

MTA Capital Program 2020-2024

Rebuilding
New York's
Transportation
System



**CAPITAL
PROGRAM**

mta.info/capital

Amendment #5

As Approved by the MTA Board October 29, 2025

As Approved by the CPRB December 2, 2025



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MTA Capital Program 2020-2024

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Overview

MTA Capital Program 2020-2024



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The proposed MTA 2020-2024 Capital Program amendment (Amendment #5) encompasses \$55.432 billion of investments that renew, enhance, and expand the MTA network. Most of the program (57%) continues to focus on renewing the system to promote safe and reliable service. Enhancements are targeted toward improving system capabilities, network accessibility, and customer experience. Network Expansion projects extend the reach of the network to address evolving regional mobility needs. The MTA Capital Program Review Board (CPRB) program amendment is subdivided into “core” investments that renew and enhance, and expansion investments that extend the MTA network.

Changes to the program are summarized in Table 1 below. These include the impacts of Amendment #4 (a “letter amendment”) which was approved in late 2024 and for which there was no printed book. That amendment affected only Major Projects and Expansion, increasing the 2020-2024 program by \$121 million.

Table 1
MTA 2020-2024 Capital Program Amendment All Agency Summary (\$ in millions)

| | July 2023 Approved Amendment (Amendment #3) | Proposed Program | Change |
|------------------------------|---|---------------------|---------------|
| CPRB Core | | | |
| New York City Transit | \$33,964 | \$33,945 | (\$19) |
| Long Island Rail Road | 3,446 | 3,443 | (4) |
| Metro-North Railroad | 3,408 | 3,404 | (4) |
| MTA Bus | 839 | 839 | 0 |
| MTA Interagency | 168 | 196 | 29 |
| Core Subtotal | \$41,825 | \$41,828 | \$3 |
| Major Projects and Expansion | 10,291 | 10,355 | 64 |
| CPRB Total | \$52,116 | \$52,182 | \$66 |
| Bridges & Tunnels | 3,326 | 3,250 | (76) |
| Total Program | \$55,442 | \$55,432 | (\$10) |

Numbers may not total due to rounding.

Program Evolution and Changes

The original \$54.799 billion MTA 2020-2024 Capital Program included \$51.472 billion for CPRB agencies and \$3.327 billion for the self-funded Bridges and Tunnels (B&T) program, which is not subject to CPRB approval, was approved by the MTA Board on September 25, 2019.

Amendment #1: On December 15, 2021, the MTA Board approved a letter amendment (Amendment #1) to the originally approved 2020-2024 Capital Program. This amendment increased the Capital Program by \$535 million from \$54.799 billion to \$55.334 billion, the CPRB portion increased from \$51.472 billion to \$52.007 billion. Changes to the Capital Program addressed the following: (a) budget adjustments in the New York City Transit (NYCT) program for a track and structures project; (b) increases to the sizes of the Long Island Rail Road (LIRR) and Metro-North Railroad (Metro-North) programs; (c) two new MTA Interagency elements to help administer the Capital Program; (d) budget adjustments within and to the MTA Network Expansion program to support the Penn Station Access (PSA) project; and (e) elements with 10% increases which require CPRB approval. The CPRB approved this amendment on December 23, 2021.

Amendment #2: On July 27, 2022, the MTA Board approved an amendment (Amendment #2) to the 2020-2024 Capital Program. The amendment increased the Capital Program by \$108 million from \$55.334 billion to \$55.442 billion. The amendment included new projects, additional support for existing projects, reflected changes to project budgets based on refined scope, timing and cost estimates and identified elements in the CPRB portion of the program that had 10% budget issues and required CPRB approval to advance critical work. The CPRB approved this amendment on August 30, 2022.

Amendment #3: On June 27, 2023, the MTA Board approved an amendment (Amendment #3) to the 2020-2024 Capital Program. Amendment #3 moved \$878 million from “core” CPRB agencies to Network Expansion, with \$678 million going to Second Avenue Subway Phase 2 (“SAS2”) and \$200 million going to the Penn Station Access project. Several core projects were added to address safety, resiliency, and critical state-of-good repair needs. This amendment also reflected right-sizing of project estimates based on scope and schedule revisions, bid results, and market conditions. Finally, the amendment identified elements in the CPRB portion of the program that exceeded the 10% budget threshold and required CPRB approval. MTA Bridges and Tunnel’s \$3.326 billion program included updated estimates to project budgets, while the overall Plan value remained the same. On the funding side, Amendment #3 aligned the mix of funding with SAS2 requirements and gave recognition to the additional federal and state funding while keeping the overall funding envelope of the 2020-2024 Capital Program unchanged. The CPRB approved this amendment on July 31, 2023.

Amendment #4: On October 30, 2024, the MTA Board approved a letter amendment (Amendment #4) to the 2020-2024 Capital Program. This amendment only impacted Network Expansion budgets, increasing the Network Expansion budget from \$10.291 billion to \$10.412 billion. The MTA Expansion program was adjusted to reflect the addition of \$46.7 million in funding from New Jersey Transit and Amtrak for the Penn Reconstruction project, an addition of \$58.3 million for the Interborough Express project, and \$16.0 million for Second Avenue Subway West, increasing the overall size of the plan by \$120.1 million. The amendment was deemed approved by the CPRB on December 9, 2024.

Investment Summary

Proposed Capital Program Amendment (Amendment #5)

Within this amendment, there are significant changes to the program since the last printed book with blue pages from July 2023 (Amendment #3). The CPRB portion of the program is now \$52.182 billion which is \$66.3 million more than the July 2023 CPRB total of \$52.116 billion. The overall program, including B&T, is now \$55.432 billion, \$10.2 million less than the \$55.442 billion total program of July 2023.

Highlights of Proposed Program Changes

New Projects: Included in Amendment #5 are some new additions to the capital program. Due to resequencing in NYCT's overall stations accessibility (ADA) effort, two additional stations have been added to the 2020-2024 Capital Program: 145th Street on the 8th Ave line and Gates Ave on the Jamaica Line. Also included is a new safety-focused platform barrier initiative in NYCT's program to advance barriers on platforms at select stations systemwide. A new project for perimeter hardening at the Subways power control center and substation hardening for the LIRR at Penn Station are included as well.

Supporting Network Expansion Needs: In October 2024, the MTA Board approved an additional \$120.9 million for Network Expansion needs. Changes included an additional \$46.7 million for Penn Reconstruction. Two new projects were also created in the expansion area as a part of that amendment: \$16.0 million for a Second Avenue Subway West study (not a part of Second Avenue Subway Phase 2) and \$58.3 million to support design for the Interborough Express project (IBX). Amendment #5 proposed to remove (-\$56.7 million) of reserves from the Penn Reconstruction budget, representing a deprogramming of much of the project's reserves now that the federal government, and not the MTA, is leading the design effort at Penn Station with Amtrak as the lead agency.

Revisions to Reflect Project Cost, Schedule, and Other Project Changes: The amendment identifies project changes and additions derived from schedule updates, phasing opportunities, refined project scopes and estimates including market pricing, emerging needs, as well as administrative split-outs of scope and budget (the breaking out budgets for awards from related budgetary reserve projects). The project changes and additions include budget increases and decreases, project deferrals, advancement of projects, and split-outs of some work from existing projects into new individual projects. Savings come from projected surpluses for NYCT's ongoing New Fare Payment Systems project, revised estimates for the unawarded Fulton line signal modernization and overall savings for NYCT's ADA program that have been leveraged to add two more stations to the program.

Adjustments and savings withing the MTA Bridges & Tunnels Program: As a part of this amendment, B&T is reducing its overall program by (-\$76 million) from \$3,326.2 million to \$3,249.8 million. This is largely due to savings within the Central Business District Tolling Program (CBDTP), now substantially complete and able to release much of its remaining budget reserves. Amendment #5 proposes other changes to the B&T program as well, including adjustments to existing project budgets, budget adjustments for new needs, and the removal of two projects that are no longer needed.

Agency Element 10% Issues: Pursuant to the Public Authorities Law, increases to agencies' elements greater than 10% of the element budget require approval of the CPRB. The individual agency sections compare proposed increases above this 10% limit with the most recent CPRB-approved plan. B&T is not subject to CPRB oversight and is exempt from this requirement.

Program Funding

Funds currently projected to be available for the proposed 2020-2024 Capital Program amendment (Amendment #5) total \$55.432 billion. Changes to funding are summarized in Table 2 below. Amendment #5 builds upon the impacts of the previously approved Amendment #4, which resulted in a net increase to the funding envelope of \$121 million primarily due to the additional funding from the State for the Interborough Express and Second Avenue Subway West projects (a “Letter Amendment,” which was approved in late 2024 and for which there was no printed book), and other adjustments since. The narrative below highlights funding adjustments since Amendment #3 in the most recently published book. The primary change is the final recognition of previously announced and anticipated federal funding for the Penn Station Access project, following the December 2024 execution of a funding agreement with the FRA and a revised memorandum of understanding with Amtrak, along with a corresponding reduction in MTA Bonds and PAYGO which was serving as a temporary funding source until the federal award was finalized.

Table 2
MTA 2020-2024 Capital Program Amendment Funding Plan (\$ in millions)

| Program Funding Plan | July 2023 Amendment #3 | Proposed Program* | Change |
|--|---------------------------|----------------------|---------------|
| Capital from Central Business District Tolling Sources | \$15,000 | \$15,000 | \$0 |
| Capital from New Revenue Sources | 10,000 | 10,000 | 0 |
| - <i>Federal Formula</i> | 9,984 | 9,984 | 0 |
| - <i>Federal New Starts (Second Avenue Subway Phase 2)</i> | 2,005 | 2,005 | 0 |
| - <i>Federal Flexible & Other</i> | 1,084 | 2,762 | 1,678 |
| Federal Subtotal | 13,073 | 14,751 | 1,678 |
| MTA Bonds & PAYGO | 7,393 | 6,043 | (1,350) |
| State of New York | 3,101 | 3,159 | 58 |
| City of New York | 3,007 | 3,052 | 45 |
| Other Contributions | 542 | 177 | (365) |
| Total CPRB Program | \$52,115 | \$52,181 | \$66 |
| Bridges and Tunnels Bonds & PAYGO/Cash | 3,327 | 3,251 | (76) |
| Total 2020-2024 Program | \$55,442 | \$55,432 | (\$10) |

Numbers may not total due to rounding

*Amendment #5 builds upon the previously approved Amendment #4, which resulted in a net increase to the funding envelope of \$121 million primarily due to the additional funding from the State for the Interborough Express and Second Avenue Subway West projects.

Capital from Central Business District Tolling Sources

No funding change

The Capital from Central Business District Tolling Sources assumption remains unchanged.

Capital from New Revenue Sources

No funding change

The Capital from New Revenue Sources assumption remains unchanged.

MTA Bonds & PAYGO

-\$1,350 million

Since the July 2023 Plan Amendment, there has been a net reduction of (-\$1,350 million) to the MTA Bonds and PAYGO assumptions, primarily due to the previously announced and anticipated federal FRA grant for the Penn Station Access project which was not executed until December 2024 (see “Federal” and “Other” below). Additional reductions, which reflect a combination of increased funding from the City of New York, federal discretionary grants, and other adjustments, also contribute to the overall decrease. Partially offsetting these reductions is a +\$2 million transfer of Bridges and Tunnels dedicated funding to support interagency initiatives. These items are described in more detail below.

Federal

+\$1,678 million

Since the July 2023 Plan Amendment, the total federal funding assumption increases by +\$1,678 million. This includes an increase of +\$1,644 million from the FRA for the Penn Station Access project following the December 2024 execution of a funding agreement with the FRA and a revised memorandum of understanding with Amtrak, both of which were previously announced and anticipated but not yet finalized or recognized in the previous amendment to the capital plan. This increase is offset by a -\$365 million reduction in Amtrak’s share of the PSA project as part of the agreement for receiving the FRA grant (see “Other” below). Federal funding also increased by +\$33 million in PROTECT grant funds for the NYCT Westchester Yard project, and +\$1 million from the federal Enhanced Mobility of Seniors and Individuals with Disabilities program for the NYCT tactile guideway and wayfinding project.

State of New York Capital

+\$58 million

The 2024 Letter Amendment included an additional +\$68 million contribution from the State to support the Interboro Express (IBX) (\$52 million) and Second Avenue Subway West Expansion (\$16 million) projects. This increase is partly offset by a (-\$10 million) reduction to the State’s \$100 million funding for Penn Reconstruction, to align with project cost re-estimates.

City of New York Capital

+\$45 million

The proposed amendment increases City funding by \$45 million. Included in this increase is +\$29 million in matching funds for federally funded MTA Bus Company projects. The City is also

contributing an additional +\$16 million to support ongoing efforts to enhance police radio coverage in the subway system.

Other

-\$365 million

The proposed amendment reduces Amtrak's share of the Penn Station Access cost by (-\$365 million) due to the receipt of FRA grant funding.

The 2024 Letter Amendment recognized +\$47 million in contributions from New Jersey Transit and Amtrak towards Penn Redevelopment. Amendment #5 reprograms these contributions out of the 2020–2024 Capital Program to reflect updated project delivery responsibilities and to align with funding structures in prior capital programs, while the funds remain committed to the Penn Redevelopment Project.

Bridges and Tunnels Program Funding

-\$76 million

The proposed amendment reduces Bridges and Tunnels Program funding category by (-\$76 million), of which (-\$74 million) comes from savings within the \$503 million CBDTP infrastructure budget. The remaining (-\$2 million) is transferred to MTA Interagency.

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New York City Transit

MTA Capital Program 2020-2024



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Overview – New York City Transit

This proposed amendment adjusts the content of NYCT's 2020-2024 Capital Program. The total value of the revised program is \$33.945 billion, which is a net decrease of -\$19 million from Amendment #3 approved by the MTA Board in June 2023. The net decrease reflects administrative budget transfers that have occurred since the approval of Amendment #3.

Amendment #5 includes adjustments to reflect refined project scopes and cost estimates, bid experiences, schedule changes, and market conditions since the last update to the Board. As a result, there are significant increases in several investment categories. The categories with the largest increases are Buses (+\$117 million), Line Equipment (+\$126 million), and Shops and Yards (+\$153 million). The following are increases of particular note:

- The increase in the Buses category reflects higher costs for the rollout of battery-electric buses, including an increase in the projects to purchase 475 battery-electric buses and an increase in the project to deploy electric bus charging infrastructure. These increases are due to economic conditions in the industry and refinements to the rollout strategy for electric bus charging.
- The increase in the Line Equipment category reflects the addition of three Superstorm Sandy resiliency projects, to provide additional budgetary support for projects that are otherwise budgeted in the Superstorm Sandy portion of the 2010-2014 Capital Program. This additional budgetary support is required based on bid results and due to temporary funding availability issues in the earlier capital program.
- The increase in the Shops and Yards category reflects an updated scope and estimate for the Westchester Yard Drainage Improvements project. This project's scope has increased to include required water detention tanks and a new pump station.

These increases are offset by strategic project reductions throughout the NYCT program. The largest decrease are in the Signals and Communication (-\$315 million). The decrease in the Signals and Communication category reflects a revised estimate for upgrading the signals on the Fulton Line, with no reduction in the planned limits of work.

Aside from these increases and reductions, this amendment also reflects the re-sequencing of several station accessibility projects, resulting in a net increase of two stations to be made accessible in the 2020-2024 Capital Program under the Americans with Disabilities Act (ADA). The total number of stations being made accessible in this capital program is now 69. Because of favorable bid experience for ADA projects awarded since the inception of the 2020-2024 Capital Program, this net increase of two stations can be accommodated within the existing

ADA program budget.

This amendment also reflects the administrative split-out of some work from existing projects into new individual projects. These split-outs are being implemented at the time of the contract to provide better budget control and transparency.

Table 3 and the discussion that follows summarize the proposed changes to NYCT's 2020-2024 Capital Program by investment category.

Table 3
NYCT 2020-2024 Capital Program Amendment by Category (\$ in millions)

| Category | July 2023 Amendment #3 | Proposed Program | Change |
|--|---------------------------|---------------------|-----------------|
| Subway Cars | \$4,327.7 | \$4,335.0 | \$7.3 |
| Buses | 1,878.5 | 1,995.4 | 116.9 |
| Passenger Stations | 9,558.3 | 9,532.6 | (25.7) |
| Track | 2,556.4 | 2,556.6 | 0.1 |
| Line Equipment | 362.8 | 488.3 | 125.5 |
| Line Structures | 3,127.1 | 3,215.0 | 87.9 |
| Signals & Communications | 6,718.5 | 6,403.8 | (314.7) |
| Traction Power | 1,510.4 | 1,497.0 | (13.4) |
| Shops & Yards | 508.3 | 661.4 | 153.1 |
| Depots | 956.1 | 962.5 | 6.5 |
| Service Vehicles | 226.8 | 165.8 | (61.1) |
| Miscellaneous | 1,839.7 | 1,677.0 | (162.8) |
| Staten Island Railway | 393.0 | 454.9 | 61.9 |
| Total New York City Transit Program | \$33,963.7 | \$33,945.2 | (\$18.5) |

Numbers may not total due to rounding

New York City Transit Subway Cars Category T-801

+\$7.3 million

The net increase of (+\$7.3 million) in this category reflects increases associated with the exercise of Options 1 and 2 of the R211 car purchase contract. There is an increase in the Purchase of 640 B-Division Cars (R211 Option 1) project (+\$7.3 million) and, likewise, an increase in the Purchase 435 B-Division Cars (R211 Option 2) project (+\$34.3 million). Both increases are based on refined estimates for support costs when the options were exercised. The scope of Option 2 has been revised from 437 cars to 435 cars, based on the latest forecasted needs for subway cars to meet service requirements, and in coordination with the next planned B-Division car purchase in the 2025-2029 Capital Program.

There is also a new project for the design of the R268 B-Division car purchase contract (+\$3.5 million). Construction of that contract is funded in the 2025-2029 Capital Program.

Partially offsetting these increases, there is a reduction in the New/Upgrade Car Investments project (-\$37.8 million). The remaining budget in this project will be used for the purchase of new A-Division cars, supplementing the additional budget that has been allocated for that purpose in the 2025-2029 Capital Program.

New York City Transit Buses Category T-803

+\$116.9 million

There is a net increase of (+\$116.9 million) in this category, primarily reflecting higher costs for the rollout of battery-electric buses.

There is a net increase in the projects to purchase 475 battery-electric buses (+\$22 million), based on bid results. This net increase reflects the split-out of funding to the Purchase 193 Standard Electric Buses project (+\$266.6 million) and to the Purchase 72 Articulated Electric Buses project (+\$142.6 million). There is also a net increase (+\$50 million) in the Electric Bus Charging Infrastructure project,

Non-electric bus purchases are also subject to economic conditions that have caused costs to increase. There is an increase in the Purchase 92 Express Buses project (+\$47.2 million), based on the most recent estimates. There is also an increase in the Bus Purchase Design project (+\$0.9 million), mainly due to design costs for the 92 Express Buses. A project to Purchase 245 Articulated Buses has been reduced to 224 buses to fit within its available budget; the remaining 21 buses are reprogrammed in the 2025-2029 Capital Program.

