

Category G-917

Overview

To meet the demands of a changing region, we advance projects that help create additional capacity, connect with underserved communities, and respond to changing populations and land-use patterns. The Regional Investments category encompasses investments that expand opportunities to leverage the regional transit system for the future, including, but not limited to:

The Regional Investments Project

Harold Interlocking is the nation's busiest railway junction along the nation's busiest passenger rail corridor, serving the LIRR, Amtrak, NJ Transit, and soon Metro-North via the Penn Station Access project. The completion of the East Side Access project has only increased the usage of this already-congested interlocking. Harold Interlocking provides critical operational flexibility for the railroads to meet their long-term service plans. This Plan will continue to support ongoing projects to help reduce conflicts and ensure efficient service through Harold Interlocking.

Regional Rail Network

We will undertake a focused and in-depth analysis of the needs, constraints, and opportunities of our existing commuter rail infrastructure and look for opportunities to implement improvements. This comprehensive examination of the Regional Rail Network will help us to develop long-term strategies to enhance regional mobility, improve service reliability, add passenger capacity, and otherwise formulate cost-effective service and capital infrastructure improvements. Our work, including any selected implementation, will be guided by recent market dynamics, opportunities for additional passenger capacity, and cost-effectiveness. Funds dedicated to this analysis could also be used to implement some of the recommended improvements.

Projects that will be analyzed or developed include electrification of the LIRR Main Line to Yaphank, improvements to the Port Jefferson and Montauk Branches, adding a third track to the Metro-North Harlem Line, and connecting Hudson Line service to Penn Station.

Promising Expansion Projects

In the 2025-2044 20-Year Needs Assessment, the MTA undertook its first ever Comparative Evaluation, examining approximately two dozen proposals for network expansion. As a continuation of that work, we will advance evaluation and the development of promising improvement and expansion projects, including the Ridgewood Busway, Staten Island North Shore Bus Rapid Transit proposals, and potential future phases of the Second Avenue Subway. In addition, as new promising ideas for network expansion arise, we will conduct preliminary baseline analysis of additional promising opportunities.

Proposed Investments	
Expansion and major-project development	
Total Other Regional Investments	**$800 M**

BRIDGES AND TUNNELS

Overview

MTA Bridges and Tunnels was established in 1933 as the Triborough Bridge Authority. Today, Bridges and Tunnels is among the largest of the nation's bridge and tunnel tolling authorities in terms of revenue and traffic volume, operating seven bridges and two tunnels in New York City and connecting the boroughs of Manhattan, Brooklyn, Queens, the Bronx, and Staten Island. In 2023, Bridges and Tunnels collected more than $2.42 billion in revenue. With over 60% of this toll revenue dedicated to the MTA's mass transit operations, Bridges and Tunnels performs a unique and vital function in support of regional mobility

Bridges and Tunnels' Master Plans are the foundation of the plan development process and are shaped by planning studies as well as detailed analyses of long-term needs and inspection reports for bridge or tunnel elements. Projects are selected based on goals such as maintaining a state of good repair, improving resiliency, meeting current codes, and enhancing regional mobility and accessibility.

Proposed 2025-2029 Capital Plan by Facility - $3.00 B

Category	Proposed Budget ($ in millions)	Percent
Bronx-Whitestone Bridge (BWB)	$260	9%
Cross Bay Veterans Memorial Bridge (CBB)	$67	2%
Henry Hudson Bridge (HHB)	$72	2%
Hugh L. Carey Tunnel (HCT)	$240	8%
Marine Parkway - Gil Hodges Memorial Bridge (PB)	$50	2%
Queens Midtown Tunnel (QMT)	$217	7%
Robert F. Kennedy Bridge (RFK)	$665	22%
Throgs Neck Bridge (TNB)	$602	20%
Verrazzano- Narrows Bridge (VNB)	$223	8%
Agency-Wide (AW)	$603	20%
Total	**$3,000**	**100%**

Crossing	Year Opened	Type of Structure	Length (feet)
Bronx-Whitestone Bridge (BWB)	1939	Suspension Span	3,770
		Viaducts/Approaches	3,362
Cross Bay Veterans Memorial Bridge (CBB)	1970	High-Level Fixed Bridge	3,000
		Viaducts/Approaches	2,472
Henry Hudson Bridge (HHB)	1936	Steel Arch Bridge	2,029
Hugh L. Carey Tunnel (HCT)	1950	Vehicular Tunnel	9,117
Marine Parkway - Gil Hodges Memorial Bridge (MPB)	1937	Lift Bridge	3,840
Queens Midtown Tunnel (QMT)	1940	Vehicular Tunnel	6,414
Robert F. Kennedy Bridge (RFK)	1936	Suspension Span	2,724
		Harlem River Lift Span	705
		Bronx Crossing Truss Span	1,530
		Viaducts/Approaches	11,742
		Ramps	11,759
Throgs Neck Bridge (TNB)	1961	Suspension Span	2,910
		Viaduct/Approaches	8,154
Verrazzano-Narrows Bridge (VNB)	1964	Suspension Span	6,690
		Viaduct/Approaches	3,175
		Ramps	12,504

Bridges and Tunnels Structures

Category D-901

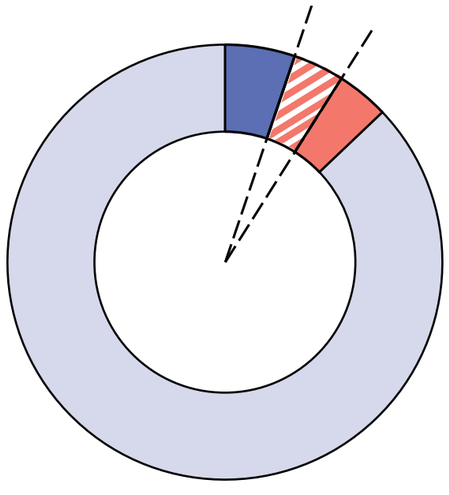
Asset Profile

Structural improvements to Bridges and Tunnels' facilities focus on maintaining the structural integrity of those facilities while ensuring safety and minimizing customer inconvenience. These projects address either the bridge's superstructure or substructure. The superstructure is the portion of the bridge that directly receives the load from the traffic. Components include the roadway deck and supporting steel. The substructure is the portion of the bridge that supports the superstructure. Components include anchorages and piers. As bridge components deteriorate over time, these components—whether superstructure or substructure—must be rehabilitated or replaced. Otherwise, the bridge will require much more extensive and more costly capital investments in the future.

Investment Needs

Projects planned in the 2025-2029 Capital Plan under the Structures category represent the greatest share of investments, comprising 37% of the total 5-year plan. As always, the suspension bridges will be a major area of investment. At the Throgs Neck Bridge, the rehabilitation of the concrete piers and superstructure steel on the approach viaducts will continue the work started under the 2015-2019 Capital Plan. Anchorage rehabilitation projects at the Throgs Neck Bridge and the Bronx-Whitestone Bridge will restore the concrete and prevent future water infiltration. In addition, the main cables on both bridges will be dehumidified to preserve their remaining strength. The installation of a dehumidification system on the main cables is the only known way to arrest their ongoing deterioration and preserve the remaining strength of the main cables thereby ensuring they remain in a state of good repair.

Data Highlight: Throgs Neck Bridge Structures



Status:

- **8% assets** needing upgrade or replacement
- **4% assets proposed for upgrade in the 2025-2029 Capital Plan**
- **5% assets** are being addressed in the 2020-2024 Capital Plan
- **87% of assets** are in a state of good repair

At the Robert F. Kennedy Bridge, additional retrofits will be performed on the suspended span superstructure steel to address structural fatigue issues caused by overweight trucks. Additional rehabilitation of the former Manhattan Plaza will be performed to extend its life. In addition, cyclical structural rehabilitation projects are planned at each facility to ensure the remaining are in a state of good repair.

In the 2025-2029 Capital Plan, we will:

- Maintain crossings in a state of good repair.
- Preserve the remaining strength of the Throgs Neck Bridge & Bronx-Whitestone Bridge main cables.

Proposed Investments	
Miscellaneous structural rehabilitation — Throgs Neck Bridge	
Main cable dehumidification and related improvements — Bronx-Whitestone Bridge	
Main cable dehumidification and related improvements — Throgs Neck Bridge	
Superstructure upgrades on suspended spans — Robert F. Kennedy Bridge	
Others	
Total Structures	**$1,124 M**

Bridges and Tunnels Roadways and Decks

Category D-902

Asset Profile

Deck replacement and rehabilitation work at Bridges and Tunnels' facilities focuses on preserving primary bridge elements, upgrading them to modern design standards, and enhancing regional mobility through improved traffic capacity and access. The rehabilitation of roadways, decks, approaches, and drainage systems ranges from large-scale resurfacing to the total replacement of the roadway deck or the construction of new access ramps. Drainage system projects convey the runoff of heavy rains away from the supporting structures. These investments not only help ensure a safer trip for Bridges and Tunnels' customers, but forestall the need for more extensive roadway work in the future.

Investment Needs

The majority of the bridge decks have been replaced under previous plans or are currently being replaced under the 2020-2024 Capital Plan. Deck replacement and rehabilitation work comprises only 7% of the 5-year plan. This plan focuses on the preliminary designs for two major deck replacement projects: the replacement of the Manhattan Plaza structure at the Robert F. Kennedy Bridge and the replacement of the suspended span lower-level decks on the Verrazzano-Narrows Bridge.

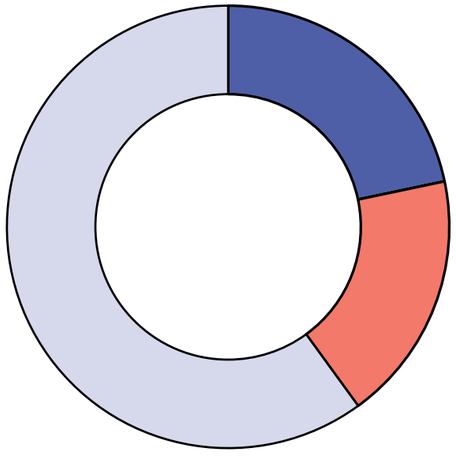
In addition to these critical design projects, there are several deck rehabilitation and traffic safety improvement projects planned for 2025-2029. At the Robert F. Kennedy Bridge, additional rehabilitation of the former Manhattan Plaza deck will be performed to extend the life of the roadway until full replacement can commence in a future plan. Signage upgrades will be performed at the Marine Parkway Bridge, the Cross Bay Bridge , and the Henry Hudson Bridge. Also, at the Henry Hudson Bridge, drainage improvements will be performed on the Henry Hudson Parkway. At the Throgs Neck Bridge, preliminary design will begin for the reconfiguration of the Cross Island Ramps to address off-property flooding conditions that impede traffic flow and safety.