There is also a net decrease (-\$3.3 million) in bus technology projects, based on the reprioritization of some proposed technological initiatives. The largest technology project, Automated Passenger Counting, remains unchanged.

New York City Transit Passenger Stations Category T-804

-\$25.7 million

This category has an overall decrease of (-\$25.7 million).

The Fare Collection element has a net decrease (-\$60.5 million). This is primarily due to a reduction in the New Fare Payment System (NFPS): Additional Support Costs project (-\$67.6 million), based on anticipated cost savings, partially offset by an increase in the Additional Work: Fare Collection project (+\$7.1 million).

There is a net decrease (-\$110.7 million) in the Station Escalators / Elevators element. The total number of elevators and escalators to be replaced remain at 78 and 66, respectively; however, there are net decreases in elevator projects (-\$29.4 million) and escalator projects (-\$86 million) based on anticipated cost savings. These net decreases reflect the split-out of two projects to replace 37 elevators (+\$301.5 million) and two projects to replace 24 escalators (+\$240.6 million). Finally, this amendment reflects additional funding for elevator and escalator designs (+\$6.4 million), to complete the designs for all remaining projects.

The Station Work element has a net increase (+\$145.5 million), reflecting several dynamics:

- A new Platform Barriers project (+\$45 million). The new Platform Barriers project will install static platform barriers at select stations systemwide, thereby enhancing station security more quickly and efficiently and at a greater number of stations.
- A net reduction in the Station Renewals at 2 Locations project (formerly Station Renewals at 3 Locations). A renewal at one location is rescheduled to a future capital program (-\$96 million), to coordinate with other work at the same station. This is partially offset by an increase for the remaining two renewals (+\$41 million), based on the latest estimates.
- A net reduction in station renewals (-\$32 million), based on bid results for the renewal at 242 St on the Broadway-7th Avenue line and the latest estimates for other locations not yet awarded. This net reduction reflects the split-out of the 242 St station renewal (\$31.4 million) from the Station Renewals at 5 ADA Locations project.
- A net increase in station component projects that are not yet awarded or were recently awarded (+\$58 million), based on the identification of additional state of good repair needs, the latest estimates, and bid results. This net increase is inclusive of changes to the following projects: Plat, Mezz, & Interior Stair Comps: ADA Locations, Station

Components: Various Locations, the Small Business Mentoring Program-Stations project, Misc. Station Component/Renewal Work, Miscellaneous Station Investments, and Other Station Work project; as well as 10 projects that have been split out. These split-outs include the Station Components Progressive Design-Build Pilot (43 Locations) project (+\$54.7 million); station component projects at Broadway Junction, New Lots Av, 46 St-Bliss St, and Burnside Av stations (+\$46.2 million); a project for emergency lighting at 11 Stations (+\$17.5 million); and four smaller projects at various locations (+\$5 million).

- A net increase in 13 station component and renewal projects that are already in construction (+\$28 million), based on conditions identified during construction. Most notably, this increase reflects additional scope for renewal projects at five stations on the Flushing line based on newly observed field conditions.
- The addition of several new projects, including a project to construct a customer service center at Parkchester station (+\$3.7 million), a project for stormwater mitigation at WTC Cortlandt St station (+\$17.3 million), and a project to outfit a new Department of Subways stations central maintenance facility (+\$26.4 million). This amendment also adds a project to upgrade communications and security systems at Sutphin Blvd-Archer Avenue station (+\$7.6 million); this is a continuation of an ongoing initiative that began in the 2015-2019 Capital Program.
- A net reduction to water remedy/mitigation projects (-\$8 million), based on bid results and the latest estimates for remaining work. This net reduction reflects the split-out of two stormwater mitigation projects (+\$18 million) and the 2023 water condition remedy project (+\$5.9 million) from the Stormwater Mitigation: Various Stations project and the Water Condition Remedy: Various Locations project, respectively.
- A net reduction to station painting projects (-\$4.1 million), based on bid results. This net reduction reflects the split-out of station painting projects at seven stations (\$3.9 million), split out from the Station Painting: Various Locations project.
- A net reduction to station ventilator projects (-\$2 million), based on bid results and savings realized during construction. This net decrease reflects the split-out of Phases 22, 23, and 24 of the station ventilator program (+\$13.3 million) from the Station Ventilators: Various Locations project.
- Lastly, there is an increase in the design projects for station components, station renewals, and miscellaneous station work (+\$43.3 million); an increase in the Station Condition Survey project (+\$16.9 million); and an increase in the Art at Other Stations

project (+\$2 million). These increases are to complete the designs for all remaining work in this element, begin the advancement of station projects for the 2025-2029 Capital Program, and support the associated MTA Arts & Design initiatives.

There is no net change to the total budget of the Accessibility element; NYCT remains committed to maintaining this historically significant level of investment to make stations compliant with the Americans with Disabilities Act (ADA). This amendment reflects the resequencing of several station accessibility projects, resulting in a net increase of two stations to be made accessible via the 2020-2024 Capital Program:

- Accessibility projects at four stations are added to this capital program: Fort Hamilton Parkway station on the West End line, 2nd Avenue station on the 6th Ave line, and Morrison Avenue-Soundview and Middletown Road stations on the Pelham line.
- Accessibility projects at two stations, which were previously included in this capital program, are now delayed to a future capital program due to technical complexities encountered during the scoping process: Kings Highway station on the Sea Beach line and 168 Street station on the Broadway-7th Ave line. These stations require further study to develop feasible and cost-effective accessibility solutions.
- The ADA: 2 Stations to be Identified project has been replaced with two specific stations that are now identified: 145th St on the 8th Ave line and Gates Av on the Jamaica Line.

Because of favorable bid experience for all ADA projects awarded since the inception of the 2020-2024 Capital Program, this net increase of two stations can be accommodated within the existing ADA program budget. The total number of stations being made accessible in this capital program is now 69, including three stations budgeted for the Staten Island Railway category.

This amendment reflects the split-out of ADA projects at 20 stations (+\$1.461 billion), including one of the newly added stations (Middletown Road), and adjustments to the budgets of several projects based on field conditions encountered during construction. Likewise, this amendment reflects the split-out of additional design costs (+\$58.8 million); a new project for the Owner-Controlled Insurance Program (+\$67 million); and a new project to address additional support costs for Queensboro Plaza station on the Flushing line (+\$1 million), which is primarily funded in the 2015-2019 Capital Program, but requires additional funding based on needs that emerged during construction. All these projects were split out from the ADA: 43 Stations project, which is now renamed ADA: 25 Stations and retains a sufficient budget for all remaining 25 stations in this capital program that are not yet awarded.

New York City Transit Track Category T-805

+\$0.1 million

There is a small net increase in the Track category (+\$0.1 million) that offsets a small net decrease in the yard track and switch program (discussed in the Shops and Yards category), to reflect the split-out of the 2024 program of projects.

The net zero change in track and switch investment results from an increase (+\$115.4 million) in the Mainline Track Rehabilitation element, offset by a decrease (-\$115.3 million) in the Mainline Switch Replacement element, reflecting the latest investment strategy and prioritization of projects to take advantage of track access opportunities.

Several projects for track and switch work in 2020-2023 were adjusted based on current estimates to complete the work and the resequencing of some locations. There is a net increase (+\$28 million) in the prior-year track projects and a net decrease (-\$26 million) in the prior-year switch projects. These changes are part of the overall funding shift in this category from switch replacement to track rehabilitation based on the latest prioritization, as well as supporting track work in conjunction with select stations projects.

This amendment also reflects the split-out of location-specific projects for the 2024 Track Program (+\$213 million), the 2024 switch program (+\$120 million), the 2024 Continuous Welded Rail program (+\$35 million), and the 2023 and 2024 track force accounts (+\$70 million) with funding transferred from the programmatic reserves. These split-outs provide better budget control and transparency.

New York City Transit Line Equipment Category T-806

+\$125.5 million

In this amendment there is an increase in the Line Equipment category (+\$125.5 million).

The main driver of the increase is the addition of three resiliency projects (+\$79.1 million), to provide additional budgetary support for projects that are otherwise budgeted in the Superstorm Sandy portion of the 2010-2014 Capital Program. This additional budgetary support is required based on bid results and due to federal funding availability issues in the earlier capital program..

There is also a net increase in fan plant projects (+\$37.2 million). This reflects an increase in fan plant component repairs that are currently in design (+\$50.2 million), based on the latest estimates. Partially offsetting this increase is a decrease in the Rehab Fan Plant Damper Systems – 7 Locations project (-\$13 million), based on savings realized at the completion of construction. This net increase reflects the administrative split-out of a project to install fiber cable supporting fan plants on the Concourse Line (+\$2 million), which was split out of the Fan Plants: Various Locations project.

There is also a net increase in pumping projects (+\$9 million). This reflects an increase in pump room rehabilitation and deep well backflushing projects that are currently under construction (+\$11.8 million), based on bid results. Partially offsetting this increase is a decrease in the Deep Wells Back-flushing – Lenox Line project (-\$2.7 million), based on savings realized at the completion of construction. The net increase reflects the administrative split-out of projects to rehabilitate four pump rooms (+\$54.7 million) and for deep wells backflushing at two locations (+\$11.8 million), which were split out from the Pump Rooms & Deep Wells: Various Locations project. The net increase also reflects the split-out of a project to rehabilitate the Rockwell Place Pump Room (+\$27.9 million), which was split out from the Additional Work: Line Equipment project.

New York City Transit Line Structures Category T-807

+\$87.9 million

In this amendment there is an increase in the Line Structures category (+\$87.9 million).

The largest increase is for elevated structure paint projects (+\$145 million). This net increase mainly reflects bidding results for recently awarded paint projects on the Broadway-7th Avenue, Myrtle, and Culver lines and a recently awarded column repairs project on the West End line (+\$136 million). While painting contracts also address steel defects on the structure, the number of repairs on the West End line warranted a separate stand-alone column repair project, which has been awarded separately in advance of the painting work. The net increase reflects the split-out of four projects for the recently awarded work (+\$474 million) from the Elevated Structure Painting and Repair project. In addition, there is an increase in painting projects on the Jamaica line (+\$6 million), due to conditions identified during construction. There are also three new projects added for additional costs on the White Plains Road and Dyre lines (+\$4 million), to provide additional budget support for projects that are primarily funded in prior capital programs, based conditions identified during construction. These increases were partially offset by savings in two small paint pilot projects on the Culver Line (-\$2 million), based on final costs at the completion of construction.

Elevated structure repair projects also see an increase (+\$130 million). This net increase mainly reflects the latest estimates for projects currently in design and bid results for a recently awarded project to repair expansion joints on the Broadway-7 Avenue Line (+\$117 million). The net increase reflects the split-out of the expansion joints project (+\$17 million) from the Elevated Structure Repairs: Various Locations project. There is also an increase in the Woodside Structures project (+\$12 million), due to conditions identified during construction.

Subway structure repair projects have a net decrease (-\$184 million). This net decrease primarily reflects the rescheduling of certain work to a future capital program that could not presently advance due to lack of track access availability, as well as new estimates and bid results for work that remains in this capital program (-\$182 million). The net decrease reflects the split-out of Line Structure Component Repair Program (LSCR) projects on the 6 Avenue, Broadway-7 Avenue, 8 Avenue, Lexington, and Jerome lines (+\$265 million), design for a future LSCR project on the 4 Avenue line (+\$2 million), two projects for the rehabilitation of emergency exits systemwide (+\$15 million), and a vent reconstruction project on the Canarsie line (+\$10 million). These projects were split out from the Subway Structure Repairs: Various Locations project. There are also savings in the 2021 emergency exits project and projects for ventilators between stations and LSCR on Brighton line (-\$3 million), based on savings realized at project completion.

Miscellaneous Line Structure projects have a net increase (+\$18 million), due to new estimates and bid results. This net increase reflects the split-out of six projects for demolishing abandoned structures located throughout the subway network (+\$5 million), which were split out from the Miscellaneous Line Structure Investments project.

Stormwater protection projects have a net increase (+\$1 million), due to new estimates and bid results. This net increase reflects the split-out of a project that addresses a connection to the city sewer at 81st Street on the Broadway-7 Avenue Line (+\$10 million) from the Stormwater Mitigation: Various Locations project.

A new project has been added to perform minor outstanding work at the 63rd Street vent building related to the East Side Access project (+\$4.3 million).

There is a decrease in the Elevated Structure Netting project (-\$40 million), based on NYCT's evaluation of the performance of netting installed in earlier pilots. \$9.7 million remains in the project for locations where netting may be feasible and beneficial.

An administrative adjustment was made to three Rockaway Line rehabilitation projects (South Channel Bridge, Hammels Wye, and Over-Land Sections) to move budget related to insurance coverage to the Miscellaneous category (-\$9 million).

Lastly, there is a net increase in the projects for design of subway, elevated, paint, and miscellaneous structures work (+\$23 million), to complete the designs for all remaining work in this category.

New York City Transit Signals & Communication Category T-808

-\$314.7 million

In this amendment there is a net decrease in the Signal Modernization element (-\$423.3 million) as well as a net increase in the Communications element (+\$108.6 million).

Within the Signal Modernization element, there is a large decrease in the SigMod: 3 Lines and Associated Interlockings project (-\$577.2 million), which primarily reflects a revised estimate for upgrading the signals on the Fulton Line (with no reduction in the planned limits of work), as well as new scope to qualify an additional CBTC equipment supplier. This decrease reflects the split-out of a Rail Simulation Study project (\$0.6 million) from the SigMod: 3 Lines and Associated Interlockings project.

Partially offsetting this decrease, there are increases in several CBTC projects which are already underway. There is an increase in the project to install CBTC on Queens Boulevard East (+\$29.6 million), due to needs identified during construction. Likewise, there is a new project for additional costs for CBTC on Queens Boulevard West (+\$13.3 million), to provide additional budget support for a project that is primarily funded in prior capital programs, based on conditions identified during construction. There is also an increase in the project for CBTC on the Crosstown line, based on a higher estimate to remove legacy signals after the completion of the CBTC installation contract (+\$15.4 million).

There is a net increase in the program to equip subway cars and work vehicles for CBTC operation (+\$35 million), based on new estimates, bid results, and needs identified during construction. This increase reflects the split-out of projects to equip R211 subway cars (+\$18.6 million), projects for preliminary work to equip B-Division cars with a second CBTC radio (+\$7.1 million), and a CBTC Carborne Equipment Purchase project (+\$2.2 million), of all of which were split out of the SigMod Equipment for Cars and Locomotives project.

Other than CBTC projects, there is also an increase in the System-Wide Signal Improvements project (+\$33.3 million), based on refined scopes and estimates developed during design. Partially offsetting this increase, there are savings realized at the completion of construction in the Mechanical Plug-In Timer Relays Replacement project (-\$4.8 million) and the Single Chip Ultra-Wideband (UWB) Interoperability Proof of Concept project (-\$10.7 million).

Lastly, there are increases in design and support projects. There is an increase in the system-wide CBTC General Engineering Consultant (GEC) services project (+\$3.6 million), based on needs to support all of the CBTC projects in this capital program through completion. Likewise, there is an increase in the Signal Modernization Design project (+\$38.1 million), to complete the designs of all of the CBTC, car equipment, and system-wide signal improvements projects.

In the Communications element, the increase is primarily due to a net increase in station information systems projects (+\$104 million), based on the latest estimates and bid results. This net increase reflects the split-out of the PA/CIS Upgrade: Canarsie Line, Phase 2 project (+\$83.3 million) from the Station Information Systems: Various Locations project.

There is also a net increase in communication network upgrade projects (+\$28 million), based on bid results. This net increase reflects the split out of the Upgrade ASYNC Fiber Optic Network Ring E project (\$32.8 million), the Connection Oriented Ethernet (COE) 3C project (+\$138.6 million), and the PSLAN Upgrades for PA/CIS Phase 0 project (+\$22.7 million), all of which were split out from the Comm Network Upgrades: Various Locations project.

There is also a net increase in communications cable projects (+\$21 million), based on a revised estimate for copper cable replacement. This net increase reflects the split-out of four projects for fiber optic cable replacement (+\$32.8 million) and one project for antenna cable replacement at Jay Street (+\$9.3 million) from the Fiber Optic Cable Replacement: Various Locations project and the Antenna Cable Replacement: Various Locations project, respectively.

There are also several smaller increases in this element. There is an increase in the Phone PBX Switch Upgrades: Various Locations project (+\$5.7 million), based on the latest estimate. There is a net increase in radio replacement projects (+\$2.7 million), based on bids received. This net increase reflects the split out of the VHF Radio Replacement project (+\$11.7 million) from the Subway Radio Equipment Replacement project. Likewise, there is a net increase in the track safety communications initiatives projects (+<\$1 million), due to needs identified during construction. This net increase reflects the administrative split-out of the Platform Camera Video Analytics project at 3 station complexes (+\$0.9 million), which was split out from the Track Safety Communications Initiatives Reserve. Lastly, there is a new project for additional support costs to complete ISIM B Module 3 (+\$0.8 million), to provide additional budgetary support for a project that is primarily funded in a prior capital program.

Partially offsetting these increases, there is a net decrease in security projects due to cost savings. Notably, there is a net decrease in Passenger ID CCTV projects (-\$42 million), based on bid results for the project that will complete the systemwide rollout of this technology. There is also a reduction in the electronic security system (ESS) project at Wall St and Broad St (-\$1.5 million), due to savings realized at the completion of construction. This amendment also reflects the split-out of two projects for design of ESS at station complexes on the 8 Avenue line (+\$1.8 million) from the Security Technology Upgrades: Various Locations project.

There is also a net decrease in the Small Business Mentoring Program - Communications project (-\$6.1 million), reflecting the award and completion of work at various locations. Lastly, there is a net decrease in communication room upgrades not performed by small business vendors (-\$3 million), based on bid results. This net decrease reflects the split-out of two

communication room projects (+\$18.1 million) from the Station Comm Room Upgrades: Various Locations project.

New York City Transit Traction Power Category T-809

-\$13.4 million

This amendment reflects a net reduction in traction power investments (-\$13.4 million), including a reduction in the Substations element (-\$76.6 million) and an increase in the Power Distribution element (+\$63.2 million).

The Substations element decrease is primarily due a net reduction to the Power Improvements, Various Locations project (-\$78.5 million), based on the latest strategy for priority power improvement work. Rather than expanding power capacity at this time, the reduction augments support in the Power Distribution element for projects addressing critical reliability needs, in addition to providing for other needs within the NYCT program. There is also a split-out of two projects to replace control and battery cable in two power control zones (+\$14.6 million) from the Power Improvements: Various Locations project.

Substation enclosure rehabilitation projects also have a net decrease (-\$23 million), based on bid results. There is an administrative split-out of three substation roof and enclosure projects (+\$32.3 million), which were split out from the Substation Enclosures: Various Locations project.