Over the next 5 years, we plan to:

- Maintain existing decks in state of good repair.
- Prepare for the replacement of remaining older areas of the bridge decks in future programs.
- Improve traffic safety.

Proposed Investments	
Replacement of Manhattan Plaza structure, including associated ramps (preliminary design)—Robert F. Kennedy Bridge Replacement of the suspended span lower decks (prelim design—Verrazzano-Narrows Bridge Others	
Total Roadways and Decks	**$207 M**

Data Highlight: Verrazzano-Narrows Bridge Roadways and Decks



Status:

18% assets needing upgrade or replacement*

22% assets are being addressed in the 2020-2024 Capital Plan

60% of assets are in a state of good repair

* Preliminary Design for these assets is included in the 2025-2029 Capital Plan

Bridges and Tunnels TSMO

Category D-903

Asset Profile

Projects in this category focus on Transportation Systems Management Operations (TSMO) initiatives. With the end of cash collection at Bridges and Tunnels crossings nearly a decade ago, the Authority has shifted completely towards a TSMO paradigm. TSMO programs, as defined by the Federal Highway Administration, are "a set of integrated strategies to optimize the performance of operations on existing infrastructure through implementation of multimodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of a transportation system."

The goal is to get the most performance out of the transportation facilities the region already has in place. This requires strategies and techniques to implement comprehensive solutions that can be quickly installed at relatively low cost, which could enable transportation agencies to "stretch" their existing funding to benefit more areas and customers. TSMO also helps agencies balance supply and demand and provide flexible solutions to match changing conditions.

Investment Needs

TSMO projects comprise 8% of the total plan. The Authority is expanding its previous investments in Intelligent Transportation Systems (ITS) to include new technologies to prevent operational disruptions from overweight/over-height vehicles and weather events. The 2025-2029 Capital Plan includes investments that implement innovative technologies to support these operations-oriented activities. These investments include upgrades to traffic detection systems, weather information systems, and over-height vehicle detection systems. These investments also include renewal of Bridges and Tunnels' existing Open Road Tolling System with new detection and enforcement systems.

Technology can also help transportation agencies understand the conditions under which their bridges and tunnels operate, including what loads they are carrying. The 2020-2024 Capital Plan included investments to install weigh-in-motion systems at all bridges carrying truck traffic to capture the actual loads that Bridges and Tunnels' facilities are carrying and inform future structural designs. The 2025-2029 Capital Plan includes investments to upgrade these systems to meet enforcement grade requirements upon passage of state legislation allowing the use of automatic weigh-in-motion systems for enforcement of overweight truck restrictions. These new systems will help to protect bridges from the damage caused by illegally overweight vehicles.

In the 2025-2029 Capital Plan, we will:

- Upgrade the toll collection system to current technology.
- Improve our ability to enforce weight limits for trucks crossing our bridges.
- Optimize operations at our facilities and improve customer communications.

Proposed Investments	
Toll collection system rehabilitation/upgrades — Authority wide	
Adv. traveler info. systems (ATIS) & VMS upgrades — Authority wide	
ATMS enhancements and upgrades/OCCC system of systems/smart city initiatives — Authority wide	
Traffic detection/incident management systems — Authority wide	
Others	
Total TSMO	**$232 M**

Bridges and Tunnels Utilities

Category D-904

Asset Profile

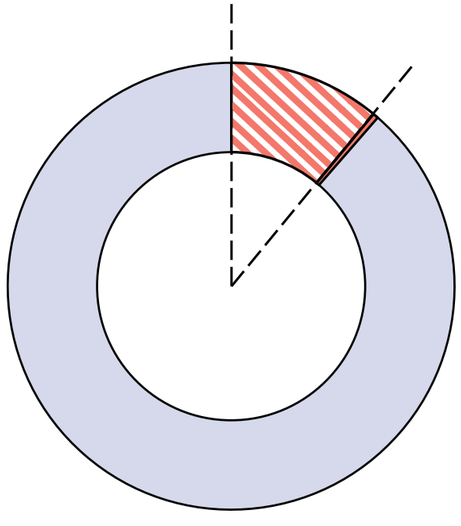
All the Authority's facilities are heavily dependent on functioning utility systems. Investments in utilities ensure conformance with current codes and standards with respect to tunnel life-safety systems, power distribution systems, and security systems to the greatest extent possible. Investments in this category include replacing, rehabilitating or upgrading mechanical, electrical and power distribution systems, and security systems. In addition, this category addresses installation of fire suppression systems within the tunnels to improve life safety, upgrades to fueling systems at the facilities, and upgrades to anchorage dehumidification systems at the suspension bridges.

The inclusion of the new fire suppression systems at the two tunnels and several major substation upgrades as well as the security system upgrade at the Verrazzano-Narrows Bridge in this program resulted in this category being the second largest category in this plan.

Investment Needs

Projects planned in this program under the utilities category comprise 26% of the total 5-year plan. At the Hugh L. Carey Tunnel, the Authority recently installed a proto-type fixed fire suppression system in a portion of the tunnel to further enhance fire-fighting capabilities. Under the 2025-2029 Capital Plan, the Authority will complete the installation of a fixed fire suppression system in both the balance of the Hugh L. Carey Tunnel and the entire Queens Midtown Tunnel. This system significantly reduces smoke, blocks radiant heat, cools the tunnel structure, and improves the level of safety during a fire incident for both first responders and motorists.

Data Highlight: Robert F. Kennedy Bridge Utilities



Status:

11% assets needing upgrade or replacement

11% assets proposed for upgrade in the 2025-2029 Capital Plan

89% of assets are in a state of good repair

Three additional projects will upgrade/relocate critical substations at the Throgs Neck and Robert F. Kennedy Bridges, with projects at the latter completed in preparation for the future replacement of the former toll plaza deck. Projects at both locations will ensure the resiliency of the power supply at these two crossings. We will also upgrade and expand Electronic Security Systems (ESS) at the Verrazzano-Narrows Bridge, increasing security coverage and reducing identified risks at the Verrazzano-Narrows Bridge.

In the 2025-2029 Capital Plan, we will:

- Maintain utilities that support bridge and tunnel operation in a state of good repair.
- Ensure customer and employee life-safety.
- Protect Authority facilities from unauthorized entry/activities.

Proposed Investments	
Installation of fire suppression system – Hugh L. Carey Tunnel	
Installation of fire suppression system – Queens Midtown Tunnel	
Power redundancy and resiliency – Throgs Neck Bridge	
Replace/relocate 13KV substation – Robert F. Kennedy Bridge	
Anchorage substation/electrical resiliency upgrades — Robert F. Kennedy Bridge	
Overhaul and replace facility monitoring and safety systems and physical key access control system — Verrazzano-Narrows Bridge	
Others	
Total Utilities	**$797 M**

Bridges and Tunnels Buildings and Sites

Category D-905

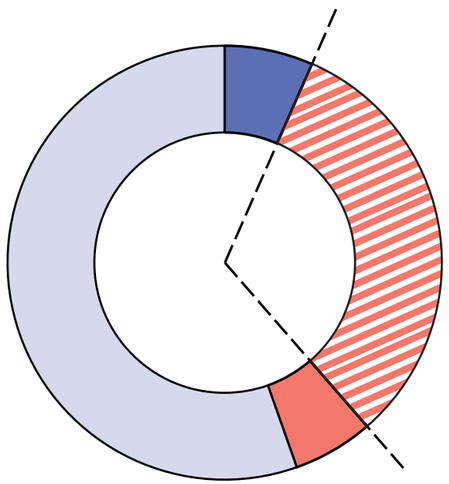
Asset Profile

These assets include service buildings, ventilation buildings, and garages. Investments in this category of work address normal replacement cycles for building components and increase operational efficiency by improving working conditions for operations staff through enhancements and modernization of employee facilities. In addition, this category includes the removal of hazardous materials and carrying out hazardous material abatement work as needed. This category of work comprises a small share of the program total but often involves code-related work at Authority buildings, many of which have been serving the Authority for decades.

Investment Needs

Buildings & Sites work comprises only 10% of the 5-year plan. At the tunnels, the ventilation buildings will be repaired and rehabilitated to maintain them in a state of good repair and address code-related needs. Design for these projects was completed under an earlier capital plan and construction is now planned for the proposed 2025-2029 Capital Plan. State-of-good-repair needs will also be addressed at various support buildings at the Throgs Neck Bridge, the Robert F. Kennedy Bridge, and the Verrazzano-Narrows Bridge. Also, at the Robert F. Kennedy Bridge, we will construct a mezzanine level in the existing Central Maintenance Building to provide consolidated office space for staff associated with managing the toll collection systems. In addition, critical Agency Operations/IT functions will be relocated out from underneath an old ramp slated for reconstruction to new locations at the Robert F. Kennedy Bridge and the Henry Hudson Bridge, improving operational flexibility for the Authority and facilitating future capital work.

Data Highlight: Queens Midtown Tunnel Buildings & Sites



Status:

38% of assets needing upgrade or replacement

32% of assets proposed for upgrade in the 2025-2029 Capital Plan

7% of assets are being addressed in the 2020-2024 Capital Plan

55% of assets are in a state of good repair

In the 2025-2029 Capital Plan, we will:

- Maintain existing buildings in a state of good repair.
- Relocate existing functions to new locations to prepare for deck replacement work in future programs.
- Meet current codes and standards.

Proposed Investments	
Rehabilitation of HCT ventilation buildings – Hugh L. Carey Tunnel	
Rehabilitation of GIVB and BVB facade – Hugh L. Carey Tunnel	
Rehabilitation of QMT ventilation buildings – Queens Midtown Tunnel	
Internal security department hub relocation – Robert F. Kennedy Bridge	
Backup operations command & control – Henry Hudson Bridge	
Others	
Total Buildings & Sites	**$295 M**

Bridges and Tunnels Miscellaneous

Category D-906

Asset Profile

Projects in this category provide for costs associated with the support and management of the capital program. The proposed 2025-2029 Capital Plan includes projects with program-wide applicability such as protective liability coverage, independent engineer services, value engineering services, small business mentoring, scope development, preliminary design reserve, NYC Traffic Enforcement Agent support, and the MTA-wide Enterprise Asset Management System.

Investment Needs

Miscellaneous projects comprise 4% of the total plan. These projects are funding sources that support the management and further development of the overall capital plan.

In the 2025-2029 Capital Plan, we will:

- Support the development of future capital programs.
- Support the Small Business Mentoring Program.
- Provide overall program support.

Proposed Investments	
Others	
Total Miscellaneous	**$118 M**

Bridges and Tunnels Structural Painting

Category D-907

Asset Profile

Structural paint protects the Bridges and Tunnels crossings' steel elements from corrosion. Modern coating systems consist of an inorganic zinc-rich primer, an epoxy midcoat, and a urethane topcoat. The zinc provides galvanic protection to the underlying steel against corrosion and these modern coating systems can last 20-30 years before requiring an overcoating to extend the paint life. Projects in this category traditionally involved the removal of existing lead paint and repainting the bridge structures with new high-performance coatings.

Investment Needs

The Painting program has been a significant focus in recent capital plans, with continued emphasis in the 2020-2024 Capital Plan. The completion of projects currently ongoing will result in the removal of all lead-based coatings on the bridge exteriors: a major environmental achievement. Continued investment is necessary to ensure existing coatings reach their maximum service life.

Painting projects comprise 8% of the total 2025-2029 Capital Plan. The focus of structural painting work in the proposed capital plan is now on the renewal of coatings for various bridge elements to extend the service life of the coating systems providing vital corrosion protection to maintain the structural integrity of all facilities.

These investments will extend the life of the underlying assets which are comprised primarily of steel structures. We will have painting projects at most Bridges and Tunnels' steel crossings to address coating renewal. Most of this work is bundled with structural projects to achieve efficiencies in both procurement and construction staging (e.g. lane closures, access platforms, etc.).

In the 2025-2029 Capital Plan, we will:

- Extend the service life of coating systems in place on the structures.
- Avoid future capital investments for structural steel due to corrosion or water infiltration.

Proposed Investments	
Facility-wide painting program—Robert F. Kennedy Bridge	
Facility-wide painting program—Throgs Neck Bridge	
Facility-wide painting program—Bronx-Whitestone Bridge	
Anchorage waterproofing — Bronx-Whitestone and Throgs Neck Bridges	
Others	
Total Structural Painting	**$228 M**

BUDGET TABLES

The Budget Tables are the complete list of capital investment projects to be initiated over the next 5 years, provided in tabular format. The New York City Transit example below explains all of the information that is included in a typical budget table.

1 The **Agency** name

2 The **Category** name

3 The Agency (T), Capital Plan (9), and Category (09) portions of the ACEP code

New York City Transit — **TRACTION POWER** — **T - 909**

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
02 Substatoins							
01 Substation Renewals: Various Locations	SGR	479.6	143.5	617.1	0.0	0.0	1,240.2
02 Substation Components: Various Locations	SGR	189.2	0.0	109.1	107.5	352.7	758.6
Element Total 02		**$668.8**	**$143.5**	**$726.2**	**$107.5**	**$352.7**	**$1,998.8**
04 Power Distribution							
01 Rehab CBHs/ Enclosures: Various Locs	SGR	148.7	0.0	58.7	301.5	109.4	618.3
02 Upgrade SCADA Systems (IND)	SGR	0.0	219.2	0.0	0.0	0.0	219.2
03 Other Power Distribution Work	SGR	0.0	91.5	0.0	0.0	68.1	159.7
Element Total 04		**$148.7**	**$310.8**	**$58.7**	**$301.5**	**$177.5**	**$997.2**
Category Total 909		**$817.6**	**$454.2**	**$784.9**	**$409.1**	**$530.2**	**$2,996.0**

4 The **Element** name and Element portion of the ACEP code

5 The **Project** description and Project portion of the ACEP code

6 The **Needs Code**. Separate from the ACEP Code, the Needs Code indicates the focus of each project:

State of Good Repair (SGR) projects *achieve a state of good repair* by renewing assets that have surpassed their useful lives

Normal Replacement (NR) projects *preserve a state of good repair* by renewing assets that are near the end of their useful lives

System Improvement (SI) projects *enhance the network* by providing both new capabilities and better customer experience

Network Expansion (NE) projects *extend the reach* of the MTA network by expanding the service offering

Various (VAR) projects include multiple needs codes in one project

7 The **Commitments** columns indicate the share of the project budget that is planned to be committed in each year of the 2025-2029 five-year period

New York City Transit

SUBWAY CARS
T - 901

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 901		**$2,219.7**	**$2,850.0**	**$889.5**	**$1,194.7**	**$463.0**	**$7,617.0**
01 SUBWAY CARS		**$2,219.7**	**$2,850.0**	**$889.5**	**$1,194.7**	**$463.0**	**$7,617.0**
01 Purchase 355 New B-Division Cars	NR						1,775.0
02 Purchase 1,140 New A-Division Cars, Phase 1	NR						3,950.0
03 Additional Rolling Stock Support	NR						1,892.0

Numbers may not add due to rounding

New York City Transit

BUSES
T - 903

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 903		**$972.4**	**$277.6**	**$1,092.9**	**$455.4**	**$494.8**	**$3,293.2**
02 BUS REPLACEMENT		**$972.4**	**$277.6**	**$1,092.9**	**$455.4**	**$494.8**	**$3,293.2**
01 Purchase 500 Standard ZEF Buses	VAR						797.1
02 Purchase 855 Standard Buses	NR						849.1
03 Purchase 556 Articulated Buses	NR						719.6
05 Purchase 350 Express Buses	NR						325.9
07 Bus Charging	SI						589.4
08 Bus Technology	SI						12.1

Numbers may not add due to rounding

New York City Transit

PASSENGER STATIONS
T - 904

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 904		**$1,412.0**	**$836.1**	**$3,384.9**	**$4,126.2**	**$2,171.5**	**$11,930.7**
04 FARE COLLECTION		**$0.0**	**$0.0**	**$0.0**	**$300.0**	**$300.0**	**$600.0**
01 Next Generation Turnstiles	SI						600.0
07 STATION ESCALATORS / ELEVATORS		**$641.8**	**$0.0**	**$485.3**	**$0.0**	**$0.0**	**$1,127.1**
01 Replace 45 Elevators	NR						520.5
02 Replace 43 Escalators	NR						606.6

Note: These candidate station elevators in the STATION ESCALATORS / ELEVATORS element are identified in the 2025-29 program will be broken out as awarded.

03 168 St (A,C lines)
04 Times Square-42 St (1, 2, 3 lines)
05 59 St Columbus Circle (1, 2, 3, A, B, C, D lines)
06 Fulton St (2, 3 lines)
07 Myrtle-Wyckoff Avs (L, M lines)
08 57 St 7 Av (N, Q, R, W lines)
09 47-50 Rockefeller Center (B. D, F, M lines)
10 Church Ave (F line)
11 Kew Gardens Union Tpke (E, F lines)
12 231 St (1 line)
13 96 St (1, 2, 3 lines)
14 Chambers St (1, 2, 3 lines)
15 Bowling Green (4, 5 lines)
16 233 St (2, 5 lines)
17 Gun Hill Rd (2, 5 lines)
18 Pelham Pkwy (2, 5 lines)
19 135 St (2, 3 lines)
20 Junction Blvd (7 line)

Note: These candidate station escalators in the STATION ESCALATORS / ELEVATORS element are identified in the 2025-29 program will be broken out as awarded.

21 34 St Herald Square (B, D, F, M lines)
22 Times Square-42 St (7 line)
23 Lexington Av/53 St (E, M lines)
24 Lexington Av/59 St (N, R, W lines)
25 Atlantic Av Barclays Ctr (B, Q lines)
26 Court St (R line)
27 Borough Hall (2, 3 lines)
28 Delancey St (F line)
29 Myrtle Wyckoff Avs (L line)
30 Whitehall St (R, W lines)
31 Brighton Beach (B, Q lines)
32 West 8 St-NY Aquarium (F, Q lines)
33 Roosevelt Island (F line)
34 President St-Medgar Evers College (2, 5 lines)
35 Bowling Green (4, 5 lines)
36 Gun Hill Rd (2, 5 lines)

Numbers may not add due to rounding

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 904		**$1,412.0**	**$836.1**	**$3,384.9**	**$4,126.2**	**$2,171.5**	**$11,930.7**
12 STATION WORK		**$770.1**	**$109.4**	**$795.7**	**$745.8**	**$871.5**	**$3,292.6**
01 Station Renewals: 10 Locations	SGR						758.0
02 Station Components: Various Locations	SGR						2,158.7
03 SBMP - Stations	SGR						271.2
04 Other Station Work	VAR						104.6

These candidate station renewals in the STATION WORK element are identified in the 2025-29 program and will be broken out as awarded.

05 181 St / 8 Av (A line)
06 Junction Blvd / Flushing (7 line)
07 51 St / Lexington Av (6 line)
08 116 St / 8 Av (B, C lines)
09 Elmhurst Av / Queens Blvd (M, R lines)
Additional Station Renewals TBD

13 ACCESSIBILITY		**$0.0**	**$726.7**	**$2,104.0**	**$3,080.3**	**$1,000.0**	**$6,911.0**
RR ADA Station Investments	SI						6,911.0.0

Note: These candidate ADA stations in the ACCESSIBILITY element are identified in the 2025-29 program for ADA and will be broken out as awarded.