Similarly, substation equipment replacement projects have a net decrease (-\$7 million), based on bid results. There is a split-out of eight substation equipment projects (+\$102 million) from the Substation Equipment: Various Locations project. These include projects to replace various substation components such as transformers, DC lineup, and high-tension switchgear.

Offsetting those decreases is a net increase for substation renewal projects (+\$8.4 million), based on bid results. There is a split-out of six substation renewal projects (+\$275.6 million) from the Substation Renewals: Various Locations project.

There is also an increase in the Substation Design project (+\$23.6 million), to complete the designs for all of the substation renewal, equipment replacement, enclosure, and power improvement projects.

Lastly, four power improvement projects on the 63rd St and Jamaica lines have small increases and decreases based on final costs at the completion of construction, with no significant net change in their collective budgets.

In the Power Distribution element, there is an increase in the work included in the Miscellaneous Power Investments project (+\$59.8 million), based on the latest estimates for unawarded work. There is also a split-out of the Emergency Alarm Rollout Phase 1 project (+\$127.1 million) from the Miscellaneous Power Investments project.

There is also a net increase in the Circuit Breaker House (CBH) program (+\$1.5 million), based on needs discovered during construction of a project rehabilitating five locations. There is also a split-out of a project to rehabilitate one CBH at Concourse Yard (+\$5.9 million) from the Circuit Breaker Houses: Various Locations project.

There is an increase in the Power Distribution Design project (+\$11.1 million), to complete the designs for all of the CBH and miscellaneous power investment projects.

There is an increase in the Rebuild Ducts: Central Substation project (+\$0.6 million), due to additional work necessary to reach construction closeout. Offsetting these increases is a reduction in the Installation of Second Negative Rail project on the Dyre line (-\$9.9 million), due to savings realized at the completion of construction.

New York City Transit Shops and Yards Category T-810

+\$153.1 million

There is a net increase in the Shops and Yards category (+\$153.1 million).

This increase is primarily driven by the Westchester Yard Drainage Improvements project (+\$141.2 million), based on the latest cost estimate. This update reflects increased scope including required water detention tanks and a new pump station.

There is also a net increase in the shop component repairs program (+\$75 million), including the Shop Components: Various Locations project and the Shop Components Design project, based on updated estimates and bid results. This net increase reflects the split-out of projects for Heavy Shop Equipment at Various Locations (+\$11.2 million) and Coney Island Overhaul Shop Roof (+\$73.4 million) from the Shop Components: Various Locations project.

Partially offsetting this increase is a net decrease in the shop rehabilitation and reconstruction program (-\$60.9 million), primarily due to a revised strategy for addressing the obsolescence of NYCT's cable shop in Brooklyn. Rather than upgrade the existing cable shop, it was determined that a more cost-effective strategy is to outfit a new cable shop at a separate location. To execute this strategy, there is a split-out of a project for Improvements to New Cable Shop at 2016 Pitkin Avenue (+\$23.1 million) from the Shop Rehab/Reconstruct: Various Locations project.

There is also a net increase in yard lighting and fencing investments (+\$2.5 million), based on bid results. This net increase reflects the split-out of projects for yard lighting and fencing at Fresh Pond Yard (+\$24.5 million) and an Other Yard Designs project (+\$0.6 million) from the Yard Fencing/Lighting/Misc. Investments project.

There is a reduction in the Jamaica Yard Expansion Phase 1 – Design project (-\$4.7 million); construction of this project has not been prioritized for inclusion in the capital program.

There is a small net decrease in the yard track and switch replacement program (-\$0.2 million), which offsets a small net increase for mainline track and switch replacement (discussed in the Track category). This amendment also reflects the split-out of projects for the 2024 Yard Track and Switch programs (+\$6.7 million).

New York City Transit Depots Category T-812

+\$6.5 million

The Depots category is increased overall (+\$6.5 million), including an increase in the Depot Rehab & Reconstruction element (+\$9.8 million), partially offset by a decrease in the Depot Improvements element (-\$3.3 million).

The Depot Rehab & Reconstruction increase is primarily due to a net increase in the depot component repair program. There is a net increase in the Depot Component Repairs: Various Locations and Depot Component Repairs: Design projects (+\$7.9 million) based on the latest estimates. There is also a small net increase in a pair of Roof Topping & Expansion Joint Replacement projects (+\$0.5 million), based on final costs at the completion of construction.

There is also a new project added to this element for East New York Depot Windows and Façade (+\$1.1 million), to provide additional budget support for a project that is primarily funded in the 2015-2019 Capital Program, based on conditions identified during construction.

In the Depot Improvements element, there is a net decrease in the Automated Camera Enforcement (ACE) initiative, formerly known as the Automated Bus Lane Enforcement (ABLE) initiative (-\$23.1 million), due to the rescheduling of future project phases. This net decrease reflects the split-out of projects for Phase 2B, Phase 3, and Phase 4 of the rollout (+\$53.9 million) from the Automatic Bus Lane Enforcement (ABLE), Phase 2 project. There is also a decrease in the Eltingville Park & Ride Expansion project (-\$1.1 million), due to reduced support cost needs realized during construction.

Partially offsetting these decreases, there is an increase in the Bus Radio project (+\$14.7 million), to address needs identified during construction and provide budgetary support through the substantial completion of this system-wide project. Finally, there is a net increase in Miscellaneous Depot Investments (+\$6 million), based on the latest estimates and bid results. This net increase reflects the split-out of the Portable Bus Lift / Equipment Replacement project (+\$4.7 million) from the Miscellaneous Depot Investments project.

New York City Transit Service Vehicles Category T-813

-\$61.1 million

The decrease in this category reflects a net reduction in work train projects (-\$63.6 million), primarily due to the rescheduling of planned purchases for signal supply cars and refuse flat cars to coordinate with the purchase of new A-Division subway cars in a future capital program. This net reduction also reflects the split-out of the Critical Systems Upgrade of Track Geometry Cars project (+\$10 million) from the Purchase Various Work Train Cars project.

Slightly offsetting the reduction in work train projects is a net increase in non-revenue vehicle projects (+\$2.5 million), based on the latest prioritization of non-revenue vehicles to be purchased. This net reduction also reflects the split-out of the Non-Revenue Vehicles 2023 project (+\$17.1 million) from the Purchase Rubber Tire Vehicles project.

New York City Transit Miscellaneous Category T-816

-\$162.8 million

The Miscellaneous investment category has an overall net decrease (-\$162.8 million), resulting from changes in several elements.

There is a net decrease in the Miscellaneous element (-\$190.1 million). This is primarily due to a reduction in the Authority-Wide Contingency (-\$257.6) to support needs across the NYCT program of projects. There is a net increase across several insurance projects, reflecting a decision to insure more projects through the Owner-Controlled Insurance Program (OCIP), along with an increase in costs for the All-Agency Liability Insurance project. OCIP was also reduced by (-\$4 million) to support a new OCIP safety consultant project in the MTA Interagency portion of the capital program. There is also a new project for Capital Revolving Fund 2025 (+\$5.0 million), which was created to provide a sixth annual allocation of that fund in advance of the approval of the 2025-2029 Capital Program. The net decrease in this element reflects the split-out of year-specific projects for OCIP and Capital Revolving Fund from the Insurance to Support Capital Program project and the Capital Revolving Fund project, respectively.

The Management Information Systems element remains unchanged in this amendment.

There is a net reduction in the Engineering Services element (-\$14.9 million). This includes deprogramming the Utica Ave Corridor Study EIS project (-\$5 million), because future activities for this study are no longer anticipated; and a reduction in the Small Business Program Administration project (-\$1.1 million). The Scope Development and Design Reserve project is also reduced (-\$24.7 million), based on updated projected needs. These decreases are partially offset by a net increase in several engineering services projects (+\$16 million), based on the latest estimates for remaining program needs. This net increase reflects the split-out of several projects including GO Support - Traffic Checkers 2024 (+\$10.0 million), Test Pits and Test Holes at Various Locations (+\$11.1 million), Land Borings at Various Locations (\$7.1 million), and Structural Testing Systemwide (<\$1 million) from the Engineering Services to Support Capital Program project.

There is a net reduction in the Environmental Safety element (-\$1.4 million). This is primarily due to a decrease in the Fire Alarms and Sprinklers: Various Locations project (-\$6.21 million), based on bids received. This reduction is partially offset by an increase in the Environmental Remediation project (+\$4.7 million), based on the latest estimates.

There is a net increase in the Employee Facilities element (+\$43.5 million).

Several projects in this element have increased due to conditions identified during construction and closeout: EMD Facility: Hoyt-Schermerhorn FUL (+\$9.3 million); Livingston Plaza Elec, Mechanical, Generator Ph. B (+\$5.1 million); and EFR Consolidation: 2 Ave / 6AV (+\$2 million). Partially offsetting these increases, two projects realized savings at closeout: EDR Water Remedy and Equipment Replacement (-\$0.4 million) and EFR Bathroom and Breakroom Ph2 (-\$0.3 million).

There is a net decrease in subways employee facilities repair (EFR) projects that are not yet awarded or were recently awarded (-\$3 million), based on the latest scopes, estimates, and bid results. This net decrease reflects the split-out of nine projects, including the Crew Quarters (EMD) – 7th Ave Station / 6AV project (+\$19.1 million), the EFR: 5 Locations ICC project (+\$12.3 million), the EFR at ADA locations project (+\$7.2 million), and six smaller projects (+\$18 million) from the Subways Employee Facilities: Various Locations project.

There is an increase in the Employee Facilities Design project (+\$12.7 million), to complete the designs for all remaining employee facility projects.

There is a net increase to the Misc./Administrative Facility Investments project (+\$10.0 million), based on revised scopes and updated estimates for several initiatives. This net increase reflects the split-out of early project elements at the Rail Control Center Annex and 130 Livingston Street (\$0.6 million).

There is also a net increase in the facility elevator program (+\$5 million), based on the latest scope and bid results.

Lastly, there is a new project for perimeter hardening at the power control center (+\$2.8 million), which was rescheduled from a prior capital program.

Staten Island Railway SIR Category S-807

+\$61.9 million

In this amendment there is an increase in the Staten Island Railway category (+\$61.9 million).

This increase is primarily due to increases in the Bridge Structures: Various Locations project (+\$41.7 million) and the Station Components: Various Locations project (+\$27.1 million), based on conditions identified during design that led to refined scopes and estimates. Partially offsetting these increases, there is a decrease in the track and switch replacement program based on bids received (-\$7.1 million).

There is no net change to the budget for ADA work in this category. There is a split-out of a project for ADA accessibility at Huguenot station (+\$32.3 million) from the ADA: Station Reserve project. The ADA: Station Reserve project retains funds for ADA accessibility at one remaining station, Clifton.

Elements Exceeding 10 Percent of the Approved Program

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the Capital Program Review Board to be progressed. Table 4 shows those elements of the program that have grown by greater than 10% versus the last CPRB-approved program amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%.

Table 4
NYCT Elements with Increases Exceeding 10 Percent (\$ in millions)

| Element | July 2023 Amendment #3 | Proposed Program | Change |
|-----------------------|---------------------------|---------------------|---------|
| Line Equipment | \$362.8 | \$488.3 | \$125.5 |
| Power Distribution | 418.6 | 481.8 | 63.2 |
| Shops and Yards | 508.3 | 661.4 | 153.1 |
| Employee Facilities | 429.5 | 473.0 | 43.5 |
| Staten Island Railway | 393.0 | 454.9 | 61.9 |

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Long Island Rail Road

MTA Capital Program 2020-2024



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Overview – Long Island Rail Road

Amendment #5 proposes to decrease the LIRR's 2020-2024 Capital Program envelope from \$3.446 billion to \$3.443 billion. This (-\$3.8 million) net decrease represents the LIRR's contribution to MTA-wide capital program administrative and insurance costs.

The amendment includes funding transfers within as well as between asset categories in support of ongoing project initiatives.

Table 5 summarizes the proposed changes by category, and the following narrative highlights the major changes in each of the LIRR's program categories.

Table 5
LIRR 2020-2024 Capital Program by Category (\$ in millions)

| Category | July 2023 Amendment #3 | Proposed Program | Change |
|----------------------------|---------------------------|---------------------|----------------|
| Rolling Stock | \$148.2 | \$162.7 | \$14.6 |
| Stations | 802.6 | 803.4 | 0.8 |
| Track | 1,052.3 | 1,133.4 | 81.1 |
| Line Structures | 271.0 | 280.8 | 9.8 |
| Communications and Signals | 452.1 | 394.7 | (57.4) |
| Shops and Yards | 230.2 | 192.5 | (37.7) |
| Power | 263.0 | 257.4 | (5.6) |
| Miscellaneous | 227.0 | 217.7 | (9.3) |
| Total LIRR Program | \$3,446.4 | \$3,442.6 | (\$3.8) |

Numbers may not total due to rounding

Long Island Rail Road Rolling Stock Category L-801

+\$14.6 million

The LIRR's Rolling Stock category increases (+\$14.6 million) in this amendment.

To support the purchase of Dual-Mode Locomotives, which will be utilized for LIRR's revenue train service, \$93.1 million is added to the project's budget. This funding was made available by deferring the purchase of Work Locomotives (-\$49.9 million) and the Purchase of Coaches (-\$35.0 million). The approved 2025-2029 Capital Program includes budgets for the work locomotives and coaches.

Long Island Rail Road Stations Category L-802

+\$0.8 million

The Stations category increases (+\$0.8 million) in this amendment.

Within the Stations category, split-outs shift budgets from the Station Platform Components project (-\$146.3 million) to ADA Package 2, in order to address station platform components at Babylon, Forest Hills and Hollis stations being undertaken as part of the ADA Package 2 bundle. A budget increase for the Station Building Components project (+\$5.7 million) supports additional station component work. Funding shifts have also been made between station projects progressing as part of ADA Package 1, a bundle which includes nine LIRR stations, to support project costs as construction continues. As result of project sequencing, funding for the Elevator Replacement project has been reduced (-\$6.4 million), as only design is being progressed in 2020–2024 Capital Program with construction budgeted in the 2025–2029 Capital Program. Budget has been reallocated from the Mets-Willeys EIS Relocation project (-\$8.4 million) to the Rolling Stock asset category to support the Dual Mode locomotives project.

Long Island Rail Road Track Category L-803

+\$81.1 million

The Track category increases (+\$81.1 million) in this amendment.

As part of this amendment, a funding increase in the 2020 Annual Track Program project (+\$72.3 million) supports ongoing track work in the Queens Interlocking. In order to optimize train routing on both the Main Line and the Hempstead Branch, and to adjust to new train operations following the opening of Grand Central Madison and Elmont-UBS Arena service, additional track, switch, and signal upgrades are being undertaken within the Queens Interlocking.

The Amtrak Territory Investments project is being increased (+\$57.0 million) to support West Side Yard Flood Wall construction, an infrastructure resiliency project important for both LIRR and Amtrak operations.

Budget decreases in the Jamaica Capacity Improvements (JCI) – Reserves project (-\$6.6 million) and in the Other Track Improvements – Reserve (-\$52 million) redistributes funds to the West Side Yard Flood Wall construction as well as LIRR priority needs elsewhere in the capital program. The West Side Yard Flood Wall project has a separate supporting budget in the LIRR's Sandy portion of the 2010-2014 Capital Program.

A proposed increase in the Yard Track Rehabilitations project (+\$17 million) will allow prioritized cyclical investment in yard tracks to advance.

Long Island Rail Road Line Structures Category L-804

+\$9.8 million

The Line Structures category increases (+\$9.8 million) in this amendment.

An adjustment moves budget from the Painting, Drainage & Waterproofing of Bridges allowance into newly created projects for South Shore Bridge Painting (+\$16.5 million) and Valley Stream Viaduct (+\$8 million). A similar adjustment in the Miscellaneous Bridge Work project (\$46 million) is being combined with funding from other projects to create a new project for the Replacement of Three East End Bridges (+\$71.7 million).

In the Tunnel element, a budget shift (-\$10 million) into the Bridge element supports the Replacement of Three East End Bridges project, with adjustments shifting budgets into the Small Business Mentoring Program for Tunnels Projects (+\$7.2 million), progressing work at the 86th Street and 113th Street Hatchways of the Atlantic Avenue Tunnel.

Long Island Rail Road Communications and Signals Category L-805

-\$57.4 million

The overall Communications and Signals asset category decreases (-\$57.4 million) in this amendment.

In the Communications element, a budget reduction to the Improved Radio Coverage Initiative / FCC Mandates project (-\$1.1 million) supports ongoing work under the Babylon to Patchogue signal project.

In the Signals element, a reduction to the Hunt to Post Signals project (-\$67.6 million) allows funding to be re-allocated to other signal needs, supporting ongoing construction in both Queens Interlocking and the Babylon to Patchogue segment of the Montauk Branch. Due to project sequencing, Hunt to Post is unable to progress as part of the 2020–2024 Capital Program and is now included in the approved 2025–2029 Capital Program; its former budget is reallocated as part of this amendment to support other LIRR needs.

Long Island Rail Road Shops and Yards Category L-806

-\$37.7 million

The Shops and Yards category decreases (-\$37.7 million) in this amendment.

Administrative adjustments decrease the Shop Improvements at Various Locations (-\$49 million) and Yard Improvements at Various Locations (-\$5.3 million) projects, allowing for transfers of funding to support construction at West Side Yard and at Mid-Suffolk Yard in Ronkonkoma. Funding shifts within the Employee Facilities element supports ongoing construction at the Bethpage Facility. This includes an increase to the Small Business Development Program - Employee Facilities (+\$6.8 million) as well as an increase to the Rehabilitation of Employee Facilities – Bethpage SBDP project (+\$9.8 million).

Long Island Rail Road Power Category L-807

-\$5.6 million

The Power category is reduced (-\$5.6 million) in this amendment.

The Substation Replacements project budget has been decreased (-\$39 million), in order to address other Power investment needs. Newly created projects in this category include Penn Station Substation (E01) Hardening (+\$18.12 million) and Substation Replacement Preliminary Design (\$3 million), a project that will support substation replacement in the 2025-2029 Capital Program. A budget increase to Power SCADA System (+\$8.4 million) supports ongoing efforts to replace the Power Supervisory Control and Data Acquisition (SCADA) system in Jamaica.

Long Island Rail Road Miscellaneous Category L-809

-\$9.3 million

The Miscellaneous asset category is reduced (-\$9.3 million) in this amendment.

Reductions to the Program Administration (-\$3.9 million) and Program Development (-\$6.5 million) address funding needs elsewhere in the capital program. While administrative funding moves within the category increase the Owner Controlled Insurance Program (+\$7.4 million), in support of ongoing 2020–2024 Capital Program construction projects.

A reduction to the LIRR's capital program (-\$3.8 million) from this category shifts funding to address MTA-wide insurance and program administrative costs that are included in changes to the MTA Interagency projects in this amendment.