01 Central Park North (110 St) / Lenox (2, 3 lines)
02 23 St / Broadway - 7 Av (1 line)
03 Van Siclen Av / Jamaica (J, Z lines)
04 121 St / Jamaica (J, Z lines)
05 W Farms Sq - E Tremont Av / White Plains Rd (2, 5 lines)
06 Flushing Av / Crosstown (G line)
07 Myrtle-Willoughby Avs / Crosstown (G line)
08 155 St / Eight Avenue (C line)
09 Elder Av / Pelham (6 line)
10 Nostrand Av / Eastern Parkway (3 line)
11 President St / Nostrand (2, 5 lines)
12 Elmhurst Av / Queens Boulevard (M, R lines)
13 116 St / Eighth Avenue (B, C lines)
14 Saratoga Av / New Lots (3 line)
15 Sterling St / Nostrand (2, 5 lines)
16 125 St / Lenox (2, 3 lines)
17 Smith - 9th Sts / Culver (F, G lines)
18 Cypress Hills / Jamaica (J line)
19 4 Av - 9 St Complex (2 Stations; F, G, R lines)
20 Beach 36 St / Far Rockaway (A line)
21 Beach 90 St / Rockaway (A, S lines)
22 Canal St / Broadway - 7 Av (1 line)
23 Canal St Complex (3 Stations; J, N, Q, R, W, Z lines)
24 Prospect Av / White Plains Road (2, 5 lines)
25 Baychester Av / Dyre (5 line)
26 182 - 183 Sts / Concourse (B, D lines)
27 Brighton Beach / Brighton (B, Q lines)
28 Forest Av / Myrtle (M line)
29 Wilson Av / Canarsie (L line)
30 Spring St / Eighth Av (C, E lines)
31 Van Siclen Av/ Fulton (C line)
32 88 St / Liberty (A line)
33 Avenue N / Culver (F line)
34 207 St / Broadway - 7 Av (1 line)
35 103 St / Flushing (7 line)
36 23 St / Eighth Av (C, E lines)
37 191 St / Broadway - 7 Av (1 line)
38 157 St / Broadway - 7 Av (1 line)
39 Norwood - 205 St / BXC (D line)
Additional Stations TBD

Numbers may not add due to rounding

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 905			**$634.5**	**$658.1**	**$941.4**	**$735.6**	**$747.1**	**$3,716.8**
02 MAINLINE TRACK REHABILITATION			**$485.5**	**$497.5**	**$721.8**	**$522.1**	**$535.9**	**$2,762.6**
01 Mainline Track Replacement	NR							1,949.3
02 Mainline Track Replacement (Stations & Other)	NR							638.3
03 Track Force Account	NR							175.0
03 MAINLINE SWITCH REPLACEMENT			**$149.0**	**$160.7**	**$219.7**	**$213.5**	**$211.3**	**$954.2**
01 Switch Replacement	NR							785.8
02 Switch Replacement (CBTC)	NR							168.4

Numbers may not add due to rounding

New York City Transit

LINE EQUIPMENT
T - 906

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 906		**$3.0**	**$105.3**	**$233.2**	**$140.2**	**$250.0**	**$731.7**
05 LINE EQUIPMENT			**$3.0**	**$105.3**	**$233.2**	**$140.2**	**$250.0**
01 Tunnel Lighting: Various Locations	SGR						22.6
02 Fan Plants: Various Locations	SGR						81.7
03 Pump Rooms: Various Locations	SGR						477.4
04 Other Line Equipment Work	VAR						150.0

Note: These candidate pump room projects in the LINE EQUIPMENT element are identified in the 2025-29 program and will be broken out as awarded.

04 St. Felix St / Brighton (B, Q lines)
06 Intervale Av/ Pelham (6 line)
07 Van Wyck / Archer (E line)
08 74 St / Lexington Ave (4, 5, 6 lines)
Additional Locations TBD

Numbers may not add due to rounding

New York City Transit

LINE STRUCTURES
T - 907

ELEMENT DESCRIPTION/PROJECT	NEED CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 907		**$1,615.5**	**$644.2**	**$886.6**	**$65.0**	**$2,425.0**	**$5,636.3**
03 LINE STRUCTURE REHABILITATION		**$1,615.5**	**$644.2**	**$886.6**	**$65.0**	**$2,425.0**	**$5,636.3**
01 Elevated Structure Paint/Repair: Various Locs	SGR						1,755.8
02 Subway Structure Repairs: Various Locations	SGR						3,780.4
03 Rehabilitate Emergency Exits	SGR						100.0

These candidate elevated structure paint/repair locations in the LINE STRUCTURE element are identified in the 2025-29 program and will be broken out as awarded.

04 Rockaway Blvd - Hammels Wye, including S. Channel Bridge and High Trestle / Rockaway (A, S lines)
05 Sutter Av Portal to End of Line / New Lots (3 Line)
06 15 Bridges and Sheepshead Bay - W 8 St / Brighton (B, Q lines)
07 75 St - Lefferts Blvd / Liberty Av (A line)
08 Bronx Park East - 241 St / White Plains Rd (2, 5 lines)
09 Portal - End of Line /Pelham (6 line)
10 162 St to 190 St / Jerome (4 line)
11 103 St - South Main Street Portal / Flushing (7 line)
12 125 St Arch, 215-225 St, 240 St Yard / Broadway-7 Av (1 line)
13 Portal to 41 Av / Astoria and Flushing (N, W, 7 lines)
14 Franklin Avenue Shuttle (S line)
Additional Elevated Structure Paint/Repair Locations TBD

These candidate subway structure repair locations in the LINE STRUCTURE element are identified in the 2025-29 program and will be broken out as awarded.

16 6 Av (B, D, F, M lines)
17 8 Av North (A, B, C, D lines)
18 Fulton St (A, C lines)
19 Crosstown (G line)
20 4 Av Line (D, N, R lines)
21 Canarsie (L line)
22 Queens Blvd (E, F, M, R lines)
23 Broadway - 7 Av (1, 2, 3 lines)
24 Nostrand (2, 5 lines)
25 Lenox (2, 3 lines)
Additional Subway Structure Repairs TBD

Numbers may not add due to rounding

SIGNALS & COMMUNICATIONS
T - 908

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 908		**$724.4**	**$258.6**	**$752.7**	**$2,040.1**	**$3,132.2**	**$6,907.0**
03 SIGNAL MODERNIZATION		**$694.4**	**$75.0**	**$386.0**	**$1,401.0**	**$2,882.4**	**$5,438.8**
01 CBTC Equipment for Rolling Stock	VAR						183.0
03 ATS-A System Replacement	SGR						325.7
04 Signal System Component Replacement	SGR						295.4
05 Additional CBTC Work	SGR						1,445.0
RR CBTC: Various Lines	SGR						3,189.6

The following candidate CBTC / Signal Modernization lines in the SIGNAL MODERNIZATION element are identified in the 2025-29 program and will be broken out as awarded.

06 Rockaway Blvd to Rockaways / Rockaway (A, S lines)
07 Euclid Av to Lefferts Blvd / Liberty (A line)
08 Ditmars to DeKalb Av / Bdwy (N, Q, R, W lines)
09 Broad St to Essex St / Nassau (J, Z lines)
10 Nostrand Junction Improvements (2, 3, 4, 5 lines)
CBTC Additional Lines TBD

06 COMMUNICATION SYSTEMS		**$30.0**	**$183.6**	**$366.7**	**$639.1**	**$248.8**	**$1,468.2**
01 Communications Network Upgrades	NR						183.6
02 Electronic Security Systems	SI						99.7
03 Station Comm Room Upgrades: Various Locs (SBMP)	SGR						67.4
04 Subway Radio Equipment Replacement	SGR						30.0
05 Communications Applications	VAR						60.0
06 Communication Cable Replacement: Various Locs	SGR						199.6
07 Station Information Systems	VAR						827.9

Numbers may not add due to rounding

TRACTION POWER
T - 909

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 909		**$817.6**	**$235.0**	**$784.9**	**$628.3**	**$530.2**	**$2,996.0**
02 SUBSTATIONS		**$668.8**	**$143.5**	**$726.2**	**$107.5**	**$352.7**	**$1,998.8**
01 Substation Renewals: Various Locations	SGR						1,240.2
02 Substation Components: Various Locations	SGR						758.6

These candidate substation renewals in the SUBSTATIONS element are identified in the 2025-29 program will be broken out as awarded.

03 Jamaica Av - 144 Place / Archer (E, J, Z lines)
04 Lenox - 113 St / Lenox (2,3 lines)
05 Lenox - 141 St / Lenox (2,3 lines)
06 W 144 St / 8 Av (A, B, C, D lines)
07 Stanton St / 6 Av (F line)
08 Atlantic Av / Fulton (A, C lines)
09 Hammels Wye / Rockaway (A, S lines)
10 W 73 St / 8 Av (A, B, C, D lines)
11 Broadway - 73 St / Broadway - 7 Av (1, 2, 3 lines)
12 Avenue O / Culver (F line)
13 7 Av / Brighton (B, Q lines)
14 Quentin Road / Brighton (B, Q lines)
15 Sea Beach - 16 Av (N line)
16 Broadway/Cornelia / Jamaica (J, Z lines)
17 Fulton/Essex St / Jamaica (J, Z lines)
18 Canarsie/E. 103rd St / Canarsie (L line)
19 Decatur St / Fulton (A, C line)
20 Broadway/240 St / Broadway (1 line)
21 143rd St / Hillside Av (F line)
22 86 Av / Queens Blvd (E, F lines)
Additional Renewals TBD

04 POWER DISTRIBUTION		**$148.7**	**$91.5**	**$58.7**	**$520.8**	**$177.5**	**$997.2**
01 Rehab CBHs/ Enclosures: Various Locs	SGR						618.3
02 Upgrade SCADA Systems (IND)	SGR						219.2
03 Other Power Distribution Work	SGR						159.7

Numbers may not add due to rounding

New York City Transit

SHOPS & YARDS
T - 910

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 910		**$87.9**	**$446.1**	**$265.5**	**$802.5**	**$45.3**	**$1,647.3**
04 SHOPS & YARDS		**$87.9**	**$446.1**	**$265.5**	**$802.5**	**$45.3**	**$1,647.3**
01 Livonia/240 St Shop Facilities Rehab	SGR						800.0
02 Shop Components: Various Locations	SGR						414.1
03 DOS Facility Elevators: Various Locations	NR						45.3
05 Yard Lighting / Improvements: Coney Island Complex	SGR						173.0
07 Yard Track Replacement	SGR						154.7
08 Yard Switch Replacement	SGR						60.1

Numbers may not add due to rounding

New York City Transit

DEPOTS
T - 912

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 912		**$95.2**	**$148.4**	**$26.8**	**$75.0**	**$25.0**	**$370.4**
03 DEPOT REHAB & RECONSTRUCTION		**$95.2**	**$148.4**	**$26.8**	**$75.0**	**$25.0**	**$370.4**
01 Depot Component Repairs: Various Locations	NR						193.6
02 Non-Revenue Shop Reconfiguration	SI						50.0
05 Other Depot Work	VAR						126.8

Numbers may not add due to rounding

New York City Transit

SERVICE VEHICLES
T - 913

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 913		**$11.0**	**$11.3**	**$578.8**	**$11.9**	**$0.0**	**$613.0**
02 SERVICE VEHICLES		**$11.0**	**$11.3**	**$578.8**	**$11.9**	**$0.0**	**$613.0**
01 Purchase 45 Locomotives	SI						554.9
02 Purchase Various Rubber Tire Vehicles	NR						45.8
03 Purchase / Upgrade Various Work Train Cars	NR						12.3

Numbers may not add due to rounding

New York City Transit

MISC./EMERGENCY
T - 916

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 916		**$185.0**	**$253.7**	**$373.4**	**$523.2**	**$274.4**	**$1,582.7**
02 MISCELLANEOUS		**$105.0**	**$105.0**	**$128.9**	**$105.0**	**$5.0**	**$448.9**
01 Capital Revolving Fund							25.0
02 OCIP and Other Insurance							423.9
04 MANAGEMENT INFORMATION SYSTEMS		**$0.0**	**$50.0**	**$30.0**	**$0.0**	**$0.0**	**$80.0**
01 Enterprise Asset Management (EAM)	SI						30.0
02 Information Systems Upgrades / Resiliency	SI						50.0
05 ENGINEERING SERVICES		**$29.2**	**$29.9**	**$135.8**	**$205.8**	**$32.4**	**$643.1**
01 Engineering Services to Support Capital Program							178.6
02 Small Business Mentoring Program Admin.							32.7
03 Scope Development and Design							366.0
04 GO Support - Traffic Checkers							65.8
07 EMPLOYEE FACILITIES		**$50.8**	**$68.8**	**$78.7**	**$212.4**	**$0.0**	**$410.7**
01 Subway Employee Facility Repairs: Various Locs	NR						235.7
03 Fire Alarms and Sprinklers: Various Locations	NR						100.0
04 PCC/RCC Upgrades	NR						75.0
TOTAL PROGRAM		**8,778.2**	**$6,724.5**	**$9,655.7**	**$11,053.7**	**$10,830.6**	**$47,042.0**

Numbers may not add due to rounding

Staten Island Railway

STATEN ISLAND RAILWAY
S - 907

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 907		**$108.3**	**$0.0**	**$66.8**	**$163.9**	**$5.0**	**$344.0**
01 SIR: MISCELLANEOUS		**$108.3**	**$0.0**	**$66.8**	**$163.9**	**$5.0**	**$344.0**
01 Station Components: Various Locations	SGR						22.8
02 Track and Switch Replacement	SGR						55.1
03 Structure Repairs: Various Locations	SGR						23.0
04 Paint Bridges: Various Locations	SGR						81.8
05 Employee Facility Repairs	SGR						20.0
06 Power Improvements: Various Locations	SGR						40.0
07 Various Technology / System Improvements	SI						42.3
08 Purchase Various Work Train Cars	SGR						8.0
09 Purchase Various Rubber Tire Vehicles	SGR						1.0
10 ADA: Staten Island Railway	SI						50.0

The following candidate ADA Station in the STATEN ISLAND RAILWAY element are identified in the 2025-29 program for ADA and will be broken out as awarded.

11 Prince's Bay

TOTAL PROGRAM		**$108.3**	**$0.0**	**$66.8**	**$163.9**	**$5.0**	**$344.0**

Numbers may not add due to rounding

New York City Transit Agency Summary

AGENCY	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
New York City Transit	$ 8,778.2	$6,724.5	$9,655.7	$11,053.1	$10,830.6	$47,042.0
Staten Island Railway	$108.3	$.0	$66.8	$163.9	$5.0	$344.0
TOTAL NEW YORK CITY TRANSIT AGENCY PROGRAM	**$8,886.5**	**$6,724.5**	**$9,722.4**	**$11,217.0**	**$10,835.6**	**$47,386.0**

Numbers may not add due to rounding

Long Island Rail Road

ROLLING STOCK
L - 901

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 901		**$1,013.0**	**$0.0**	**$560.0**	**$0.0**	**$0.0**	**$1,573.0**
01 REVENUE EQUIPMENT		**$1,013.0**	**$0.0**	**$560.0**	**$0.0**	**$0.0**	**$1,573.0**
01 Dual-Mode Locomotives	NR						753.0
02 Work Locomotives	SGR						100.0
03 M9A	SI						660.0
04 Diesel-Hauled Coaches	SI						60.0

Numbers may not add due to rounding

Long Island Rail Road

STATIONS
L - 902

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 902		**$232.6**	**$332.4**	**$436.4**	**$127.4**	**$72.4**	**$1,201.0**
04 STATIONS AND BUILDINGS		**$196.6**	**$295.6**	**$421.6**	**$112.6**	**$57.6**	**$1,084.0**
01 Station Components: Various Locations	NR						317.0
02 Station Renewals: Various Locations	SGR						520.0
03 Small Business Mentoring: Stations	NR						20.0
04 Station ADA Improvements: Various Locations	SI						80.0
05 Station Improvements: Various Locations	SI						7.0
06 Jamaica Station - Vertical Circulation	SI						110.0
07 Station Design	NR						30.0

These candidate projects in the STATIONS AND BUILDINGS element are identified in the 2025-29 program for investments and will be broken out as awarded.

08 ADA / Component Repairs: Cold Spring Harbor
09 ADA / Component Repairs: Douglaston
19 ADA / Renewal: Mets - Willets Point
11 ADA / Renewal: Bellerose
12 Renewal: Port Washington
13 Renewal: Floral Park
14 Component Repairs: Patchogue
15 Design: Hunterspoint ADA / Renewal Early Work
16 ADA / Renewal: East New York

05 PARKING		**$3.0**	**$25.0**	**$3.0**	**$3.0**	**$3.0**	**$37.0**
01 Station Parking: Various Locations	NR						37.0
06 PENN STATION		**$30.0**	**$8.8**	**$8.8**	**$8.8**	**$8.8**	**$65.0**
01 Penn Station:Station Components	SGR						65.0
07 GRAND CENTRAL TERMINAL		**$3.0**	**$3.0**	**$3.0**	**$3.0**	**$3.0**	**$15.0**
01 Grand Central Terminal: Station Components	SI						15

Numbers may not add due to rounding

Long Island Rail Road

TRACK
L - 903

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 903		**$230.0**	**$180.0**	**$345.0**	**$200.0**	**$155.0**	**$1,110.0**
01 ANNUAL TRACK REHAB PROGRAM		**$129.4**	**$154.4**	**$219.4**	**$174.4**	**$129.4**	**$807.0**
01 Annual Track Program	NR						660.0
02 M of W Equipment Purchases	SGR						75.0
03 ROW Culverts, Drainage, Retaining Walls	SGR						32.0
04 ROW Protection - High Security Fencing	SI						10.0
05 Yard Track Rehabilitations	SGR						30.0
04 OTHER TRACK IMPROVEMENTS		**$100.6**	**$25.6**	**$125.6**	**$25.6**	**$25.6**	**$303.0**
01 Amtrak Territory Investments	NR						100.0
02 Jamaica Capacity Improvements - Met Interlocking	SI						100.0
03 Jamaica Capacity Improvements - SGR	SGR						100.0
04 Grade Crossing Renewals	SI						3.0

These candidate projects in the OTHER TRACK element are identified in the 2025-29 program and will be broken out as awarded.

05 Queens Interlocking Upgrade: Switch/Capacity Upgrades (Hempstead Branch)
06 Jamaica Capacity Improvements: Swithc/Capacity Upgrades (City Terminal Zone)

Numbers may not add due to rounding

Long Island Rail Road

LINE STRUCTURES
L - 904

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 904		**$72.7**	**$121.0**	**$154.7**	**$73.0**	**$179.2**	**$600.5**
01 BRIDGES		**$62.7**	**$96.0**	**$154.7**	**$73.0**	**$139.2**	**$525.5**
01 Painting, Drainage, & Waterproofing of Bridges	SGR						175.0
02 Small Business Mentoring - Bridges	SGR						48.5
03 Replacement & Rehabilitation of Bridges	SGR						297.0
04 Miscellaneous Line Structures	SGR						5.0

These candidate projects in the BRIDGES element are identified in the 2025-29 program and will be broken out as awarded.

05 Beaver Viaduct: Waterproofing
06 Babylon Viaduct: Waterproofing
07 Queens Blvd: Rehab / Replace
08 Wreck: Lead: Rehab / Replace
09 Seaford Oyster Bay Expressway: Bridge Painting
10 Wantagh State Parkway: Bridge Painting
Additional Locations TBD

02 TUNNELS		**$10.0**	**$25.0**	**$0.0**	**$0.0**	**$40.0**	**$75.0**
01 Atlantic Avenue Tunnel Structural Work	SGR						75.0

Numbers may not add due to rounding

Long Island Rail Road

COMMUNICATIONS & SIGNALS
L - 905

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 905		**$131.1**	**$161.1**	**$76.6**	**$109.6**	**$26.6**	**$505.0**
01 COMMUNICATION IMPROVEMENTS		**$17.6**	**$17.6**	**$17.6**	**$17.6**	**$17.6**	**$88.0**
01 Communications SGR	SGR						63.0
02 Grade Crossing Cameras	SI						5.0
03 Customer Information Technology Upgrade	SI						20.0
02 SIGNAL IMPROVEMENTS		**$113.5**	**$143.5**	**$59.0**	**$92.0**	**$9.0**	**$417.0**
01 Signal Normal Replacement	NR						45.0
02 Signal System Renewals	SGR						202.0
03 Signal Replacement and Interlocking Upgrades	SI						43.0
04 Centralized Train Control	SI						50.0
05 PTC Federal Mandates	SI						75.0
06 Signal Modernization	SI						2.0

These candidate projects in the SIGNALS element are identified in the 2025-29 program and will be .broken out as awarded.

14 Hunt to Post Signals Renewal
14 Babylon to Patchogue Signals Renewal

Numbers may not add due to rounding

Long Island Rail Road

SHOPS AND YARDS
L - 906

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 906		**$25.8**	**$52.8**	**$30.8**	**$32.8**	**$25.8**	**$168.0**
01 SHOPS AND YARDS		**$7.0**	**$34.0**	**$12.0**	**$14.0**	**$7.0**	**$74.0**
01 Shop Component Renewals	NR						37.0
02 Small Business Mentoring Program - Shops & Yards	NR						2.0
03 Rolling Stock Support Shop Equipment	NR						25.0
04 New Shop Design & Preliminary Engineering	SI						10.0
04 EMPLOYEE FACILITIES		**$18.8**	**$18.8**	**$18.8**	**$18.8**	**$18.8**	**$94.0**
01 Rehabilitation of Employee Facilities: Various Loc	NR						64.0
02 Small Business Mentoring Program - Employee Facs	NR						30.0

Numbers may not add due to rounding

Long Island Rail Road

POWER
L - 907

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 907		**$92.3**	**$27.9**	**$35.3**	**$222.5**	**$97.5**	**$475.5**
01 POWER		**$92.3**	**$27.9**	**$35.3**	**$222.5**	**$97.5**	**$475.5**
01 Substation Replacements	SGR						360.0
02 Substation Component Renewal	NR						28.0
03 Power Component Repairs & Replacements	NR						22.5
04 3rd Rail Replacements & Upgrades	NR						26.0
05 Lighting Improvements	SGR						37.0
06 Power Modernization	SI						2.0

These candidate projects in the POWER element are identified in the 2025-29 program and will be broken out as awarded.