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Metro-North Railroad

MTA Capital Program 2020-2024



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Overview – Metro-North Railroad

The proposed amendment decreases Metro-North's 2020-2024 Capital Program from \$3,407.9 million to \$3,404.2 million. This overall decrease reflects the transfer of \$3.8 million to MTA Interagency to support MTA-wide capital program needs.

This full program amendment modifies the originally approved plan to focus on critical needs in line with customer benefits, reflect recent bids, and align resources for updated funding, project schedules, track access, and updated procurement processes. This includes the second phase of the GCT Fire Standpipe, which will replace fire life safety equipment that is beyond useful life. Metro-North has added the design of the Poughkeepsie Station, to rebuild the critical customer-facing platform elements.

As a result, some planned work is now rescheduled for a future capital program. Work that is already underway in this program, such as the phased replacement of the Grand Central Terminal (GCT) Train Shed and the replacement of aged and deteriorated station platforms on the Harlem Line will continue in the next capital program.

Table 6 and the discussion that follows summarize the proposed changes to Metro-North's 2020-2024 Capital Program by investment category.

Table 6
Metro-North Proposed 2020-2024 Capital Program by Category (\$ in millions)

| Category | July 2023 Amendment #3 | Proposed Program | Change |
|---|---------------------------|---------------------|----------------|
| Rolling Stock | \$725.7 | \$725.7 | \$0.0 |
| Stations | 889.5 | 909.8 | 20.3 |
| Track and Structures | 1,392.4 | 1,350.8 | (41.7) |
| Communications and Signals | 106.7 | 82.4 | (24.3) |
| Power | 157.0 | 165.8 | 8.8 |
| Shops and Yards | 15.6 | 15.6 | 0.0 |
| Miscellaneous | 121.0 | 154.0 | 33.1 |
| Total Metro-North Railroad Program | \$3, 407.9 | \$3,404.2 | (\$3.8) |

Numbers may not total due to rounding

Metro-North Railroad Rolling Stock Category M-801

No change

The Metro-North investments in this category are unchanged at \$725.7 million.

The replacement and modernization of the fleet that supports East of Hudson service on the Hudson and Harlem Lines is ongoing. These include the ongoing purchase to replace the 27-unit dual-mode locomotive fleet, as well as the base order of M9A electric cars to replace the M-3 fleet, which has exceeded its useful life. The M9A award was approved by the MTA Board in June 2025 and includes budget from both this and prior capital programs for both Metro-North and the LIRR.

Metro-North Railroad Stations Category M-802

+\$20.3 million

This category increases (+\$20.3 million) in this amendment.

In the Grand Central Terminal element, work continues as budgets have shifted reflecting changes in project scopes. The GCT Fire Standpipe Phase II (+\$6 million) to replace standpipes throughout the upper level of the terminal was increased to reflect current estimates. Small Business Mentoring Program Project Track 94 Storage Room (+\$2 million) will go ahead as planned, while the GCT – Small Business Mentoring Program project Park Avenue Tunnel emergency exits at 72nd Street (-\$3.0 million) and W. 59th Street (-\$3.2 million) are now reprogrammed to the 2025-2029 Capital Program.

The Outlying Stations element was increased by (+\$34.4 million). New Fare Payment Equipment was increased (+\$28.2 million). The Three Bronx Stations project (+\$9.7 million), construction for which is now underway, was increased based on the budget at award. Preliminary design of the next block of Harlem stations is proceeding with Harlem Line Station Renewals (-\$4.1 million) and the Harlem Line 5 Station Design (+\$7.6 million). On the Hudson Line, Poughkeepsie Station Design (+\$5 million) will produce preliminary designs to renew station platforms and replace an aging staircase. Construction for all three station design efforts will be reprogrammed into the next program.

In the Parking element, new Small Business Mentoring Program Parking projects totaling \$6.8 million are being progressed at Riverdale, Fleetwood, and Poughkeepsie Stations.

Metro-North Railroad Track and Structures Category M-803

-\$41.7 million

This category is reduced (-\$41.7 million) in this amendment.

In the Track element, Turnouts (-\$1.2 million) and Rock Slope Remediation – East of Hudson (-\$1.8 million) are reduced to reflect the actual needs upon completion. Right of Way Drainage Improvements decreases by (-\$4.0 million). Slope Stabilization in Yonkers (+\$11.0 million) will improve drainage and stabilize the slope along a section of right of way by Warburton Avenue. Maintenance of Way Work Equipment (+\$2.8 million) is increased to address inflation and supply chain issues, thereby proceeding with the planned replacement of vital equipment.

In the Structures element, F/A Undergrade Bridge Repair increases (+\$1.5 million) to account for the updated needs of the 2024 scope of the project. The increases are partially offset by projects updated to reflect a change in timing of implementation, including the Replace Undergrade Bridge Timbers project (-\$2.1 million), Bridge Walkways (-\$0.6 million), and East of Hudson Undergrade Bridge Program (-\$0.3 million).

In West of Hudson element, there are multiple reductions totaling (-\$38.6 million). Decreases within this element include West of Hudson Infrastructure Improvements (-\$15.8 million); West of Hudson Undergrade Bridges (-\$9.7 million); West of Hudson Track Program (-\$7.4 million); and Small Business Mentoring Program reserves (-\$5.7 million). \$188.4 million remains in this element to address West of Hudson needs.

Metro-North Railroad Communications and Signals Category M-804

-\$24.3 million

This category is reduced (-\$24.3 million) in this amendment.

The Radio System project (+\$9.7 million) increased to reflect a higher bid at award. Positive Train Stop Release (-\$25.0 million) has been reprogrammed to the 2025-2029 Capital Program. Other projects including Station PA System, CCTV, and Network Infrastructure are proceeding.

Metro-North Railroad Power Category M-805

+\$8.8 million

This category is increased (+\$8.8 million) in this amendment.

In the Power category, the Pelham Substation replacement project was increased (+\$11.4 million) due to updated third party cost estimates. Work at two New Haven Line Substations, substations #128 and #178 (+\$0.5 million), as well as the design effort for the Harlem Line Substation at Claremont, are ongoing.

Metro-North Railroad Shops and Yards Category M-806

No change

Investments in the category remain unchanged at \$15.6 million in this amendment.

In this category, the Upgrade Automotive Fuel System project was recently completed. The Small Business Mentoring – Shops and Yards will begin shortly with There are two projects: Upgrade Automotive Fuel Systems and Security Booth Replacement at three Metro-North Yards.

Metro-North Railroad Miscellaneous Category M-808

+\$33.1 million

This category is increased by (+\$33.1 million) in this amendment.

In this category, revised estimates for Program Administration increases by \$3.2 million. Systemwide Security Initiatives (+\$22.0 million) increases to fund the first construction package of the GCT Security project. Environmental Remediation (-\$0.8 million) and Systemwide Lead/Asbestos Abatement (-\$0.3 million) are updated to reflect ongoing needs.

Elements Exceeding 10 Percent of the Approved Program

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the Capital Program Review Board to be progressed. Table 7 shows those elements of the program that have grown by at least 10% versus the last CPRB-approved program amendment.

Table 7
Metro-North Elements with Increases Exceeding 10 Percent (\$ in millions)

| Element | July 2023 Amendment #3 | Proposed Program | Change |
|-------------------|---------------------------|---------------------|--------|
| Outlying Stations | \$273.6 | \$308.1 | \$34.4 |
| Miscellaneous | 121.0 | 154.0 | 33.1 |

Numbers may not total due to rounding

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MTA Bus Company

MTA Capital Program 2020-2024



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Overview – MTA Bus Company

Amendment #5 proposes to adjust the content of the MTA Bus Company's 2020-2024 Capital Program. The total value of the revised program is \$839.2 million, which is a (-\$0.1 million) reduction from Amendment #3.

Amendment #5 reflects a net increase within the various bus purchase projects, which is offset by a net decrease in depot and technology projects and a net decrease in program services and reserves. These changes are based on the latest estimates and priorities.

This amendment also reflects the split-outs of some work from existing projects into new individual projects. These split-outs are being implemented at the time of contract's award to provide better budget control and transparency.

Table 8 and the following discussion summarize the proposed changes to the MTA Bus Company's 2020-2024 Capital Program.

Table 8
MTA Bus Proposed 2020-2024 Capital Program by Category (\$ in millions)

| Category | July 2023 Amendment #3 | Proposed Program | Change |
|------------------------------|---------------------------|------------------|----------------|
| MTA Bus Company Projects | \$839.3 | \$839.2 | (\$0.1) |
| Total MTA Bus Program | \$839.3 | \$839.2 | (\$0.1) |

Numbers may not total due to rounding

MTA Bus Company Bus Company Projects Category U-803

-\$0.1 million

MTA Bus has a (-\$0.1 million) net reduction in this amendment. There is an increase within the various bus purchase projects (+\$31 million), which is offset by net decreases in depot and technology projects (-\$21 million) and in program services and reserves (-\$9 million). The (-\$0.1 million) reduction to the program is due to an administrative transfer to MTA Interagency.

In this amendment, there is a net increase in bus purchase projects (+\$31 million), due to economic factors driving inflation of component costs and labor. This includes an increase in the Purchase 250 Express Buses project (+\$14 million), based on bids received. The amendment also includes an increase in the Purchase 110 Standard CNG Buses project (+\$17 million), based on the latest estimates; the 110 buses will be procured with separate contracts for 90 and 20 buses. The total quantity of buses purchased in this capital program for the MTA Bus Company fleet remains unchanged.

There is a net decrease in depot and technology projects (-\$21 million); the Electric Fleet Modification at one MTA Bus Depot project has been moved to a future capital program (-\$20 million). This depot reconfiguration is not needed at the current stage of the electric bus rollout. Reprioritization has also informed the rescheduling of the Traffic Signal Priority project to a future capital program (-\$0.2 million).

Project split outs include: Generator Replacement at Spring Creek and College Point Depots (+\$18 million), Boiler Replacement at LaGuardia and Spring Creek Depots (+\$3 million), HVAC / CNG projects at Spring Creek and College Point depots (+\$34 million), Portable Bus Lift / Equipment Replacement (+\$5 million), and technology projects for the rollout of Automated Camera Enforcement (ACE) and the Bus Radio System (+\$3 million). These projects were split out from the Depot Component Repairs: Various Locations, Miscellaneous Depot Investments and Bus Systems projects.

There is a net decrease in program services and reserves (-\$9 million), including a decrease in Project Engineering and Administration (-\$11 million), partially offset by increases in Design Services and MTA Bus program contingency (+\$2 million). These changes reflect the latest forecasted needs to support the MTA Bus 2020-2024 Capital Program through its completion.

Interagency

MTA Capital Program 2020-2024



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Overview – MTA Interagency

Amendment #5 increases the overall value of the MTA Interagency portion of the 2020-2024 Capital Program by \$28.7 million reflecting budget transfers from other agencies. Within MTA Interagency there is a transfer from MTA Planning and Capital Program Support to the MTA Construction & Development category.

These changes are highlighted at the category level in Table 9 below.

Table 9
MTA Interagency 2020-2024 Capital Program by Category (\$ in millions)

| Category | July 2023 Amendment #3 | Proposed Program | Change |
|--|---------------------------|---------------------|---------------|
| MTA Mentoring Program Administration | \$8.3 | \$28.5 | \$20.1 |
| MTA Police Department | 38.9 | 38.9 | 0.0 |
| MTA Planning and Capital Program Support | 95.0 | 36.0 | (59.0) |
| MTA Construction & Development | 25.5 | 93.1 | 67.6 |
| Total MTA Interagency Program | \$167.8 | \$196.5 | \$28.7 |

Numbers may not total due to rounding

MTA Interagency MTA Mentoring Program Administration Category N-800

+\$20.1 million

In this proposed amendment the MTA's Mentoring Program administration project increases (+\$20.1 million) due to transfers from individual agency capital program budgets to support a new MTA Board-approved contract supporting the MTA's Small Business Development Program. This category was previously established with transfers totaling \$4.2 million from MTA agencies' budgets to support the administration of the MTA's Mentoring Program. It later grew to \$8.3 million in Amendment #3.

This administrative project also exists in the ongoing 2015-2019 Capital Program and was similarly established and maintained with transfers from MTA agencies' budgets.

MTA Interagency MTA Police Department Category N-810

No change

This category's overall budget is not changing as a part of this capital program amendment; the mix of projects remains the same.

MTA Interagency -\$59.0 million **MTA Planning and Capital Program Support** **Category N-811**

This category is decreasing (-\$59.0 million) due to a transfer of the \$60.0 million budget for Capital Program Support to the MTA Construction & Development category. Partly offsetting this overall reduction is an increase of +\$1.0 million additional needs to support planning studies.

MTA Interagency MTA Construction & Development Category N-813

+\$67.6 million

This category increases (+\$67.6 million) in this amendment.

There are three increases included in this amendment. The first is a +\$2.6 million increase to C&D's administrative project due to a replenishment of reserves for additional costs. Supporting budget transfers come from other agencies' capital program budgets. The second is the establishment of a new \$5.0 million project to address OCIP safety inspection requirements that are part of the OCIP program. This project is being created with administrative transfers from NYCT (+\$4.0 million) and (+\$0.5 million) each from both LIRR and Metro-North. Finally, a \$60.0 million reserve previously budgeted in the MTA Planning and Capital Program Support category has been transferred into the MTA Construction & Development category. A new \$60.0 million project has been created as part of this amendment to address MTA C&D's support needs, primarily direct and indirect costs for staff. This is part of the continuing transition of administrative costs from each agency to consolidated MTA C&D.

Elements Exceeding 10 Percent of the Approved Program

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

Table 10
MTA Interagency Elements with Increases Exceeding 10 Percent (\$ in millions)

| Element | July 2023 Amendment #3 | Proposed Program | Change |
|--------------------------------------|---------------------------|---------------------|--------|
| MTA Mentoring Program Administration | \$8.3 | \$28.5 | \$20.1 |
| MTA Construction & Development | 25.5 | 93.1 | 67.6 |

Network Expansion

MTA Capital Program 2020-2024



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Overview – Major Projects and Expansion

As compared to Amendment #3, Amendment #5 proposes to increase the overall budget for the Major Projects and Expansion program by \$63.7 million from \$10.291 billion to \$10.355 billion. This net increase includes the impacts of additions of \$120.1 million to the capital program approved in Amendment #4 (a letter amendment) as well as the impacts to projects in Amendment #5 including a (-\$56.7 million) decrease to the Penn Reconstruction project. Penn Reconstruction is being reduced now that Amtrak is taking the lead on the station's future redevelopment.

Table 11 and the following discussion summarize adjustments to the proposed 2020-2024 Capital Program by investment category/element.

Table 11
Major Projects and Expansion Proposed 2020-2024 Capital Program (\$ in millions)

| Category/Element | July 2023 Amendment #3 | Proposed Program | Change |
|------------------------------|---------------------------|---------------------|---------------|
| Interborough Express (IBX) | \$0.0 | \$58.3 | \$58.3 |
| East Side Access | 798.2 | 798.2 | 0.0 |
| Second Avenue Subway Ph. 2 | 5,233.2 | 5,233.2 | 0.0 |
| Second Avenue Subway West | 0.0 | 16.0 | 16.0 |
| Penn Station Access | 2,948.7 | 2,948.7 | 0.0 |
| LIRR Expansion Project | 438.5 | 438.5 | 0.0 |
| Regional Investments | 640.5 | 640.5 | 0.0 |
| Penn Reconstruction | 100.0 | 90.0 | (10.0) |
| Miscellaneous/Administration | 131.8 | 131.2 | (0.5) |
| Total MTA Expansion | \$10,290.9 | \$10,354.6 | \$63.7 |

Numbers may not total due to rounding

Major Projects and Expansion Interborough Express Category G-808

+\$58.3 million

This project was established by a letter amendment to the CPRB in October 2024 (Amendment #4). Portions of this project have been created in the 2025-2029 Capital Program's budget for IBX, but the overall budget of \$58.3 million remains unchanged in this 2020-2024 Capital Program.

Major Projects and Expansion East Side Access Category G-809

No change

There have been adjustments to estimates and the timing of commitments within the program, but the overall budget of \$798.2 million remains unchanged in this current amendment. The \$194.5 million budgeted for the LIRR's M9A fleet was committed in June 2025.

Major Projects and Expansion Second Avenue Subway Category G-810

+\$16.0 million

There is \$5.249 billion in the 2020-2024 Capital Program for Second Avenue Subway investments. This total includes \$5.233 billion for Second Avenue Subway Phase 2, which remains unchanged. The amendment also reflects additional funding of (+\$16.0 million) for the future Second Avenue Subway West project which was Board and CPRB approved in Amendment #4.

Second Avenue Subway Phase 2. In this amendment Second Avenue Subway Phase 2 includes a reallocation of budgets between Heavy Civil construction, Finishes & Fit-out, and Second Avenue Subway Program Contingency to recognize the award value of Contract 2 Heavy Civil construction. This reallocation does not change the existing \$5.233 billion funding envelope.

Second Avenue Subway West. This amendment also recognizes additional funding (+\$16.0 million) for the future Second Avenue Subway West project that was previously added in Amendment #4. Second Avenue Subway West is not part of the Second Avenue Subway Phase 2 project or budget and is not included in the previously mentioned FTA Full Funding Grant Agreement.

Major Projects and Expansion Penn Station Access Category G-811

No change

This amendment reflects a previous reallocation from the project's fleet reserve to support a locomotive procurement for this project totaling \$314.1 million. Other than this reallocation, there have been changes to estimates and the timing of commitments within the program, but the overall budget of \$2,948.7 million remains unchanged. A notable commitment is the \$276.0 million locomotive purchase for the future PSA fleet, which was awarded in early 2025.

Penn Station Access also has an additional budget of \$430.5 million in the 2015-2019 Capital Program.

Major Projects and Expansion LIRR Expansion Project Category G-813

No change

There have been changes to estimates and the timing of commitments within the program, but the overall budget of \$438.5 million remains unchanged in this amendment.

Major Projects and Expansion Regional Investments Category G-814

No change

Since Amendment #3, the overall value Regional Investments in the 2020-2024 Capital Program remains \$640.5 million.

This amendment recognizes some changes within Regional Investments. The budget for Eastbound Reroute has been increased to reflect a higher cost (+\$51.2 million). The Westbound Bypass has been deferred and is anticipated to be addressed in a future program with some support from this program: (-\$80.3 million) of Westbound Bypass budget has been redistributed within Regional Investments to address other programmatic needs.

The \$50.0 million budgeted for the LIRR's M9A fleet was committed in June 2025.

Major Projects and Expansion Penn Reconstruction Category G-815

-\$10 million

With Amtrak now assuming the lead for Penn Station's future redevelopment, the MTA has transferred responsibility of the MTA Penn Staton Reconstruction project to Amtrak and has therefore reduced the project's budget (-\$56.7 million) to reflect the release of unspent resources from this project. The reduction represents a net reduction (-\$10.0 million) since Amendment #3.

In order to illustrate sequencing, a brief summary of this project follows: This project was established in the MTA's capital program via Amendment #2 to the 2020-2024 Capital Program and was planned to be funded by New York State. The budget was increased (+\$46.7 million) in Amendment #4 to recognize anticipated cost sharing from New Jersey Transit and Amtrak. Current budget levels are now being reduced by (-\$56.7 million) in Amendment #5 following direction from the federal government designating Amtrak as the lead agency for the Penn Station redevelopment.

Major Projects and Expansion Miscellaneous Category G-816

-\$0.5 million

The minor reduction (-\$0.5 million) in this category reflects a transfer to the MTA Interagency program for SBDP administration.

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Bridges & Tunnels

MTA Capital Program 2020-2024



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Overview – Bridges and Tunnels

Amendment #5 proposes to reduce B&T's 2020-2024 Capital Program to \$3.250 billion in order to reflect savings from the \$503 million originally budgeted to monies spent and needed for the closeout of the now operational Central Business District Tolling Program. In addition, many of the other construction projects initiated earlier in the program are reaching substantial completion, which allows the Authority to reallocate unused project contingencies and reserves to new needs or to budgets for remaining uncommitted projects to reflect updated estimates based on further developed project designs. The primary focus of Amendment #5 consists of the addition of a new project to install a safety fence on the Throgs Neck Bridge. A key part of this reallocation is ensuring sufficient funding for the critical project for Rehabilitation of the Tunnel Entrance/Exit in Manhattan at the Hugh Carey Tunnel in this program, which was recently awarded.

This amendment also formally adjusts several project budgets for projects awarded in previous years based on the awarded values. Table 12 outlines the changes in the Authority's program.

Table 12
Bridges and Tunnels 2020-2024 Capital Program by Category (\$ in millions)

| Category | July 2023 Amendment #3 * | Proposed Program | Change |
|-----------------------------------|-----------------------------|---------------------|-----------------|
| Structures | \$1,320.8 | \$1,325.6 | \$4.8 |
| Roadways & Decks | 755.5 | 720.4 | (35.1) |
| Toll Plazas & Traffic Management | 45.3 | 49.3 | 4.0 |
| Utilities | 211.6 | 231.5 | 19.9 |
| Buildings & Sites | 49.8 | 50.2 | 0.5 |
| Miscellaneous | 105.2 | 97.9 | (7.3) |
| Structural Painting | 335.1 | 346.3 | 11.2 |
| Central Business District Tolling | 503.0 | 428.6 | (74.4) |
| Total B&T Program | \$3,326.2 | \$3,249.8 | (\$76.5) |

* B&T's capital program only requires MTA Board approval and was fully approved in June 2023. CPRB approval for the rest of the MTA program occurred in July 2023.

Numbers may not total due to rounding

In addition to the safety fence on the Throgs Neck Bridge, another new project to support preliminary design for main cable dehumidification at the Throgs Neck Bridge will also be added for administrative purposes, to provide a budget counterpart to the existing previously established similar design effort at the Bronx-Whitestone Bridge.

Budgets being reallocated to fund these new projects consist primarily of a range of recently completed projects which no longer require the maintenance of a project contingency to proceed to project closeout. The largest of these donor projects is the paint reserve at the RFK Bridge, which will be releasing funding (-\$6 million).

Beyond the above-mentioned project contingency releases, (-\$3.0 million) in Small Business Development Program reserves will be released because the associated project was previously completed under the B&T Sandy Capital Program. In addition, funds (-\$5.7 million) from various Miscellaneous category reserves (Protective Liability Insurance, Hazardous Materials, Traffic Enforcement Agents, etc.) will be released due to the adoption of the new 2025-2029 Capital Program, which also contains reserves for these purposes.

This amendment will also be consolidating budget reserves from various Intelligent Transportation Systems (ITS) projects, including fiber optic infrastructure and traffic detection/incident management to support a project to improve over-height vehicle detection and interception at the Authority's two tunnels (a reallocation of \$13 million).

Finally, two projects in addition to the ITS projects referenced above have been removed from the 2020-2024 Capital Program to help support the new needs within this amendment:

- Steel Repair & Concrete Rehabilitation at the Verrazzano-Narrows Bridge (VN-32): The elimination of this project released funding (-\$35 million) which was reallocated to the critical main cable dehumidification project also at the Verrazzano-Narrows Bridge.
- Agency-wide Replacement & Upgrade of Fueling Systems project (AW-11) will release (-\$6.4 million) for other critical needs and is replaced by a successor project within the recently approved 2025-2029 Capital Program.

Bridges and Tunnels Structures Category D-801

+\$4.8 million

In this amendment the Structures category is increased by (+\$4.8 million).

The increase in this category primarily reflects an additional funding (+\$85.0 million) reallocated to support a new safety fence project at the Throgs Neck Bridge. This project, originally planned for the 2025-2029 Capital Program did not get included in that capital program due to funding constraints for the new capital program and is now being advanced into the 2020-2024 Capital Program. This increase in the category value is also driven by a higher-than-expected award value for the Main Cable Dehumidification project at the Verrazzano Narrows Bridge (VNB) that was awarded in early 2025 (+\$66 million).

This new project and higher than expected award value for the VNB main cable dehumidification is mostly offset by the lower-than-expected award values of the RFK Bridge Suspended Span rehabilitation/retrofit projects (-\$55.3 million) and Throgs Neck Bridge Anchorage and Tower Protection project (-\$74.9 million).

Bridges and Tunnels Roadways and Decks Category D-802

-\$35.1 million

The (-\$35.1 million) decrease in the Roadways and Decks category primarily reflects the lower-than-expected award values of the VNB Reconstruction of the Upper-Level Approach (-\$29.5 million) and the release of project contingencies associated with the lower-level main span deck rehabilitation project (-\$6.9 million). These budget reductions were offset by minor increased budget needs on the Widening of the Southbound FDR Drive project (+\$3.3 million).

Bridges and Tunnels Toll Plazas & Traffic Management/Safety Systems Category D-803

+\$4.0 million

In this amendment the Toll Plazas & Traffic Management/Safety Systems category increases (+\$4.0 million).

The (+\$4.0 million) net increase in this category primarily reflects the restoration of budget to the AW-74 Supervisory Control and Data Acquisition (SCADA) reserve (previously removed under Amendment #3) to improve cyber security protection in the SCADA at the two tunnels. There is also a reallocation of various ITS project reserves (including fiber optic infrastructure and traffic detection/incident management) to support an expanded project to improve over-height vehicle detection and interception at the Authority's two tunnels.

Bridges and Tunnels Utilities Category D-804

+\$19.9 million

In this amendment the Utilities category is increased (+\$19.9 million).

This category's net increase primarily reflects the increased budgets for three projects: Rehab/Replace Facility Monitoring & Safety Systems (AW-73), Throgs Neck Bridge Structural Lighting & Misc. Structural Upgrade (TN-85), and Verrazzano-Narrows Bridge Misc. Bridge Lighting & Electrical Improvement (VN-12). All three of these increases are based on final award values from late 2023.

In addition, approximately \$3 million was reallocated from program contingency for a dedicated design project for cable dehumidification and other main cable work at the Throgs Neck Bridge (TN-98), bundled with the pre-existing Cable Dehumidification and Miscellaneous Work (BW-98) project at the Bronx-Whitestone Bridge.

Bridges and Tunnels Buildings and Sites Category D-805

+\$0.5 million

In this amendment the Buildings and Sites category is being increased slightly (+\$0.5 million).

The net increase in this category represents the value of the Service Building Upgrades Project (at the two tunnels as awarded in December 2023). This is partially offset by the release of remaining reserves for Hazardous Materials.

Bridges and Tunnels Miscellaneous Category D-806

-\$7.3 million

In this amendment, the Miscellaneous category is being reduced (-\$7.3 million).

This reduction can be attributed to the elimination or reduction of project reserves for the Small Business Development Program and various Miscellaneous category reserves (Protective Liability Insurance, Miscellaneous, etc...) due to the approval of the 2025-2029 Capital Program, which also contains reserves for these purposes. This reduction also includes the release of the project contingency for the VNB Safety Fencing project at project completion (-\$2 million).

Bridges and Tunnels Structural Painting Category D-807

+\$11.2 million

In this amendment the Structural Painting category is being increased (+\$11.2 million).

This net increase reflects the reassignment of budgets from structural or electrical tasks to painting tasks within bundled projects at the time of award. These include Zone Painting of the Suspended Spans at the RFK Bridge as part of the RK-19/RK-04 bundle (+\$8 million), Throgs Neck Bridge Facility-Wide Painting Program as part of the TN-87/TN-85/TN-49/TN-PT bundle (+\$4 million), and the VNB Facility-Wide Painting Program as part of the VN-12/VN-PT bundle (+\$11 million). These reallocations were partially offset by project contingencies in the RK Facility-Wide Painting Program (-\$6 million) and the VN-81 Lower-Level Paint Project (-\$1 million) and the release of unused paint reserves for the recently awarded VN-84 Paint Brooklyn Ramps project (-\$5 million).

Bridges and Tunnels

Central Business District Tolling Program

Category C-801

-\$74.4 million

The Central Business District Tolling Program category is being reduced (-\$74.4 million) in this amendment.

This amendment reflects administrative adjustments between projects to reflect actual costs and an updated schedule. The net reduction in this category primarily reflects the Central Business District Tolling Program's substantial completion at around 15% under budget. The tolling program achieved substantial completion and began revenue operations on January 5th, 2025.

Project Listings

MTA Capital Program 2020-2024

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Capital Program Organization

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

- Agency: MTA Agency identified with the project budget (e.g., “New York City Transit”);
- Category: Agency subset, typically focused on an asset type (e.g., “Stations” or “Track”);
- Element: Category subset containing related projects (e.g., “Signal Modernization” element in “Signals & Communications” category);
- Project: Basic unit of the Capital Program, reflecting a specific scope.

For example, the first project listing page is identified in the upper-left corner as Agency “New York City Transit,” and in the upper-right corner as Category “Subway Cars.” Below that, “T - 801” represents the Agency (“T” for New York City Transit) and the category code (“801” for subway cars). Further down the page, “01 Subway Cars” refers to the element, which in this case happens to have the same name as the parent category. Finally, this element has a single project with identifier code “01” to “New/Upgrade Car Investments.” Combining all the codes, the unique ACEP for this project is T8010101.

Needs Codes

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

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

Commitments

Columns indicate the share of the project budget that is planned to be committed by element (i.e., started) in each year of the 2020-2024 program period, along with the total for all years.

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| | | Commitments (\$ in millions) | | | | | | | |
|---|---------------|---------------------------------|-------|-----------|-------|-------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 SUBWAY CARS | | | | | | | | | |
| 01 New/Upgrade Car Investments | NR | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 1,006.2 | 1,012.2 | |
| 02 Purchase 640 B-Division Cars (R211 Option 1) | NR | 0.0 | 0.0 | 1,929.6 | 0.0 | 0.0 | 0.0 | 1,929.6 | |
| 03 Purchase 435 B-Division Cars (R211 Option 2) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,389.7 | 1,389.7 | |
| 05 Purchase R268 B-Division Cars | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 3.5 | |
| Element Total 01 | | \$0.0 | \$0.0 | \$1,929.6 | \$0.0 | \$6.0 | \$2,399.4 | \$4,335.0 | |
| Category Total 801 | | \$0.0 | \$0.0 | \$1,929.6 | \$0.0 | \$6.0 | \$2,399.4 | \$4,335.0 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | Total All Years |
|--------------------------------|--|---------------------------------|--------|---------|---------|---------|-----------|--------------------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 02 BUS REPLACEMENT | | | | | | | | | |
| 01 | Purchase 172 Electric Buses | NR | 0.0 | 0.0 | 0.0 | 231.2 | 14.1 | 245.3 | |
| 03 | Purchase 18 Articulated Electric Buses | NR | 0.0 | 0.0 | 0.0 | 43.7 | 0.0 | 43.7 | |
| 04 | Purchase 224 Articulated Buses | NR | 0.0 | 0.0 | 0.0 | 279.1 | 2.6 | 281.7 | |
| 05 | Purchase 92 Express Buses | NR | 0.0 | 0.0 | 0.0 | 0.0 | 127.9 | 127.9 | |
| 06 | Purchase 19 Express Buses | SI | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 14.3 | |
| 08 | Purchase 126 Standard Hybrid Buses | NR | 7.1 | 0.2 | 100.6 | 0.0 | 0.0 | 107.9 | |
| 09 | Purchase 209 Standard Buses | NR | 10.5 | 0.4 | 130.4 | 0.0 | 0.0 | 141.2 | |
| 10 | Purchase 84 Standard Hybrid Buses | NR | 0.0 | 71.2 | 0.0 | 0.0 | 0.0 | 71.2 | |
| 11 | Purchase 139 Standard Buses | NR | 2.8 | 95.8 | 0.0 | 0.2 | 0.0 | 98.8 | |
| 13 | Purchase 15 Standard Electric Buses | NR | 0.0 | 21.8 | 0.0 | 0.0 | 1.5 | 23.3 | |
| 14 | Bus Purchase Design | NR | 0.0 | 0.0 | 0.4 | 0.9 | 0.5 | 1.8 | |
| 15 | Purchase 5 Standard Electric Buses Test/Eval | SI | 0.0 | 0.0 | 10.4 | 0.2 | 0.0 | 10.6 | |
| 17 | AEB Charging Infrastructure - Jamaica Design | SI | 0.0 | 0.1 | 0.2 | 0.0 | 0.0 | 0.3 | |
| 18 | Automated Passenger Counting, Phase 2 | SI | 0.0 | 0.0 | 6.4 | 0.0 | 0.6 | 7.0 | |
| 19 | Jamaica Gantries BEB (Charging) | SI | 0.0 | 0.0 | 14.4 | 0.0 | 0.0 | 14.4 | |
| 20 | Purchase 72 Articulated Electric Buses | SI | 0.0 | 0.0 | 0.0 | 142.6 | 0.0 | 142.6 | |
| 21 | Purchase 193 Standard Electric Buses | SI | 0.0 | 0.0 | 0.0 | 266.6 | 0.0 | 266.6 | |
| 30 | Electric Bus Charging Infrastructure | SI | 0.0 | 0.0 | 0.0 | 173.3 | 223.5 | 396.8 | |
| Element Total 02 | | | \$20.4 | \$203.7 | \$262.7 | \$280.5 | \$860.6 | \$367.5 | \$1,995.4 |
| Category Total 803 | | | \$20.4 | \$203.7 | \$262.7 | \$280.5 | \$860.6 | \$367.5 | \$1,995.4 |