07 Winfield Substation
08 West Hempstead Substation
09 Utica Substation
10 Murray Hill Substation
11 Laurelton Substation
12 Queens Breaker Substation

Numbers may not add due to rounding

Long Island Rail Road

MISCELLANEOUS
L - 909

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 909		**$72.2**	**$92.2**	**$63.2**	**$76.9**	**$67.7**	**$372.0**
04 MISCELLANEOUS		**$72.2**	**$92.2**	**$63.2**	**$76.9**	**$67.7**	**$372.0**
01 Security Component Replacement	NR						23.0
02 Security System Improvements	SI						35.0
03 Environmental Remediation	NR						50.0
04 EAM Development	SI						15.0
05 Program Administration							165.0
06 Program Development							15.0
07 Railroad Protective Liability							9.0
08 Independent Engineer							10.0
09 Small Business Mentoring Program - Admin.							10.0
10 OCIP							40.0
TOTAL PROGRAM		**$1,869.7**	**$967.3**	**$1,701.9**	**$842.1**	**$624.1**	**$6,005.0**

Numbers may not add due to rounding

Metro-North Railroad

ROLLING STOCK
M - 901

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 901		**$1,080.0**	**$0.0**	**$155.0**	**$460.9**	**$0.0**	**$1,695.9**
01 REVENUE EQUIPMENT		**$1,080.0**	**$0.0**	**$155.0**	**$460.9**	**$0.0**	**$1,695.9**
01 M9A Fleet	NR						1,080.0
02 West of Hudson Locomotive Replacement	NR						155.0
03 Coach Replacement	NR						460.9

Numbers may not add due to rounding

Metro-North Railroad

STATIONS
M - 902

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 902		**$181.0**	**$111.0**	**$575.8**	**$64.0**	**$27.0**	**$958.8**
02 OUTLYING STATIONS		**$177.0**	**$107.0**	**$557.0**	**$57.0**	**$27.0**	**$925.0**
01 Station Rehabilitation	SGR						670.0
02 ADA Accessibility Improvements	SI						100.0
03 Station Component Replacement	SGR						120.0
04 Small Business Mentoring Program - Stations	SGR						35.0

These candidate station ADA projects in the OUTLYING STATIONS element are identified in the 2025-29 program and will be broken out as awarded.

05 Ludlow
06 Wakefield

These candidate station rehabilitation projects in the OUTLYING STATIONS element are identified in the 2025-29 program and will be broken out as awarded.

07 Hartsdale
08 Scarsdale
09 Crestwood
10 Tuckahoe
10 Bronxville
11 Fleetwood
12 Mount Vernon West
14 Poughkeepsie

03 PARKING		**$4.0**	**$4.0**	**$18.8**	**$7.0**	**$0.0**	**$33.8**
01 Small Business Mentoring Program - Parking	SGR						20.0
02 Parking Improvements	SGR						13.8

Numbers may not add due to rounding

Metro-North Railroad

TRACK & STRUCTURES
M - 903

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 903		**$397.5**	**$541.5**	**$370.0**	**$199.0**	**$214.0**	**$1,722.0**
01 TRACK		**$226.0**	**$426.5**	**$253.5**	**$163.5**	**$163.5**	**$1,233.0**
01 Annual Track Program	SGR						450.0
02 Marble Hill Retaining Wall Construction Phase I	SGR						63.0
03 MoW Equipment Purchase	SGR						30.0
04 Slope Remediation	SI						350.0
05 Drainage Improvements	SI						340.0

These candidate bridge projects with mile markers in the TRACK element are identified in the 2025-29 program and will be broken out as awarded.

06 Slope Remediation
07 Drainage Improvements: Mott Haven Yard

02 STRUCTURES		**$157.8**	**$90.8**	**$101.8**	**$33.8**	**$48.8**	**$433.0**
01 Undergrade Bridge Program	SI						288.0
02 Tunnel Improvements	SGR						21.0
03 Overhead Bridge Program	SGR						55.0
04 R.O.W Force Account Structures Rehabilitation	SGR						44.0
06 Small Business Mentoring Program - Structures	SGR						25.0

These candidate bridge projects with mile markers in the STRUCTURES element are identified in the 2025-29 program and will be broken out as awarded.

07 HU26.97 between Philipse Manor and Scarborough
08 HU27.30 between Philipse Manor and Scarborough
09 HU27.45 between Scarborough and Ossining
10 HU28.39 between Philipse Manor and Scarborough
11 HU32.81 – Croton-Harmon
12 HU39.85 between Cortlandt and Peekskill

03 W OF HUDSON INFRASTRUCTURE		**$13.7**	**$24.2**	**$14.7**	**$1.7**	**$1.7**	**$56.0**
01 Small Business Mentoring Program - West of Hudson	SGR						5.0
02 WoH Improvements	SGR						7.5
03 WoH Track Program - Pt Jervis Line	SGR						20.0
04 WoH Undergrade Bridges - Pt Jervis Line	SGR						15.0
05 WoH Stations Improvements	SGR						8.5

Numbers may not add due to rounding

Metro-North Railroad

COMM & SIGNALS
M - 904

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 904		**$367.0**	**$38.0**	**$56.0**	**$112.0**	**$25.0**	**$598.0**
01 COMM & SIGNALS		**$367.0**	**$38.0**	**$56.0**	**$112.0**	**$25.0**	**$598.0**
01 Signal System Upgrades	SGR						426.0
02 Network Infrastructure	SGR						40.0
03 PBX Replacement	SGR						11.0
04 PTC Federal Mandates	SI						75.0
05 Grade Crossings	NR						3.0
06 Signal Infrastructure Replacement	SGR						7.0
07 Communication Improvements	SGR						36.0

This candidate signal system project in the COMM & SIGNALS element are identified in the 2025-29 program and will be broken out as awarded.

08 Harmon to Poughkeepsie Signal System

Numbers may not add due to rounding

Metro-North Railroad

POWER
M - 905

ELEMENT / DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	Total 2029	All Years
Category Total 905		**$181.5**	**$100.0**	**$151.5**	**$35.0**	**$51.5**	**$519.5**
01 POWER		**$181.5**	**$100.0**	**$151.5**	**$35.0**	**$51.5**	**$519.5**
01 Resiliency - City Water Substation	SI						10.0
02 Substations Improvements	SI						390.0
03 R.O.W Power Improvements	SGR						64.5
04 Third Rail/Component Replacement	SGR						25.0
05 Catenary Improvements	SI						30.0

These candidate substation projects in the POWER element are identified in the 2025-29 program and will be broken out as awarded.

06 Claremont Substation
07 Bronxville Substation

Numbers may not add due to rounding

Metro-North Railroad

SHOPS & YARDS
M - 906

ELEMENT / DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 906		**$12.0**	**$25.0**	**$20.0**	**$15.0**	**$152.9**	**$224.9**
01 SHOPS & YARDS		**$12.0**	**$25.0**	**$20.0**	**$15.0**	**$152.9**	**$224.9**
01 Small Business Mentoring Program - Shops & Yards	SGR						25.0
02 Shops Improvements	SI						15.0
03 Yard Improvements	SI						149.9
04 Facilities Improvements	SGR						35.0

Numbers may not add due to rounding

Metro-North Railroad

MISCELLANEOUS
M - 908

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 908		**$71.2**	**$46.2**	**$66.2**	**$46.2**	**$56.2**	**$286.0**
01 MISCELLANEOUS		**$71.2**	**$46.2**	**$66.2**	**$46.2**	**$56.2**	**$286.0**
01 Environmental Remediation	NR						3.0
02 Systemwide Lead/Asbestos Abatement	NR						3.0
03 Railroad Protective Liability							10.0
04 Independent Engineer							10.0
05 Program Administration							70.0
06 Program Scope Development							55.0
07 OCIP Insurance							70.0
08 Systemwide Security Initiatives	SI						60.0
09 EAM Reserve							5.0
TOTAL PROGRAM		**$2,290.2**	**$861.7**	**$1,394.4**	**$932.1**	**$526.6**	**$6,005.0**

Numbers may not add due to rounding

Commuter Railroad Agency Summary

AGENCY	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Long Island Rail Road	$1,869.7	$967.3	$1,701.9	$842.1	$624.1	$6,005.0
Metro-North Railroad	$2,290.2	$861.7	$1,394.4	$932.1	$526.6	$6,005.0
TOTAL COMMUTER RAILROAD AGENCY PROGRAM	**$4,159.8**	**$1,828.9**	**$3,096.3**	**$1,774.2**	**$1,150.7**	**$12,010.0**

Numbers may not add due to rounding

MTA Bus Company

MTA BUS
U - 903

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 903		**$302.1**	**$26.9**	**$69.5**	**$31.9**	**$23.3**	**$453.7**
02 BUS COMPANY PROJECTS		**$302.1**	**$26.9**	**$69.5**	**$31.9**	**$23.3**	**$453.7**
01 Purchase 153 Standard Buses	NR						159.0
03 Purchase 90 Articulated Buses	NR						112.0
05 Base Shop Expansion - Design & Site Prep	SI						25.0
06 Bus Technology	SI						10.0
07 Project Engineering & Program Administration							40.7
08 Purchase Rubber Tire Vehicles	SGR						2.0
09 Depot Improvements & Equipment	SGR						105.0
TOTAL PROGRAM		**$302.1**	**$26.9**	**$69.5**	**$31.9**	**$23.3**	**$453.7**

Numbers may not add due to rounding

MTA Interagency

MTA POLICE DEPARTMENT
N - 910

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 910		**$8.0**	**$13.0**	**$8.1**	**$13.1**	**$3.1**	**$45.3**
01 MTA POLICE DEPARTMENT		**$8.0**	**$13.0**	**$8.1**	**$13.1**	**$3.1**	**$45.3**
01 District Office Repairs and Replacement	NR						20.0
02 Communication Infrastructure	NR						10.0
03 REP-ESU Fleet Vehicle Purchases	NR						5.0
04 Other Facility, Vehicle and Admin Support	NR						10.3