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|--|---------------|---------------|----------------|----------------|----------------|---------------|----------------|--------------------|
| 04 FARE COLLECTION | | | | | | | | |
| 01 New Fare Payment System (NFPS): Add Support Costs | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 20.0 |
| 03 Low Turnstiles: Procurement | SI | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 6.6 | 7.7 |
| 04 Wide Turnstiles: Procurement/Installation | SI | 0.0 | 3.6 | 0.2 | 0.0 | 7.9 | 13.1 | 24.8 |
| 05 Additional Work: Fare Collection | SGR | 0.0 | 0.0 | 26.7 | 1.2 | 20.0 | 14.5 | 62.4 |
| 06 Purchase 80 Auto Farecard Access Syst Units | SI | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 2.3 |
| 07 Wide Aisle Gates: Survey and Design | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| Element Total 04 | | \$0.0 | \$4.7 | \$29.2 | \$1.2 | \$28.1 | \$54.1 | \$117.4 |
| 07 STATION ESCALATORS / ELEVATORS | | | | | | | | |
| 04 Replace 2 Escalators | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.6 | 28.6 |
| 05 Escalator Design | NR | 11.9 | 3.0 | 1.9 | 5.2 | 0.0 | 4.6 | 26.7 |
| 06 Elevator Design | NR | 0.6 | 4.8 | 5.0 | 10.4 | 0.0 | 0.0 | 20.8 |
| 07 Replace 3 Hydraulic Elevators: 34th BW7 PSNY-33rd | NR | 19.2 | 0.2 | 0.3 | 0.0 | 2.0 | 0.0 | 21.6 |
| 08 Replace 5 Elevators at 2 Locations JAM | NR | 0.0 | 35.1 | 0.4 | 0.0 | 1.0 | 3.1 | 39.7 |
| 09 Replace 4 Escalators at 2 Locations FLS | NR | 0.0 | 0.0 | 40.9 | 0.0 | 0.0 | 0.8 | 41.7 |
| 10 PSLAN Various E&E Locations | SI | 0.0 | 1.2 | 4.6 | 0.1 | 0.0 | 0.0 | 5.8 |
| 11 4 Escalators at 2 Locs Dekalb 4Av & 161 St BXC | NR | 0.0 | 46.8 | 1.0 | 0.3 | 0.0 | 1.5 | 49.5 |
| 12 17 Escalators at 6 Locations | NR | 0.0 | 0.1 | 185.4 | 1.3 | 0.0 | 20.9 | 207.7 |
| 13 Replace 8 Escalators: Grand Central - 42 St / FLS | NR | 0.0 | 77.7 | 0.3 | 0.0 | 0.0 | 8.1 | 86.2 |
| 14 Replace 3 Escalators at Broadway Junction/FUL | NR | 0.0 | 0.0 | 0.0 | 21.5 | 0.1 | 1.0 | 22.7 |
| 15 Replace 14 Elevators: 5 Stations | NR | 0.0 | 0.0 | 71.3 | 0.6 | 0.0 | 2.9 | 74.8 |
| 16 Replace 6 Escal at 2 Locs (Sut Blvd ARC/W4 8AVE) | NR | 0.0 | 0.0 | 69.2 | 8.8 | 0.0 | 3.1 | 81.1 |
| 17 Replace 19 Elevators at Various Locations | NR | 0.0 | 0.0 | 140.2 | 17.6 | 0.0 | 7.4 | 165.2 |
| 18 Replace 1 Escalator at Parkchester/PEL | NR | 0.0 | 0.0 | 13.4 | 0.0 | 0.0 | 0.4 | 13.8 |
| 19 Replace 17 Elevators at 8 Stations | NR | 0.0 | 0.0 | 0.0 | 132.7 | 0.4 | 6.5 | 139.6 |
| 20 Replace 20 Elevators at 9 Stations | NR | 0.0 | 0.0 | 0.0 | 154.4 | 0.4 | 7.1 | 161.9 |
| 21 Replace 21 Escalators At 6 Stations | NR | 0.0 | 0.0 | 0.0 | 207.9 | 0.8 | 9.3 | 217.9 |
| Element Total 07 | | \$31.7 | \$168.8 | \$533.8 | \$560.9 | \$4.7 | \$105.4 | \$1,405.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|--|---------------|---------------------------------|------|-------|------|------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 12 STATION WORK | | | | | | | | | |
| 01 Station Renewals at 5 ADA Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 249.8 | 249.8 | |
| 02 Station Renewals at 2 Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 232.3 | 232.3 | |
| 03 Plat, Mezz, & Interior Stair Comps: ADA Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 116.2 | 116.2 | |
| 04 Station Components: Various Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 582.2 | 582.2 | |
| 06 Small Business Mentoring Program - Stations | SGR | 2.8 | 15.6 | 39.5 | 48.2 | 22.7 | 34.9 | 163.8 | |
| 08 Misc. Station Component/Renewal Work | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47.4 | 47.4 | |
| 09 Livonia Av-Junius St Station Connector | SI | 0.0 | 0.6 | 26.5 | 0.2 | 0.3 | 1.2 | 28.8 | |
| 10 Water Condition Remedy: Various Locations | SGR | 0.0 | 2.5 | 0.2 | 0.2 | 0.0 | 7.6 | 10.5 | |
| 11 Miscellaneous Station Investments | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 65.1 | 65.1 | |
| 12 Other Station Work | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 7.1 | |
| 13 Station Components Main St FLS | SGR | 0.0 | 3.3 | 0.0 | 0.4 | 0.0 | 0.1 | 3.8 | |
| 15 Station Components Design | SGR | 6.4 | 19.6 | 2.8 | 16.3 | 0.7 | 1.2 | 47.0 | |
| 16 Platform Components: E Broadway 6AV | SGR | 13.9 | 0.5 | 0.0 | 0.0 | 0.0 | 0.1 | 14.6 | |
| 17 Platform Components: 2 Locations / QBL | SGR | 0.0 | 0.0 | 29.9 | 0.4 | 0.0 | 1.2 | 31.5 | |
| 18 Platform Components: 5 Locs BW7 | SGR | 0.0 | 0.0 | 0.0 | 70.6 | 0.0 | 1.8 | 72.3 | |
| 19 Leak Remediation 34 St BW7 PSNY-33rd | SGR | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | |
| 20 Miscellaneous Stations Work Design | SGR | 0.7 | 2.5 | 1.4 | 1.2 | 0.8 | 0.3 | 7.0 | |
| 21 Station Ventilators 8th Ave CNR | SGR | 0.0 | 2.1 | 0.0 | 0.1 | 0.0 | 0.0 | 2.1 | |
| 22 Station Ventilators Ph 18 2 Locs/FUL | SGR | 0.0 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | |
| 23 Station Ventilators Ph 21 - 4 Locs/ Manh & BX | SGR | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | |
| 24 Renewal: Borough Hall LEX | SGR | 0.0 | 0.4 | 117.4 | 1.0 | 0.0 | 6.2 | 125.1 | |
| 25 Platform Components: 68 St. - Hunter College LEX | SGR | 0.0 | 5.8 | 0.0 | 0.3 | 0.2 | 0.4 | 6.6 | |
| 26 Station Ventilators: Grand Central / FLS | SGR | 0.0 | 15.7 | 0.0 | 0.5 | 0.0 | 1.8 | 18.0 | |
| 27 Platform Components: 137th St/Bwy7 | SGR | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.2 | 8.2 | |
| 29 Platform Components: 6 Avenue / Canarsie | SGR | 0.0 | 32.8 | 0.0 | 0.0 | 0.0 | 0.0 | 32.8 | |
| 30 Platform Components: 14th Street / 6 Ave | SGR | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | |
| 31 Components: Metropolitan Ave XTN | SGR | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | |
| 32 Station Renewal: Woodhaven Boulevard JAM | SGR | 0.0 | 16.0 | 0.2 | 0.0 | 0.0 | 7.8 | 24.0 | |
| 34 Platform Components: Broadway Junction / JAM | SGR | 0.0 | 0.0 | 0.0 | 9.1 | 0.0 | 2.8 | 12.0 | |
| 35 Station Ventilators Ph 20 - 4 Locations MHTN | SGR | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 10.5 | |
| 36 Grand Central: Widening Stairs U2/U6/Lex Design | SI | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 | |
| 37 Platform Screen Doors Pilot | SI | 0.0 | 0.0 | 6.6 | 0.3 | 0.2 | 249.1 | 256.2 | |
| 38 Station Components Progressive DB Pilot (43 Locs) | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 54.7 | 0.0 | 54.7 | |
| 39 Grand Central: Center Core East FLS | SI | 0.0 | 0.0 | 95.5 | 6.6 | 0.1 | 5.9 | 108.1 | |
| 40 Grand Central: Widening Stairs U2/U6 LEX | SI | 0.0 | 0.0 | 2.8 | 0.2 | 0.0 | 0.5 | 3.5 | |
| 41 Track Safety Stations Initiatives Reserve | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.0 | 15.0 | |
| 43 Station Renewal: 111 St / FLS | SGR | 0.0 | 0.0 | 0.0 | 12.9 | 0.0 | 5.2 | 18.1 | |
| 44 Station Renewal: 103 St-Corona Plaza / FLS | SGR | 0.0 | 0.0 | 0.0 | 12.3 | 0.0 | 8.4 | 20.7 | |
| 45 Station Renewal: 82 St-Jackson Heights / FLS | SGR | 0.0 | 0.0 | 0.0 | 15.5 | 0.2 | 6.7 | 22.4 | |
| 46 Station Renewal: 69 St / FLS | SGR | 0.0 | 0.0 | 0.0 | 11.8 | 0.0 | 7.9 | 19.8 | |
| 47 Station Renewal: 52 St / FLS | SGR | 0.2 | 0.0 | 0.0 | 14.0 | 0.0 | 4.5 | 18.7 | |
| 49 Platform Edges Wrap-Up: 104St & 121St /JAM | SGR | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 | |
| 50 Station Renewal at 85 St - Forest Pkwy / JAM | SGR | 0.0 | 0.0 | 9.7 | 0.2 | 0.0 | 1.0 | 10.9 | |
| 51 Station Renewal at 75 St Elderts Lane / JAM | SGR | 0.0 | 0.0 | 10.0 | 0.3 | 0.0 | 0.6 | 10.8 | |
| 52 Station Renewal at Cypress Hills / JAM | SGR | 0.0 | 0.0 | 11.1 | 0.8 | 0.0 | 0.2 | 12.1 | |
| 53 Stormwater Mitigation: Various Stations | SI | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 3.5 | |
| 54 Station Ventilators: Ph 19 - 4 Locs, Brooklyn | SGR | 0.0 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 9.2 | |
| 55 Station Condition Survey | SGR | 0.0 | 0.0 | 0.0 | 8.1 | 17.0 | 0.0 | 25.1 | |
| 56 Platform Components: New Lots Ave/NLT | SGR | 0.0 | 0.0 | 0.0 | 13.9 | 0.0 | 0.7 | 14.7 | |
| 57 Station Renewal: 242 Street / BW7 | SGR | 0.0 | 0.0 | 0.0 | 25.8 | 3.2 | 2.4 | 31.4 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|--|---------------|---------------|----------------|----------------|----------------|----------------|------------------|--------------------|
| 12 STATION WORK | | | | | | | | |
| 58 Station Renewal: Woodside 61st Station | SGR | 0.0 | 0.0 | 74.7 | 0.0 | 0.0 | 1.6 | 76.2 |
| 59 Station Components for 46th St- Bliss St/Flushing | SGR | 0.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.5 | 3.1 |
| 60 Stormwater Mitigation, Package 1 | SI | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 7.5 |
| 61 Emergency Lighting Rehab Grand St CNR | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 |
| 62 Platform Components: 111 Street / Flushing | SGR | 0.0 | 0.0 | 0.0 | 6.2 | 0.0 | 0.1 | 6.2 |
| 63 Replacement of Signage at Various Stations (2022) | NR | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 | 10.8 |
| 64 Stair Pads and Handrails at E149th St Station | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 65 Platform components at Burnside Av / JER | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 14.0 | 2.4 | 16.4 |
| 66 Art at Other Stations | SI | 0.0 | 0.0 | 0.0 | 0.6 | 1.6 | 0.0 | 2.2 |
| 69 Water Condition Remedy - 2023 | SGR | 0.0 | 0.0 | 0.0 | 4.6 | 0.9 | 0.4 | 5.9 |
| 70 Stormwater Mitigation, Package 2 | SI | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 0.6 | 10.9 |
| 71 Station Painting: Court Street/BWY | SGR | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 72 Station Painting: 45 Street/4AVE | SGR | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 |
| 73 Station Painting: 25 Street/4Ave | SGR | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 |
| 74 Station Painting: 145 Street/8Ave | SGR | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 1.3 |
| 75 Station Painting: Myrtle-Wyckoff Ave/CNR MYT | SGR | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| 76 Station Painting: Euclid Ave/FUL | SGR | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 |
| 77 Station Ventilators: Ph 22 3 Locations - Manhttn | SGR | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.2 | 3.8 |
| 78 Station Ventilators: Ph 23 3 Locations - Queens | SGR | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 5.8 |
| 80 Stormwater Mitigation: Cortlandt St | SI | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 | 0.3 | 17.3 |
| 81 Station Ventilators: Ph 24 1st & Bedford Aves CNR | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 3.7 |
| 82 Sutphin Blvd -Archer Ave: Comm and Security | SI | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 | 0.1 | 7.6 |
| 83 Track Wall Tiles: 14 St / Broadway-7 Ave | SGR | 0.0 | 0.0 | 0.0 | 2.0 | 0.4 | 0.0 | 2.4 |
| 84 Stations Central Maintenance Facility - DOS | SI | 0.0 | 0.0 | 0.0 | 0.0 | 26.4 | 0.0 | 26.4 |
| 87 Emergency Lighting: 11 Stations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 17.5 | 0.0 | 17.5 |
| 91 Customer Service Center at Parkchester | SI | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 3.7 |
| 92 Platform Gap Retrofit: Spring St / 8AV | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.5 |
| 93 Control House Repair at 181 St/8 AV | SGR | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.4 |
| 96 Platform Barriers | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.0 | 45.0 |
| DD Station Renewals Design | SGR | 0.0 | 0.0 | 5.4 | 9.7 | 0.7 | 9.3 | 25.1 |
| Element Total 12 | | \$26.4 | \$138.3 | \$475.9 | \$326.6 | \$197.7 | \$1,736.3 | \$2,901.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

PASSENGER STATIONS

T - 804

| | | Commitments (\$ in millions) | | | | | | | |
|---|---------------|---------------------------------|------|-------|-------|------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 13 ACCESSIBILITY | | | | | | | | | |
| 02 ADA: 96th St 8AV | SI | 0.0 | 0.0 | 0.0 | 44.6 | 0.4 | 2.5 | 47.6 | |
| 03 ADA: Dyckman St (NB) BW7 | SI | 16.2 | 0.2 | 0.0 | 0.0 | 0.0 | 3.8 | 20.3 | |
| 04 ADA: 6 Ave / Canarsie (Additional Support) | SI | 0.0 | 33.4 | 0.0 | 0.0 | 2.7 | 0.0 | 36.1 | |
| 05 ADA: 14 St /Broadway/ 7th Ave (Additional Support) | SI | 0.0 | 29.9 | 0.0 | 0.0 | 1.8 | 0.1 | 31.8 | |
| 06 ADA: 86th St LEX | SI | 0.0 | 0.0 | 0.0 | 64.8 | 0.2 | 3.2 | 68.2 | |
| 09 ADA: 81st St / 8 Av | SI | 0.0 | 0.0 | 0.0 | 55.3 | 0.4 | 3.8 | 59.5 | |
| 10 ADA: Myrtle Ave JAM | SI | 0.0 | 0.0 | 0.0 | 0.0 | 74.8 | 7.8 | 82.6 | |
| 11 ADA: Borough Hall LEX | SI | 0.0 | 0.0 | 36.6 | 0.4 | 0.2 | 2.8 | 40.0 | |
| 12 ADA: Junius St / NLT | SI | 0.0 | 0.0 | 82.6 | 0.0 | 0.0 | 6.6 | 89.3 | |
| 13 ADA: Avenue H (NB) BRT | SI | 9.4 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 9.7 | |
| 14 ADA: Sheepshead Bay/ BRT | SI | 0.0 | 0.0 | 46.7 | 0.3 | 0.0 | 2.2 | 49.2 | |
| 17 ADA: Grand St CNR | SI | 21.4 | 0.7 | 0.1 | 0.9 | 0.4 | 3.8 | 27.2 | |
| 19 ADA: 7th Ave CUL | SI | 32.5 | 1.1 | 6.0 | 0.0 | 0.0 | 5.1 | 44.7 | |
| 20 ADA: Avenue I CUL | SI | 0.0 | 0.0 | 0.0 | 0.0 | 64.4 | 9.6 | 74.0 | |
| 21 ADA: Kings Hwy / Culver | SI | 0.0 | 0.0 | 58.0 | 0.3 | 0.0 | 5.5 | 63.8 | |
| 22 ADA: Classon Ave XTN | SI | 0.0 | 0.0 | 0.0 | 53.5 | 0.3 | 3.3 | 57.1 | |
| 28 ADA: Metropolitan Ave XTN | SI | 35.9 | 1.3 | 0.1 | 0.9 | 0.0 | 7.8 | 46.0 | |
| 23 ADA: New Lots Av NLT | SI | 0.0 | 0.0 | 0.0 | 46.9 | 0.7 | 2.5 | 50.1 | |
| 26 ADA: 36th St 4AV | SI | 0.0 | 0.0 | 0.0 | 96.1 | 0.2 | 5.6 | 101.9 | |
| 27 ADA: Lorimer St CNR | SI | 46.0 | 0.7 | 0.2 | 1.0 | 0.0 | 10.2 | 58.1 | |
| 29 ADA: Woodhaven Blvd JAM (Additional Support) | SI | 0.0 | 19.5 | 0.8 | 0.0 | 1.2 | 5.4 | 26.9 | |
| 30 ADA & Station Improvements: Westch Sq/PEL (Add'l) | SI | 0.0 | 21.4 | 0.0 | 0.5 | 0.0 | 10.3 | 32.2 | |
| 31 ADA Parkchester E.177 St PEL | SI | 0.0 | 0.0 | 67.8 | 6.6 | 0.0 | 3.0 | 77.4 | |
| 32 ADA: East 149th St PEL | SI | 30.5 | 0.5 | 0.2 | 0.0 | 0.0 | 7.5 | 38.7 | |
| 33 ADA: Mosholu Pk/Jerome | SI | 0.0 | 0.0 | 46.7 | 4.0 | 0.0 | 2.5 | 53.2 | |
| 34 ADA: 242 Street BW7 | SI | 0.0 | 0.0 | 0.0 | 43.2 | 0.5 | 2.1 | 45.8 | |
| 36 ADA: Rockaway Blvd / Liberty Ave | SI | 0.0 | 0.0 | 54.9 | 0.3 | 0.0 | 5.0 | 60.2 | |
| 37 ADA: Beach 67th St FAR | SI | 36.5 | 0.3 | 0.0 | 0.0 | 0.0 | 6.8 | 43.7 | |
| 38 ADA: Woodhaven Blvd QBL | SI | 0.0 | 0.0 | 69.6 | 0.0 | 0.0 | 3.6 | 73.2 | |
| 39 ADA: Steinway St QBL | SI | 0.0 | 0.0 | 113.5 | 0.0 | 0.3 | 5.6 | 119.4 | |
| 41 ADA: Broadway AST | SI | 0.0 | 0.0 | 0.0 | 52.2 | 0.6 | 2.6 | 55.4 | |
| 45 ADA: 181 St 8AV | SI | 0.0 | 42.7 | 0.4 | 0.0 | 0.2 | 4.2 | 47.5 | |
| 46 ADA: Bwy Jct (JAM/CNR/FUL) | SI | 0.0 | 0.0 | 0.0 | 336.3 | 1.6 | 9.2 | 347.2 | |
| 47 ADA: Northern Blvd QBL | SI | 0.0 | 0.0 | 36.9 | 0.4 | 0.3 | 2.1 | 39.6 | |
| 48 ADA: Church Avenue Brighton | SI | 0.0 | 0.0 | 50.4 | 0.2 | 0.0 | 2.4 | 53.1 | |
| 49 ADA: 33rd St - Rawson St Station/Flushing | SI | 0.0 | 0.0 | 0.0 | 81.2 | 0.2 | 3.9 | 85.3 | |
| 52 ADA: 46th St- Bliss St/Flushing | SI | 0.0 | 0.0 | 0.0 | 70.8 | 0.2 | 3.5 | 74.6 | |
| 69 PSLAN at Various ADA Locations | SI | 0.0 | 3.0 | 0.5 | 0.0 | 0.0 | 0.0 | 3.5 | |
| 70 ADA Emergency Elevator 2 Way Radio Comm System | SI | 0.0 | 1.6 | 0.0 | 0.0 | 0.1 | 0.0 | 1.6 | |
| 71 ADA: 137 St BW7 | SI | 0.0 | 0.0 | 34.8 | 0.8 | 0.0 | 2.1 | 37.7 | |
| 72 ADA: Harlem 148th Street / Lenox | SI | 0.0 | 0.0 | 0.0 | 25.2 | 0.3 | 1.6 | 27.2 | |
| 73 ADA: Court Square 23 Street / Queens | SI | 0.0 | 0.0 | 0.0 | 52.3 | 0.2 | 3.7 | 56.3 | |
| 75 ADA: 95th St / 4th Ave (Additional Support) | SI | 0.0 | 0.0 | 11.3 | 0.2 | 0.2 | 2.3 | 13.9 | |
| 76 ADA: Burnside Ave/JER | SI | 0.0 | 0.0 | 0.0 | 0.0 | 89.7 | 10.8 | 100.5 | |
| 78 2020-2024 OCIP - ADA | SI | 0.0 | 0.0 | 0.0 | 0.0 | 52.3 | 14.7 | 67.0 | |
| 79 ADA: Norwood Avenue / Jamaica | SI | 0.0 | 0.0 | 0.0 | 0.0 | 60.6 | 7.9 | 68.6 | |
| 80 ADA: Middletown Road / PEL | SI | 0.0 | 0.0 | 0.0 | 0.0 | 52.6 | 6.8 | 59.3 | |
| 86 ADA: Queensboro Plz / FLS Additional Support | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 | |
| DD ADA Design | SI | 32.7 | 18.4 | 28.4 | 40.6 | 4.3 | 17.8 | 142.2 | |
| RR ADA: 25 Stations | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,199.1 | 2,199.1 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|--------------------------------|---------------|---------------------------------|---------|-----------|-----------|---------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | | | | | | | Total All Years | |
| | | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | | |
| Element Total | 13 | \$261.2 | \$174.7 | \$746.7 | \$1,080.0 | \$412.3 | \$2,433.7 | \$5,108.6 | |
| Category Total | 804 | \$319.3 | \$486.4 | \$1,785.6 | \$1,968.8 | \$642.9 | \$4,329.6 | \$9,532.6 | |

For Element T80413 the following stations are also identified in the 2020-2024 program and will be broken out as awarded.

Brooklyn
18 ADA: Hoyt - Schermerhorn Sts FUL
50 ADA: Neptune Ave CUL
92 ADA: Fort Hamilton Pkwy / WST

Bronx
35 ADA: Brook Av PEL
93 ADA: Morrison Av-Soundview / PEL

Manhattan
01 ADA: 42nd St - Bryant Park Complex
07 ADA: Essex St NAS
08 ADA: Delancey St 6AV
94 ADA: 2 Av / 6AV
96 ADA: 145 St / 8AV

Queens
40 ADA: Briarwood QBL
83 ADA: Gates Av / JAM

Locations to be identified
44 ADA: 12 Additional Stations

New York City Transit

TRACK T - 805

| | | | Commitments (\$ in millions) | | | | | | |
|---|---------------|------|---------------------------------|------|------|------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 02 MAINLINE TRACK REHABILITATION | | | | | | | | | |
| 01 Mainline Track Replacement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 133.3 | 133.3 | |
| 04 Mainline Track Replacement: Rutgers Tube | NR | 16.6 | 0.2 | 0.0 | 0.0 | 0.0 | 0.7 | 17.5 | |
| 05 Mainline Track Replacement 2020 / Queens | NR | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | |
| 06 Mainline Track Replacement 2020 / 8th Avenue | NR | 24.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.4 | |
| 07 Mainline Track Replacement 2020 / Broadway-7th Ave | NR | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.3 | |
| 08 Mainline Track Replacement 2020 / Flushing | NR | 59.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59.9 | |
| 09 Mainline Track Replacement 2020 / Lexington | NR | 27.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.2 | |
| 10 Mainline Track Replacement 2020 / Brighton | NR | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.6 | |
| 11 Mainline Track Replacement 2020 / Jamaica | NR | 33.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.9 | |
| 12 Mainline Track Replacement 2020/ Lenox-White Plain | NR | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | |
| 13 Mainline Track Replacement 2020 / 6th Avenue | NR | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.0 | |
| 14 Mainline Track Replacement 2020 / Astoria | NR | 0.0 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15.6 | |
| 15 Mainline Track Replacement 2020 / Dyre | NR | 0.0 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10.6 | |
| 16 Mainline Track Replacement 2020 / Concourse | NR | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | |
| 17 Mainline Track Replacement 2020 / 63rd St | NR | 2.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 3.0 | |
| 18 Mainline Track Replacement 2020 / West End | NR | 0.0 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 9.6 | |
| 19 Mainline Track Replacement 2020 / Rockaway | NR | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | |
| 20 Mainline Track Replacement 2020 / 7th Avenue | NR | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | |
| 21 Mainline Track Replacement 2020 / Pelham | NR | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | |
| 22 Mainline Track - 2020 Support Costs | NR | 8.9 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | |
| 23 Continuous Welded Rail 2020 | NR | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.5 | |
| 24 2020 Track Force Account | NR | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | |
| 25 ML Track Repl (Direct Fixation) / Archer | NR | 41.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 41.3 | |
| 26 Mainline Track Replacement 2021 / Myrtle-Wyckoff | NR | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | |
| 27 Mainline Track Replacement 2021 / 11 St Cut | NR | 0.0 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20.2 | |
| 29 Mainline Track Replacement 2021 / Broadway | NR | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | |
| 30 Mainline Track Replacement 2021 / Concourse | NR | 0.0 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21.7 | |
| 31 Mainline Track Replacement 2021 / Bway-7th | NR | 0.0 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13.7 | |
| 32 Mainline Track Replacement 2021 / Jamaica | NR | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.0 | |
| 33 Mainline Track Replacement 2021 / Eastern Parkway | NR | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | 0.0 | 7.4 | |
| 34 Mainline Track Replacement 2021 / Jerome | NR | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | |
| 35 Mainline Track Replacement 2021 / Flushing | NR | 0.0 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | |
| 36 Mainline Track Replacement 2021 / Pelham | NR | 0.0 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | 14.1 | |
| 37 Mainline Track Replacement 2021 / Lenox - WPR | NR | 0.0 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | |
| 38 ML Track Replacement 2021 / JAM (Crescent-Cypress) | NR | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | |
| 39 Mainline Track Replacement: 86 St / Bway-7th Ave | NR | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 14.3 | |
| 40 Mainline Track - 2021 Support Costs | NR | 0.0 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | |
| 41 ML Track Repl (Direct Fixation) / Jamaica | NR | 0.0 | 50.0 | 1.2 | 0.0 | 0.0 | 1.0 | 52.2 | |
| 42 ML Track Repl (Direct Fixation) / 63rd Street | NR | 0.0 | 123.4 | 3.4 | 0.4 | 0.0 | 0.0 | 127.3 | |
| 43 Mainline Track Replacement 2021 / Lexington | NR | 0.0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18.4 | |
| 44 Mainline Track Replacement: Hunter College | NR | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.1 | 4.2 | |
| 45 2021 Track Force Account | NR | 0.0 | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | |
| 46 ML Track Replacement: Westchester Square /Pelham | NR | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | |
| 47 Mainline Track Replacement 2022 / 6th Ave-Culver | NR | 0.0 | 0.0 | 26.0 | 0.0 | 0.0 | 0.0 | 26.0 | |
| 48 Mainline Track Replacement 2022 / 8th Avenue | NR | 0.0 | 0.0 | 31.3 | 0.0 | 0.0 | 0.0 | 31.3 | |
| 49 Mainline Track Replacement 2022 / 7th Avenue | NR | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 16.7 | |
| 50 Mainline Track Replacement 2022 / Brighton | NR | 0.0 | 0.0 | 48.0 | 0.0 | 0.0 | 0.0 | 48.0 | |
| 51 Mainline Track - 2022 Support Costs | NR | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 | 8.4 | |
| 52 Mainline Track Replacement 2022 / Myrtle | NR | 0.0 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 9.2 | |
| 54 Mainline Track Replacement 2022 / Astoria | NR | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 11.1 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

**TRACK
T - 805**

| | | | Commitments (\$ in millions) | | | | | | |
|---|---------------|----------------|---------------------------------|----------------|----------------|----------------|----------------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 02 MAINLINE TRACK REHABILITATION | | | | | | | | | |
| 55 Mainline Track Replacement 2022 / Concourse | NR | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 | 4.3 | |
| 56 Mainline Track Replacement 2022 / Broadway-7th Ave | NR | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 4.3 | |
| 58 Mainline Track Replacement 2022 / Liberty | NR | 0.0 | 0.0 | 23.7 | 0.0 | 0.0 | 0.0 | 23.7 | |
| 63 Mainline Track Replacement 2022 / Culver | NR | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 | 0.0 | 17.1 | |
| 64 2022 Track Force Account | NR | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 0.0 | 35.0 | |
| 65 Mainline Track Replacement 2022 / 8AV (tk A1) | NR | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 6.7 | |
| 66 Mainline Track Replacement 2022 / White Plains Rd | NR | 0.0 | 0.0 | 19.0 | 0.0 | 0.0 | 0.0 | 19.0 | |
| 67 Mainline Track Repl 2022 / Astoria (Guarded Curve) | NR | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 0.0 | 5.2 | |
| 68 Mainline Track Replacement 2023 / 6th Ave-Culver | NR | 0.0 | 0.0 | 0.0 | 75.7 | 0.0 | 0.0 | 75.7 | |
| 69 Continuous Welded Rail 2023 | NR | 0.0 | 0.0 | 0.0 | 77.7 | 0.0 | 0.0 | 77.7 | |
| 70 Mainline Track Replacement 2023 / Queens-63 St | NR | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 8.4 | |
| 72 Mainline Track - 2023 Support Costs | NR | 0.0 | 0.0 | 0.0 | 16.2 | 0.0 | 0.0 | 16.2 | |
| 74 Mainline Track Replacement 2023 / Astoria | NR | 0.0 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | 16.8 | |
| 75 Mainline Track Replacement 2023 / Brighton | NR | 0.0 | 0.0 | 0.0 | 28.1 | 0.0 | 0.0 | 28.1 | |
| 76 Mainline Track Replacement 2023 / Jamaica | NR | 0.0 | 0.0 | 0.0 | 0.0 | 12.2 | 0.0 | 12.2 | |
| 77 Mainline Track Replacement 2023 / Canarsie | NR | 0.0 | 0.0 | 0.0 | 56.1 | 0.0 | 0.0 | 56.1 | |
| 79 Mainline Track Replacement 2023 / Lenox-WPR | NR | 0.0 | 0.0 | 0.0 | 19.6 | 0.0 | 0.0 | 19.6 | |
| 80 Mainline Track Replacement 2023 / Pelham | NR | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 3.6 | |
| 81 Mainline Track Replacement 2023 / West End | NR | 0.0 | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 | 9.3 | |
| 82 Mainline Track Replacement 2023 / Rockaway | NR | 0.0 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 9.1 | |
| 83 Mainline Track Replacement 2023 / Manhattan Bridge | NR | 0.0 | 0.0 | 0.0 | 10.9 | 0.0 | 0.0 | 10.9 | |
| 84 Mainline Track Replacement 2023 / 4 Avenue | NR | 0.0 | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 | 11.3 | |
| 85 Mainline Track Replacement 2023 / Flushing | NR | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 5.6 | |
| 86 2023 Track Force Account | NR | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 35.0 | |
| 87 ML Track Repl: 81 St/8AV, 86 St/LEX, 46 St/FLS | NR | 0.0 | 0.0 | 0.0 | 42.5 | 0.0 | 1.4 | 43.9 | |
| 88 ML Track Replacement: Broadway Junction / JAM | NR | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.4 | |
| 89 Mainline Track Replacement 2023 / White Plains Rd | NR | 0.0 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | 12.9 | |
| 90 Mainline Track Replacement 2023 / BWY (Canal St) | NR | 0.0 | 0.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | |
| 92 Mainline Track Replacement 2024 / Broadway-7th Ave | NR | 0.0 | 0.0 | 0.0 | 0.0 | 8.7 | 0.0 | 8.7 | |
| 93 Mainline Track Replacement 2024 / Pelham | NR | 0.0 | 0.0 | 0.0 | 0.0 | 15.3 | 0.0 | 15.3 | |
| 94 Mainline Track Replacement 2024 / White Plains Rd | NR | 0.0 | 0.0 | 0.0 | 0.0 | 23.6 | 0.0 | 23.6 | |
| 95 Mainline Track Replacement 2024 / Jamaica | NR | 0.0 | 0.0 | 0.0 | 0.0 | 28.0 | 0.0 | 28.0 | |
| 96 Mainline Track Replacement 2024 / Eastern Parkway | NR | 0.0 | 0.0 | 0.0 | 0.0 | 15.7 | 0.0 | 15.7 | |
| 97 Continuous Welded Rail 2024 | NR | 0.0 | 0.0 | 0.0 | 0.0 | 33.7 | 0.0 | 33.7 | |
| 98 Mainline Track - 2024 Support Costs | NR | 0.0 | 0.0 | 0.0 | 0.0 | 16.2 | 0.0 | 16.2 | |
| 99 Mainline Track Replacement 2024 / 4 Avenue | NR | 0.0 | 0.0 | 0.0 | 0.0 | 24.2 | 0.0 | 24.2 | |
| A1 Mainline Track Replacement 2024 / Queens | NR | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | 0.0 | 7.6 | |
| A2 Mainline Track Replacement 2024 / Brighton | NR | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 | 7.5 | |
| A3 Mainline Track Replacement 2024 / Broadway | NR | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 | 7.5 | |
| A5 Mainline Track Replacement 2024 / Dyre | NR | 0.0 | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 | 8.4 | |
| A6 Mainline Track Replacement 2024 / Jerome | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 5.6 | |
| A7 Mainline Track Replacement - 4 stations | NR | 0.0 | 0.0 | 0.0 | 0.0 | 21.8 | 3.0 | 24.9 | |
| A8 2024 Track Force Account | NR | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 35.0 | |
| B3 Mainline Track Replace 2024 /EPY (S/O Gr Army Plz) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 19.3 | 0.0 | 19.3 | |
| C3 ML Track Repl: E 149 St/PEL & 179 St/QBL DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | |
| C4 ML Track Replacement: Kingsbridge Rd/JER DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | |
| C5 ML Track Replacement: 2Av/6Av and 7Av/QBL DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | |
| Element Total 02 | | \$370.9 | \$414.1 | \$273.9 | \$473.3 | \$284.8 | \$145.7 | \$1,962.7 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit

TRACK T - 805

| | | Commitments (\$ in millions) | | | | | | | |
|--|---------------|---------------------------------|----------------|----------------|----------------|----------------|----------------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 03 MAINLINE SWITCH REPLACEMENT | | | | | | | | | |
| 01 Switch Replacement: SigMod Locations | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.0 | 66.0 | |
| 03 Mainline Track Switches 2020 / Brighton | NR | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.3 | |
| 04 Mainline Track Switches 2020 / Sea Beach | NR | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | |
| 05 Mainline Track Switches 2020 / 8th Avenue | NR | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | |
| 06 Mainline Track Switches 2020 / Queens | NR | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | |
| 07 Mainline Track Switches 2020 / Pelham | NR | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 | |
| 08 Mainline Track Switches 2020 / 4th Avenue | NR | 26.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.2 | |
| 09 Mainline Track Switches 2020 / Lexington | NR | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 | |
| 10 Mainline Track Switches 2020 / White Plains Rd | NR | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.8 | |
| 11 Mainline Track Switches 2020 / Broadway | NR | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 | |
| 12 Mainline Track Switches 2020 / Rockaway | NR | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | |
| 13 Mainline Switches - 2020 Support Costs | NR | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | |
| 14 Mainline Track Switches 2021 / 8th Ave | NR | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | |
| 16 Mainline Track Switches 2021 / Jerome | NR | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | |
| 17 Mainline Track Switches 2021 / Pelham | NR | 0.0 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 | |
| 18 Mainline Track Switches 2021 / 6th Ave / Culver | NR | 0.0 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | |
| 19 Mainline Track Switches 2021 / Brighton | NR | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | |
| 20 Mainline Switches - 2021 Support Costs | NR | 0.0 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 | |
| 21 SigMod: QBL East - Switch Replacement | NR | 0.0 | 22.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22.1 | |
| 22 Mainline Switches - 2022 Support Costs | NR | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | 15.4 | |
| 23 Mainline Track Switches 2022 / Canarsie | NR | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 5.3 | |
| 24 Mainline Track Switches 2022 / 8th Avenue | NR | 0.0 | 0.0 | 25.1 | 0.0 | 0.0 | 0.0 | 25.1 | |
| 25 Mainline Track Switches 2022 / Jamaica | NR | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 4.8 | |
| 28 Mainline Track Switches 2022 / Brighton | NR | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 0.0 | 21.3 | |
| 29 Mainline Track Switches 2022 / Broadway | NR | 0.0 | 0.0 | 5.0 | 5.0 | 0.0 | 0.0 | 9.9 | |
| 31 Mainline Track Switches 2022 / 4th Avenue | NR | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 0.0 | 17.3 | |
| 32 Mainline Track Switches 2022/ Lexington | NR | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 | 6.1 | |
| 33 Mainline Track Switches 2023 / West End | NR | 0.0 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 7.3 | |
| 34 Mainline Switches - 2023 Support Costs | NR | 0.0 | 0.0 | 0.0 | 17.7 | 0.0 | 0.0 | 17.7 | |
| 35 Mainline Track Switches 2023 / 6th Ave-Culver | NR | 0.0 | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | 17.6 | |
| 36 Mainline Track Switches 2023 / 8th Ave-Fulton | NR | 0.0 | 0.0 | 0.0 | 40.8 | 0.0 | 0.0 | 40.8 | |
| 37 Mainline Track Switches 2023 / Brighton | NR | 0.0 | 0.0 | 0.0 | 12.4 | 0.0 | 0.0 | 12.4 | |
| 38 Mainline Track Switches 2023 / Lenox-WPR | NR | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 5.9 | |
| 39 Mainline Track Switches 2023 / Rockaway | NR | 0.0 | 0.0 | 0.0 | 18.0 | 0.0 | 0.0 | 18.0 | |
| 40 Mainline Track Switches 2023 / Sea Beach | NR | 0.0 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 | 10.3 | |
| 41 Mainline Track Switches 2023 / Myrtle | NR | 0.0 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | 13.5 | |
| 42 Mainline Switches - 2024 Support Costs | NR | 0.0 | 0.0 | 0.0 | 0.0 | 17.7 | 0.0 | 17.7 | |
| 43 Mainline Track Switches 2024 / 8th Ave-Fulton | NR | 0.0 | 0.0 | 0.0 | 0.0 | 34.9 | 0.0 | 34.9 | |
| 44 Mainline Track Switches 2024 / Broadway-7th Ave | NR | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 | 8.5 | |
| 45 Mainline Track Switches 2024 / Liberty | NR | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 0.0 | 4.4 | |
| 46 Mainline Track Switches 2024 / Lenox-WPR | NR | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 0.0 | 7.9 | |
| 47 Mainline Track Switches 2024 / Lexington | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 3.8 | |
| 48 Mainline Track Switches 2024 / Jamaica | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 3.7 | |
| 49 Mainline Track Switches 2024 / Flushing | NR | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 0.0 | 6.9 | |
| 50 Mainline Track Switches 2024 / Dyre | NR | 0.0 | 0.0 | 0.0 | 0.0 | 9.9 | 0.0 | 9.9 | |
| 51 Mainline Track Switches 2024 / West End | NR | 0.0 | 0.0 | 0.0 | 0.0 | 8.8 | 0.0 | 8.8 | |
| 52 Mainline Track Switches 2024 / Jerome | NR | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 | 0.0 | 5.5 | |
| 53 Mainline Track Switches 2024/ Canarsie | NR | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | 0.0 | 7.6 | |
| Element Total 03 | | \$104.0 | \$55.5 | \$100.3 | \$148.6 | \$119.6 | \$66.0 | \$593.9 | |
| Category Total 805 | | \$474.9 | \$469.5 | \$374.2 | \$621.8 | \$404.4 | \$211.7 | \$2,556.6 | |