Numbers may not add due to rounding

MTA CONSTRUCTION & DEVELOPMENT
N - 911

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 911		**$39.0**	**$39.0**	**$39.0**	**$69.0**	**$69.0**	**$255.0**
01 MTA PLANNING INITIATIVES		**$4.0**	**$4.0**	**$4.0**	**$4.0**	**$4.0**	**$20.0**
01 Core / Corridor Planning Studies	SI						20.0
02 CAPITAL PROGRAM SUPPORT		**$0.0**	**$0.0**	**$0.0**	**$30.0**	**$30.0**	**$60.0**
01 Capital Program Support Services							60.0
03 C&D ADMINISTRATION		**$35.0**	**$35.0**	**$35.0**	**$35.0**	**$35.0**	**$175.0**
01 Program Administration							175.0
TOTAL PROGRAM		**$47.0**	**$52.0**	**$47.1**	**$82.1**	**$72.1**	**$300.3**

Numbers may not add due to rounding

MTA Interagency Summary

AGENCY	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
MTA POLICE DEPARTMENT	$8.0	$13.0	$8.1	$13.1	$3.1	$45.3
MTA CONSTRUCTION & DEVELOPMENT	$39.0	$39.0	$39.0	$69.0	$69.0	$255.0
TOTAL MTA INTERAGENCY	**$47.0**	**$52.0**	**$47.1**	**$82.1**	**$72.1**	**$300.3**

Numbers may not add due to rounding

INTERBOROUGH EXPRESS
G - 908

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 908		**$100.0**	**$0.0**	**$200.0**	**$0.0**	**$2,450.0**	**$2,750.0**
01 INTERBOROUGH EXPRESS		**$100.0**	**$0.0**	**$200.0**	**$0.0**	**$2,450.0**	**$2,750.0**
01 Project Development	NE						2,750.0

Numbers may not add due to rounding

GRAND CENTRAL ARTERY
G - 912

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 912		**$100.0**	**$150.0**	**$500.0**	**$500.0**	**$450.0**	**$1,700.0**
01 GRAND CENTRAL TRAINSHED & PARK AVE TUNNEL		**$50.0**	**$100.0**	**$400.0**	**$300.0**	**$250.0**	**$1,100.0**
01 Project Development	SGR						1,100.0
02 GRAND CENTRAL TERMINAL		**$50.0**	**$50.0**	**$100.0**	**$200.0**	**$200.0**	**$600.0**
01 Project Development	SGR						600.0

Numbers may not add due to rounding

Major Projects and Expansion

OTHER NETWORK EXPANSION
G - 917

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 917		**$200.0**	**$200.0**	**$0.0**	**$250.0**	**$150.0**	**$800.0**
01 OTHER NETWORK EXPANSION		**$200.0**	**$200.0**	**$0.0**	**$250.0**	**$150.0**	**$800.0**
01 Project Development	NE						800.0
TOTAL PROGRAM		**$400.0**	**$350.0**	**$700.0**	**$750.0**	**$3,050.0**	**$5,250.0**

Please refer to page 168 in the Agency Plans for more detail

Numbers may not add due to rounding

CPRB Agency Summary

AGENCY	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
New York City Transit	$8,886.5	$6,724.5	$9,722.4	$11,217.0	$10,835.6	$47,386.0
Long Island Rail Road	$1,869.7	$967.3	$1,701.9	$842.1	$624.1	$6,005.0
Metro-North Railroad	$2,290.2	$861.7	$1,394.4	$932.1	$526.6	$6,005.0
MTA Bus Company	$302.1	$26.9	$69.5	$31.9	$23.3	$453.7
Interagency	$47.0	$52.0	$47.1	$82.1	$72.1	$300.3
Major Projects & Expansion	$400.0	$350.0	$700.0	$750.0	$3,050.0	$5,250.0
TOTAL 2025-2029 CPRB PROGRAM	**$13,795.5**	**$8,982.3**	**$13,635.4**	**$13,855.2**	**$15,131.7**	**$65,400.0**

Numbers may not add due to rounding

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 901		**$316.4**	**$167.6**	**$100.9**	**$353.2**	**$185.9**	**$1,124.0**
AW AGENCY-WIDE		**$54.3**	**$48.5**	**$0.0**	**$0.0**	**$19.4**	**$122.2**
9V STRUCTURAL HEALTH MONITORING	SI						56.3
9Y MISCELLANEOUS SECURITY UPGRADES - RESERVE	SI						66.0
BW BRONX-WHITESTONE BRIDGE		**$4.9**	**$88.5**	**$0.0**	**$107.4**	**$20.0**	**$220.8**
9A MISC. STRUCTURAL REHAB AT THE BWB	NR						27.2
9D ANCHORAGE REHABILITATION	NR						26.9
9K TRAVELER OVERHAUL OR REPLACEMENT	NR						44.8
9Q MAIN CABLE DEHUMIDIFICATION/RELATED IMPROV	SGR						117.9
9X SAFETY FENCE	SI						4.0
CB CROSS BAY BRIDGE		**$0.0**	**$5.5**	**$0.0**	**$30.8**	**$3.7**	**$40.0**
9A MISC. STRUCTURAL REHAB AT THE CBB	NR						40.0
HC HUGH L. CAREY TUNNEL		**$22.5**	**$0.0**	**$0.0**	**$0.0**	**$3.0**	**$25.5**
9A TUNNEL REHABILITATION	NR						16.9
9C GIVB FENDER/PEDESTRIAN FOOTBRIDGE REHAB	NR						8.5
HH HENRY HUDSON BRIDGE		**$2.2**	**$0.0**	**$20.2**	**$0.0**	**$2.3**	**$24.7**
9A MISC. STRUCTURAL REHAB AT THE HHB	NR						24.7
MP MARINE PARKWAY BRIDGE		**$0.0**	**$1.6**	**$0.0**	**$14.4**	**$2.6**	**$18.7**
9A MISC. STRUCTURAL REHAB AT THE MPB	NR						18.7
QM QUEENS MIDTOWN TUNNEL		**$25.1**	**$0.0**	**$0.0**	**$0.0**	**$2.7**	**$27.8**
9A TUNNEL REHABILITATION	NR						27.8
RK ROBERT F. KENNEDY BRIDGE		**$2.9**	**$6.6**	**$31.4**	**$59.9**	**$88.8**	**$189.5**
9A MISC. STRUCTURAL REHAB AT THE RFK	NR						69.4
9I SUBSTRUCTURE RETROFIT - PRELIM DESIGN	NR						8.0
9T BRONX APPROACH. TRUSS/JCT STRUCTURE REHAB	NR						29.8
9Z SUPERSTRUCTURE UPGRADES SUSPENDED SPAN	NR						82.3

Numbers may not add due to rounding

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
TN THROGS NECK BRIDGE		**$204.4**	**$11.4**	**$49.2**	**$90.5**	**$37.7**	**$393.2**
9A MISCELLANEOUS STRUCTURAL REHABILITATION	NR						213.5
9D ANCHORAGE REHABILITATION	NR						21.7
9H CONCRETE PIER REHAB ON APPROACHES	NR						43.8
9Q MAIN CABLE DEHUMIDIFICATION/RELATED IMPROV.	SGR						99.2
9V LOWER GARAGE REHABILTIATION	NR						11.0
9X SAFETY FENCE	SI						4.0
VN VERRAZZANO-NARROWS BRIDGE		**$0.0**	**$5.5**	**$0.0**	**$50.3**	**$5.7**	**$61.6**
9A MISCELLANEOUS STRUCTURAL REHABILITATION	NR						61.6

Numbers may not add due to rounding

Bridges and Tunnels

ROADWAYS & DECKS
D - 902

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 902		**$47.9**	**$24.8**	**$56.2**	**$20.6**	**$57.2**	**$206.7**
AW AGENCY-WIDE		**$1.2**	**$0.0**	**$14.4**	**$0.0**	**$1.3**	**$16.9**
9Q AUTHORITY WIDE TRAFFIC SAFETY IMPROVEMENTS	NR						16.9
CB CROSS BAY BRIDGE		**$0.0**	**$7.4**	**$0.0**	**$0.0**	**$0.8**	**$8.2**
9X OPERATIONAL/ACCESSIBILTY IMPROVEMENTS	NR						8.2
HH HENRY HUDSON BRIDGE		**$0.6**	**$7.8**	**$5.5**	**$0.0**	**$1.5**	**$15.5**
9F DECK REHAB AND RESURFACING - UPPER LEVEL	NR						6.8
9M SIGN GANTRY UPGRADE/REPLACMENT	NR						8.7
MP MARINE PARKWAY BRIDGE		**$0.0**	**$5.9**	**$0.0**	**$0.0**	**$0.6**	**$6.5**
9X OPERATIONAL/ACCESSIBILTY IMPROVEMENTS	NR						6.5
RK ROBERT F. KENNEDY BRIDGE		**$44.4**	**$0.0**	**$23.0**	**$19.5**	**$9.0**	**$95.8**
9O REPLACE MANHATTAN PLZ STR/ASSOC RAMPS	NR						44.1
9U MANHATTAN PLAZA REHABILTATION	NR						28.5
9V RFK DECK REHABILITATION	NR						23.2
TN THROGS NECK BRIDGE		**$1.8**	**$3.8**	**$0.0**	**$0.0**	**$0.6**	**$6.1**
9N REPLCMNT OF CROSS ISL RAMPS-ON/OFF BOUND	NR						6.1
VN VERRAZZANO-NARROWS BRIDGE		**$0.0**	**$0.0**	**$13.3**	**$1.1**	**$43.5**	**$57.9**
9I REPLCMNT OF SUSPENDED SPAN LOWER DECK	NR						16.2
9L REPLACEMENT OF SUSPENDED SPAN OVERLAYS	NR						41.6

Numbers may not add due to rounding

Bridges and Tunnels

TSMO
D - 903

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 903		**$3.8**	**$0.0**	**$91.0**	**$0.0**	**$136.9**	**$231.6**
AW AGENCY-WIDE		**$3.8**	**$0.0**	**$91.0**	**$0.0**	**$136.9**	**$231.6**
9J WEATHER INFORMATION SYSTEMS	NR						11.0
9K FIBER OPTIC INFRASTRUCTURE AND INTEGRATION	SI						16.4
9L TRAFFIC DETECTION/INCIDENT MGMT. SYSTEMS	SI						10.5
9M ATMS ENHANCEMENTS/UPGRADES AND OCCC	SI						5.5
9N TOLL COLLECTION SYSTEM REHAB/UPGRADES	NR						104.6
9O OVERHEIGHT VEHICLE DETECTION/MITIGATION	NR						16.9
9R SCADA SYSTEMS	NR						28.5
9S ADV. TRAVELER INFO. SYSTEMS/VMS UPGRADES	NR						38.3

Numbers may not add due to rounding

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 904		**$227.7**	**$104.8**	**$257.3**	**$77.8**	**$129.8**	**$797.4**
AW AGENCY-WIDE		**$4.1**	**$1.1**	**$32.9**	**$13.7**	**$5.1**	**$57.0**
9X REPLACEMENT & UPGRADE OF FUELING SYSTEMS	NR						40.8
9Z UNINTERRUPTIBLE POWER SUPPLY OVERHAUL	NR						16.2
BW BRONX-WHITESTONE BRIDGE		**$1.0**	**$8.9**	**$0.0**	**$0.0**	**$1.0**	**$10.9**
9C ANCHORAGE DEHUMIDIFICATION SYSTEM UPGRADE	NR						10.9
HC HUGH L. CAREY TUNNEL		**$103.8**	**$1.1**	**$3.8**	**$0.0**	**$11.6**	**$120.3**
9N REPLCMNT OF SUPPLY FAN HOUSINGS & ROTORS	NR						5.5
9R INSTALLATION OF FIRE SUPPRESSION SYSTEM	SI						114.7
HH HENRY HUDSON BRIDGE		**$2.2**	**$0.0**	**$20.5**	**$0.0**	**$2.5**	**$25.2**
9J PARKWY DRAINAGE SYSTEM IMPROVEMENTS	NR						14.0
9L DRAINAGE UPGRADES ON BRIDGE	NR						11.2
MP MARINE PARKWAY BRIDGE		**$1.1**	**$0.0**	**$14.6**	**$0.0**	**$1.0**	**$16.7**
9C MOTOR CONTROL CENTER REPLACEMENT AT MPB	NR						16.7
QM QUEENS MIDTOWN TUNNEL		**$107.4**	**$1.1**	**$42.5**	**$0.0**	**$15.9**	**$166.9**
9C POWER RESILIENCY UPGRADES AT THE QMT	NR						28.2
9D DRAINAGE PUMP REHABILITATION	NR						18.4
9N REPLCMNT OF SUPPLY FAN HOUSINGS & ROTORS	NR						5.5
9R INSTALLATION OF FIRE SUPPRESSION SYSTEM	SI						114.7
RK ROBERT F. KENNEDY BRIDGE		**$3.0**	**$89.4**	**$27.7**	**$14.7**	**$73.2**	**$207.9**
9E ROADWAY LIGHTING REPLACEMENT	NR						18.2
9H MOTOR CONTROL CENTER REPLACDMENT HRLS	NR						16.7
9J INSTALL FIRE STANDPIPE UPGRADE PROTECT	NR						5.9
9R MISCELLANEOUS UTILITY UPGRADES - RESERVE	NR						8.5
9S REPLACE/RELOCATE 13KV SUBSTATION	NR						99.1
9Y ANCHORAGE SUBSTATION/ELECTRICAL RESILIENC	YNR						59.5

Numbers may not add due to rounding

Bridges and Tunnels

UTILITIES
D - 904

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
TN THROGS NECK BRIDGE		**$5.0**	**$0.0**	**$115.3**	**$0.0**	**$11.5**	**$131.8**
9C ANCHORAGE DEHUMIDIFICATION SYSTEM UPGRADE	NR						11.1
9S POWER REDUNDANCY AND RESILIENCY	NR						113.2
9Z UPGRADE FIRE STANDPIPE SYSTEM	NR						7.6
VN VERRAZZANO-NARROWS BRIDGE		**$0.0**	**$3.2**	**$0.0**	**$49.4**	**$8.0**	**$60.7**
9Z FACILITY MONITORING & SAFETY SYS OVERHAUL	NR						60.7

Numbers may not add due to rounding

BUILDINGS & SITES
D - 905

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 905		**$23.2**	**$46.7**	**$80.2**	**$79.0**	**$65.6**	**$294.6**
AW AGENCY-WIDE		**$2.6**	**$2.6**	**$9.8**	**$9.8**	**$9.8**	**$34.8**
9B SERVICE BUILDING UPGRADE RESERVE	NR						21.6
9C HAZ.MATL. ABATEMENT	NR						13.1
CB CROSS BAY BRIDGE		**$0.0**	**$0.6**	**$0.0**	**$5.1**	**$0.6**	**$6.3**
9B MPB/CBB SERVICE BLGG REHAB/SITE IMPROV	NR						6.3
HC HUGH L. CAREY TUNNEL		**$1.6**	**$41.8**	**$1.5**	**$29.2**	**$20.6**	**$94.6**
9B REHAB HCT VENTILATION BUILDINGS	NR						34.2
9G MISC STRUCT REHAB AT THE BPG (PHASE VI)	NR						14.6
9O REHABILITATION OF GIVB AND BVB FAÇADE	NR						45.9
HH HENRY HUDSON BRIDGE		**$5.8**	**$0.0**	**$0.0**	**$0.0**	**$0.6**	**$6.5**
9N BACKUP OCC	NR						6.5
QM QUEENS MIDTOWN TUNNEL		**$1.6**	**$0.0**	**$0.0**	**$19.3**	**$1.8**	**$22.7**
9B REHAB QMT VENTILATION BUILDINGS	NR						22.7
RK ROBERT F. KENNEDY BRIDGE		**$3.8**	**$0.0**	**$51.5**	**$0.0**	**$27.9**	**$83.3**
9B RMB UPGRADES	NR						25.0
9C CENTRAL MAINT. EXPANSION FOR TOLL COLLECT	SI						23.5
9G RFK SERVICE/FLEET BUILDING UPGRADES	NR						23.6
9W ISD HUB RELOCATION	NR						11.2
TN THROGS NECK BRIDGE		**$6.9**	**$1.8**	**$0.0**	**$15.5**	**$2.5**	**$26.6**
9B SERVICE BUILDING REHABILITATION	NR						19.0
9U TN SITE IMPROVEMENTS	SI						7.6
VN VERRAZZANO-NARROWS BRIDGE		**$0.8**	**$0.0**	**$17.3**	**$0.0**	**$1.8**	**$19.9**
9B BUILDING UPGRADES/SPACE REALLOCATION	NR						19.9

Numbers may not add due to rounding

MISCELLANEOUS
D - 906

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 906		**$27.1**	**$22.8**	**$22.8**	**$22.8**	**$22.7**	**$118.1**
AW AGENCY-WIDE		**$27.1**	**$22.8**	**$22.8**	**$22.8**	**$22.7**	**$118.1**
9A EAM -RESERVE	SI						15.0
9D MTA INDEPENDENT ENGINEER							4.2
9E PROTECTIVE LIABILITY INSURANCE							12.7
9F PROGRAM ADMINISTRATION							13.1
9G MISCELLANEOUS							17.9
9H SCOPE DEVELOPMENT							14.4
9I PRELIMINARY DESIGN							16.4
9T TEA - RESERVE							4.4
9U SBMP - RESERVE							20.0

Numbers may not add due to rounding

Bridges and Tunnels

STRUCTURAL PAINTING
D - 907

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
Category Total 907		**$29.7**	**$102.2**	**$28.7**	**$48.9**	**$18.0**	**$227.5**
AW AGENCY-WIDE		**$0.0**	**$22.2**	**$0.0**	**$0.0**	**$0.0**	**$22.2**
9P PAINTING RESERVE	NR						22.2
BW BRONX-WHITESTONE BRIDGE		**$1.6**	**$14.3**	**$8.9**	**$0.0**	**$2.9**	**$27.8**
9O ANCHORAGE WATERPROOFING	NR						11.5
9P BW FACILITY-WIDE PAINTING PROGRAM	NR						16.3
CB CROSS BAY BRIDGE		**$0.0**	**$0.4**	**$0.0**	**$11.1**	**$1.1**	**$12.7**
9P CB FACILITY-WIDE PAINTING PROGRAM	NR						12.7
MP MARINE PARKWAY BRIDGE		**$0.0**	**$0.3**	**$6.8**	**$0.0**	**$0.7**	**$7.9**
9P MP FACILITY-WIDE PAINTING PROGRAM	NR						7.9
RK ROBERT F. KENNEDY BRIDGE		**$0.5**	**$64.6**	**$0.0**	**$17.0**	**$6.9**	**$89.0**
9P RK FACILITY-WIDE PAINTING PROGRAM	NR						89.0
TN THROGS NECK BRIDGE		**$27.5**	**$0.0**	**$13.0**	**$0.0**	**$4.2**	**$44.8**
9O ANCHORAGE WATERPROOFING	NR						15.5
9P TN FACILITY-WIDE PAINTING PROGRAM	NR						29.2
VN VERRAZZANO-NARROWS BRIDGE		**$0.0**	**$0.3**	**$0.0**	**$20.8**	**$2.1**	**$23.3**
9P VN FACILITY-WIDE PAINTING PROGRAM	NR						23.3
TOTAL PROGRAM		**$675.8**	**$468.9**	**$636.9**	**$602.2**	**$616.2**	**$3,000.0**

Numbers may not add due to rounding

All Agency Summary

AGENCY	Commitments ($ in millions) 2025	2026	2027	2028	2029	Total All Years
New York City Transit	$8,886.5	$6,724.5	$9,722.4	$11,217.0	$10,835.6	$47,386.0
Long Island Rail Road	$1,869.7	$967.3	$1,701.9	$842.1	$624.1	$6,005.0
Metro-North Railroad	$2,290.2	$861.7	$1,394.4	$932.1	$526.6	$6,005.0
MTA Bus Company	$302.1	$26.9	$69.5	$31.9	$23.3	$453.7
Interagency	$47.0	$52.0	$47.1	$82.1	$72.1	$300.3
Major Projects & Expansion	$400.0	$350.0	$700.0	$750.0	$3,050.0	$5,250.0
TOTAL 2025-2029 CPRB PROGRAM	**$13,795.5**	**$8,982.3**	**$13,635.4**	**$13,855.2**	**$15,131.7**	**$65,400.0**
Bridges and Tunnels	$675.8	$468.9	$636.9	$602.2	$616.2	$3,000.0
TOTAL 2025-2029 CAPITAL PROGRAM	**$14,471.3**	**$9,451.2**	**$14,272.3**	**$14,457.4**	**$15,747.8**	**$68,400.0**

Numbers may not add due to rounding