| | | Commitments (\$ in millions) | | | | | | | |
|--|---------------|---------------------------------|--------|--------|---------|--------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 05 LINE EQUIPMENT | | | | | | | | | |
| 02 Fan Plants: Various Locations | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 156.5 | 156.5 | |
| 03 Pump Rooms & Deep Wells: Various Locations | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.6 | 8.6 | |
| 04 Additional Work: Line Equipment | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 | |
| 05 Rehab Deep Wells & Control Upgrade Nostrand Line | SGR | 0.0 | 22.0 | 0.1 | 0.2 | 0.1 | 0.0 | 22.3 | |
| 06 Rehab Fan Plant Damper Systems - 7 Locations | SGR | 0.0 | 19.4 | 0.3 | 0.7 | 0.0 | 0.4 | 20.8 | |
| 07 Replace Supervisory Vent Controls - 2 Locs / FLS | SGR | 5.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | |
| 08 Pump Rooms & Deep Wells Design | SGR | 6.2 | 4.2 | 0.3 | 2.5 | 0.0 | 1.2 | 14.4 | |
| 12 Fan Plants Design | SGR | 0.0 | 0.6 | 0.0 | 3.2 | 0.1 | 0.0 | 3.9 | |
| 13 Tunnel Lighting Design | SGR | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | |
| 14 Fan Plant SCADA Head-End Upgrade | SI | 0.0 | 18.0 | 0.1 | 0.3 | 0.0 | 0.4 | 18.8 | |
| 17 Deep Wells Back-flushing - Lenox Line | SGR | 0.0 | 8.4 | 0.3 | 0.3 | 0.0 | 0.0 | 8.9 | |
| 18 Tunnel Lighting, 8 Ave | SGR | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 1.1 | 18.4 | |
| 19 Fan Fiber, 8 Ave | SGR | 0.0 | 0.0 | 16.5 | 0.0 | 0.1 | 0.8 | 17.4 | |
| 21 Rehabilitate Pump Room #1028 - Willoughby St/BWY | SGR | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.1 | 2.0 | |
| 22 Rehabilitate Pump Room #1029 - Adams St/BWY | SGR | 0.0 | 0.0 | 14.0 | 0.1 | 0.0 | 0.5 | 14.6 | |
| 23 Rehabilitate Pump Room #1026 Rockwell/BWY | SGR | 0.0 | 0.0 | 0.0 | 26.4 | 0.7 | 0.9 | 27.9 | |
| 24 Deep Wells Backflushing, 2 Locations | SGR | 0.0 | 0.0 | 0.0 | 10.3 | 1.0 | 0.6 | 11.8 | |
| 25 Fan Plant Comp Repr: BXC (AWO to C48704) | SGR | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 1.6 | |
| 26 Sandy Mitigation: Pump Room Enhancements | SI | 0.0 | 0.0 | 0.0 | 33.1 | 5.7 | 0.0 | 38.8 | |
| 27 Sandy Mitigation: Jerome Pump Rooms | SI | 0.0 | 0.0 | 0.0 | 31.4 | 3.5 | 0.6 | 35.4 | |
| 28 Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan) | SI | 0.0 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 4.9 | |
| 30 Rehab Pump Room 4 Locs/Various | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 49.3 | 5.4 | 54.7 | |
| Element Total 05 | | \$11.9 | \$72.7 | \$50.7 | \$114.9 | \$60.4 | \$177.6 | \$488.3 | |
| Category Total 806 | | \$11.9 | \$72.7 | \$50.7 | \$114.9 | \$60.4 | \$177.6 | \$488.3 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | Total All Years |
|----------------------------------|--|---------------------------------|------|-------|-------|-------|-----------|--------------------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 03 LINE STRUCTURE REHABILITATION | | | | | | | | | |
| 01 | Subway Structure Repairs: Various Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 432.0 | 432.0 | |
| 05 | Miscellaneous Line Structure Investments | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 32.8 | 32.8 | |
| 02 | Elevated Structure Repairs: Various Locations | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 260.8 | 260.8 | |
| 03 | Elevated Structure Painting and Repair | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 417.2 | 417.2 | |
| 04 | Elevated Structure Netting | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 10.0 | |
| 07 | Small Business Mentoring Program - Line Structures | SGR | 1.0 | 1.0 | 7.6 | 0.1 | 0.1 | 9.7 | |
| 08 | Structural Repairs Steinway Loop QBL | SGR | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | |
| 09 | Subway Structure Repairs Design | SGR | 0.1 | 6.0 | 0.5 | 5.9 | 0.2 | 27.7 | |
| 10 | Special/Misc. Structures Design | VAR | 2.1 | 0.0 | 3.4 | 8.9 | 0.2 | 14.5 | |
| 11 | Plenum Plate Demo & Struct. Rehab EPK | SGR | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | |
| 12 | LSCRP 8th Ave CNR | SGR | 0.0 | 35.0 | 0.0 | 0.0 | 0.0 | 35.0 | |
| 13 | Line Structures Painting and Repair Design | SGR | 1.7 | 0.8 | 5.5 | 7.8 | 0.7 | 16.5 | |
| 14 | Elevated Structure Repairs Design | SGR | 0.0 | 0.4 | 5.5 | 2.8 | 1.1 | 9.7 | |
| 15 | Paint and Repair: Culver Line Pilot Section 1 | SGR | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.7 | |
| 16 | Paint and Repair: Culver Line Pilot Section 2 | SGR | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 2.4 | |
| 17 | Paint and Repair: 48 St - 72 St FLS | SGR | 0.0 | 0.0 | 14.9 | 0.3 | 0.4 | 15.6 | |
| 18 | LSCRP 161 -192 Sts BXC | SGR | 0.0 | 123.7 | 0.9 | 0.2 | 2.2 | 127.0 | |
| 19 | Vents 161 - 192 Sts BXC | SGR | 0.0 | 11.5 | 0.0 | 0.0 | 0.2 | 11.7 | |
| 20 | Rehab of Emergency Exits - 2021 | SGR | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 6.4 | |
| 23 | Repl of Elect/Equip: S. Channel Bridge | SGR | 0.0 | 0.0 | 56.5 | 2.3 | 1.5 | 60.3 | |
| 24 | Rehab Hammels Wye | SGR | 0.0 | 0.0 | 98.4 | 0.6 | 7.4 | 106.3 | |
| 25 | Elev Struc. Repairs: Over-Land Sections RKY | SGR | 0.0 | 0.0 | 100.3 | 0.4 | 2.0 | 102.7 | |
| 26 | Jamaica Structural Repairs | SGR | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 | |
| 27 | 63 St Structural Repairs | SGR | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 | |
| 28 | Critical Ventilators Between Stations - Constr I/H | SGR | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 3.4 | |
| 29 | Line Structure Repairs, 8 Ave | SGR | 0.0 | 0.0 | 72.1 | 0.5 | 5.3 | 77.9 | |
| 30 | LSCRP: Repair of Priority Column Bases/JER&WPR | SGR | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 7.5 | |
| 31 | Woodside Structures | SGR | 0.0 | 0.0 | 138.9 | 1.2 | 1.2 | 141.5 | |
| 32 | Repair Abutment Wall: Coney Island Yard | SGR | 0.0 | 0.0 | 15.3 | 0.0 | 0.1 | 15.3 | |
| 33 | Replace Bridge: St Marks Ave/Franklin Ave Shuttle | SGR | 0.0 | 0.0 | 18.2 | 2.1 | 0.1 | 20.4 | |
| 34 | Rehab of Emergency Exits - 2022 | SGR | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 12.5 | |
| 35 | Paint and Repair: Myrtle Avenue - DeSales Pl/JAM | SGR | 0.0 | 0.0 | 78.1 | 2.7 | 1.9 | 82.9 | |
| 36 | Paint and Repair: Williamsburg Bridge - Myrtle Ave | SGR | 0.0 | 0.0 | 69.9 | 2.5 | 1.7 | 74.4 | |
| 37 | Paint and Repair: ENY Yard & Shop Leads/Loops | SGR | 0.0 | 0.0 | 55.9 | 2.0 | 1.5 | 59.6 | |
| 38 | LSCRP Brooklyn (BRT) | SGR | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 | |
| 39 | LSCRP: Defects w/in Stations (I/H) 138 St 3 Av PEL | SGR | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 3.3 | |
| 44 | Paint and Steel Repair, Culver Line South | SGR | 0.0 | 0.0 | 91.7 | 6.8 | 2.2 | 100.6 | |
| 40 | Stormwater Mitigation: Various Locations | SI | 0.0 | 0.0 | 1.0 | 0.3 | 44.8 | 46.7 | |
| 41 | Demolition of Abandoned Structures WPR | SGR | 0.0 | 0.0 | 0.8 | 0.0 | 0.1 | 0.9 | |
| 42 | Demolition of Abandoned Structures: 97th CBH/JAM | SGR | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | |
| 45 | Steel Repair, Culver Line North | SGR | 0.0 | 0.0 | 49.7 | 3.1 | 0.2 | 53.1 | |
| 47 | Demolition of Abandoned Structures: Marcy Tower | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | |
| 48 | Structure Painting: Myrtle Line Outstanding Work | SGR | 0.0 | 0.0 | 0.0 | 120.2 | 10.0 | 132.6 | |
| 53 | VS300 63rd Street Vent Bldng Stairway Lighting | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 4.3 | |
| 54 | LSCRP Lexington / Jerome | SGR | 0.7 | 0.0 | 0.0 | 75.5 | 1.9 | 87.0 | |
| 55 | Rehab Emergency Exits - 2023 | SGR | 0.0 | 0.0 | 0.0 | 9.3 | 0.0 | 9.3 | |
| 56 | LSCRP:Defects w/in Stations(I/H) E Bdwy 6AV | SGR | 0.0 | 0.0 | 0.0 | 17.8 | 0.0 | 17.8 | |
| 58 | Structure Painting: QB Plaza - 33 St FLS (DES) | SGR | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | 0.3 | |
| 59 | Structure Painting: 225 St - 240 St BW7 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 27.3 | 132.3 | |
| 60 | LSCRP: Uptown Manhattan 8 AV | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 88.4 | 92.4 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | |
|---|---------------|---------------------------------|---------|---------|---------|---------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 03 LINE STRUCTURE REHABILITATION | | | | | | | | |
| 61 LSCRP: Uptown Manhattan 7 AV | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 65.4 | 2.8 | 68.2 |
| 62 Exp Joints Repair 133 St & Lasalle BW7 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 16.8 | 0.7 | 17.5 |
| 63 Stormwater Mitigation: 81 St & Broadway BW7 | SI | 0.0 | 0.0 | 0.0 | 0.0 | 9.3 | 0.4 | 9.7 |
| 64 Dem. of Abandoned Structures CBH 125 St BW7 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.1 | 1.8 |
| 65 LSCRP: Brooklyn/4 Ave (DES) | SGR | 0.7 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 2.1 |
| 68 Struct Rehab/Ovrct - E 180 St. Abut WPR Ad'l Costs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 1.4 |
| 69 Ovrct 17 Bridges & Flyover E 180 St DYR Ad'l Costs | SGR | 0.0 | 0.0 | 0.0 | 0.8 | 2.2 | 0.0 | 2.9 |
| 70 East 180 St Flyover / Dyre Ave Additional Costs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 71 Vent Reconstruction - Halsey St CNR 10 Locs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 | 0.1 | 10.2 |
| 73 Paint: Portal to Kings Hwy/Culver | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 129.2 | 12.2 | 141.4 |
| 74 Demolish of Abandoned Structures / BW7 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.4 | 1.0 |
| 75 Column Repair / WST | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 67.8 | 67.8 |
| 77 Demolish Old Rock Park Yard Substation/RKY | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| 78 Demo CBH N/O Eldert's Lane / JAM | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 2.2 |
| 79 Demo Abandoned Structures: Parkchester Tower PEL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 80 Rehab Emergency Exits: ICC (2025) 4 Locs (25-29) | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 5.3 |
| Element Total 03 | | \$7.7 | \$203.2 | \$902.8 | \$274.2 | \$372.6 | \$1,454.4 | \$3,215.0 |
| Category Total 807 | | \$7.7 | \$203.2 | \$902.8 | \$274.2 | \$372.6 | \$1,454.4 | \$3,215.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|--|---------------|---------------------------------|----------------|----------------|----------------|---------------|------------------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 03 SIGNAL MODERNIZATION | | | | | | | | | |
| 02 System-Wide Signal Improvements | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 143.7 | 143.7 | |
| 03 SigMod Equipment for Cars and Locomotives | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 566.2 | 566.2 | |
| 04 SigMod: 8 Av and 2 Interlockings (Add supp costs) | SGR | 0.0 | 0.0 | 0.0 | 7.8 | 0.0 | 135.9 | 143.7 | |
| 05 Miscellaneous SigMod Supporting Investments | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 5.7 | |
| 12 Mechanical Plug-In Timer Relays Replacement | VAR | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.2 | |
| 16 CBTC: GEC Services | SI | 0.0 | 0.1 | 18.8 | 2.9 | 0.4 | 0.3 | 22.6 | |
| 13 CBTC: Flushing Line Equipment Removals | SI | 0.0 | 19.6 | 0.4 | 0.0 | 0.0 | 0.0 | 20.0 | |
| 14 Single Chip UWB Interoperability Proof of Concept | SI | 0.0 | 24.4 | 0.0 | 0.0 | 0.0 | 0.0 | 24.4 | |
| 15 Signal Enhancements (TIP) | SI | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | |
| 17 SigMod: Queens Blvd East and 3 Interl. - Furnish | SGR | 0.0 | 75.2 | 10.5 | 10.8 | 0.0 | 2.3 | 98.8 | |
| 18 SigMod: Queens Blvd East and 3 Interl. - Install | SGR | 0.0 | 366.3 | 33.6 | 0.4 | 0.3 | 40.3 | 441.0 | |
| 20 Cable Messenger Brackets/BRI | SGR | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 3.3 | |
| 23 CBTC: Crosstown Line & 3 Interlockings | SGR | 0.0 | 0.0 | 531.3 | 38.8 | 1.8 | 65.4 | 637.2 | |
| 26 CBTC: Equip 640 R211 Option 1 Cars | SI | 0.0 | 0.0 | 14.4 | 6.1 | 0.0 | 0.0 | 20.5 | |
| 27 Validation & Verification for CBTC-SSI | SI | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | |
| 28 Bergen St Interlocking Upgrade | NR | 0.0 | 0.0 | 23.4 | 1.4 | 0.0 | 1.0 | 25.8 | |
| 29 CBTC: Equip 435 R211 Option 2 Cars | NR | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 12.5 | |
| 30 Rail Simulation Study | SI | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | |
| 31 CBTC: Carborne Equipment Purchase | NR | 0.0 | 0.0 | 0.0 | 2.0 | 0.2 | 0.0 | 2.2 | |
| 32 CBTC QBL West (additional costs) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 6.6 | 13.3 | |
| 33 Equip B Div Cars with Second CBTC Radio: Siemens | SI | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 0.0 | 4.1 | |
| 34 Equip B Div Cars with Second CBTC Radio: Hitachi | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 | |
| DD Signal Modernization Design | VAR | 3.7 | 12.4 | 1.4 | 17.6 | 0.7 | 49.5 | 85.2 | |
| RR SigMod: 3 Lines and Associated Interlockings | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,735.3 | 2,735.3 | |
| Element Total 03 | | \$12.8 | \$498.4 | \$637.2 | \$100.8 | \$14.2 | \$3,755.3 | \$5,018.8 | |

The following lines are also identified in the 2020-2024 program and will be broken out as awarded.

- 24 SigMod: 6 Ave / 63rd St Lines and Associated Interlockings
- 25 SigMod: Fulton Line and Associated Interlockings

| | | Commitments (\$ in millions) | | | | | | | |
|--|---------------|---------------------------------|----------------|----------------|----------------|---------------|------------------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 06 COMMUNICATION SYSTEMS | | | | | | | | | |
| 01 Comm Network Upgrades: Various Locations | VAR | 0.8 | 0.5 | 8.9 | 5.1 | 0.0 | 4.6 | 19.9 | |
| 02 Phone PBX Switch Upgrades: Various Locations | NR | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 23.7 | 25.0 | |
| 03 Fiber Optic Cable Replacement: Various Locations | SGR | 4.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | |
| 04 Copper Cable Replacement: Various Locations | NR | 0.0 | 0.0 | 2.0 | 0.1 | 0.1 | 28.1 | 30.3 | |
| 05 Antenna Cable Replacement: Various Locations | SGR | 0.0 | 3.8 | 0.2 | 0.0 | 0.0 | 0.0 | 4.0 | |
| 06 Subway Radio Equipment Replacement | NR | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | |
| 07 Station Comm Room Upgrades: Various Locations | SGR | 2.2 | 0.0 | 0.1 | 0.0 | 0.0 | 12.5 | 14.8 | |
| 08 Station Information Systems: Various Locations | VAR | 2.8 | 0.2 | 4.7 | 2.4 | 0.1 | 391.8 | 402.0 | |
| 10 Security Technology Upgrades: Various Locations | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.2 | 34.2 | |
| 11 Small Business Mentoring Program - Communications | SI | 0.0 | 18.7 | 22.8 | 7.5 | 0.3 | 10.2 | 59.5 | |
| 12 Passenger ID CCTV - 88 Locations | SI | 0.0 | 0.3 | 65.2 | 0.4 | 0.1 | 0.0 | 66.0 | |
| 13 Comm Room 318A 34 St BW7 PSNY-33rd | SI | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | |
| 14 URT Phase 3 | SI | 0.0 | 0.0 | 90.6 | 9.9 | 0.5 | 7.5 | 108.4 | |
| 15 Liftnet Transition to Ethernet; Ph. 2 - Package 1 | SI | 0.0 | 8.6 | 0.3 | 0.0 | 0.0 | 0.0 | 8.9 | |
| 16 Liftnet Transition to Ethernet; Ph. 2 - Package 2 | SI | 0.0 | 0.0 | 7.0 | 0.4 | 0.2 | 0.0 | 7.6 | |
| 24 PA/CIS Upgrade: Canarsie Line, Phase 2 | SGR | 0.0 | 0.0 | 0.0 | 78.2 | 4.8 | 0.3 | 83.3 | |
| 37 Electronic Security: Columbus Circle Complex | SI | 13.4 | 0.0 | 0.1 | 0.0 | 0.0 | 0.8 | 14.3 | |
| 38 ESS: Wall/Broad Street | SI | 0.0 | 7.3 | 0.1 | 0.0 | 0.0 | 0.0 | 7.4 | |
| 39 ESS: Canal Street Complex (DES) | SI | 0.0 | 0.7 | 1.3 | 0.0 | 0.0 | 0.0 | 2.0 | |
| 40 Antenna Cable Concourse Line (IND) | SI | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.2 | 9.8 | |
| 41 Asych Fiber Optic Network Ring F | SI | 0.0 | 26.4 | 0.0 | 1.2 | 0.0 | 0.0 | 27.5 | |
| 42 PA/CIS Electronics Replacement - Canarsie Line | NR | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | |
| 43 Fiber Optic Cable Replacement (2021) | NR | 0.0 | 4.4 | 0.1 | 0.0 | 0.0 | 0.0 | 4.5 | |
| 44 ESS: Jay St Metro Tech (DES) | SI | 0.0 | 0.0 | 1.7 | 0.2 | 0.0 | 0.0 | 1.9 | |
| 45 ESS: West 4th St | SI | 0.0 | 0.0 | 14.1 | 0.1 | 0.0 | 0.0 | 14.1 | |
| 46 Laser Intrusion Detection | SI | 0.0 | 0.0 | 2.2 | 1.2 | 0.1 | 11.6 | 15.0 | |
| 47 Track Intrusion Detection | SI | 0.0 | 0.0 | 1.3 | 1.8 | 0.0 | 31.9 | 35.0 | |
| 48 Track Safety Communications Initiatives Reserve | SI | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 9.1 | 10.0 | |
| 49 PSLAN: Expand Partial to Full at 75 St / JAM | SI | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.7 | |
| 50 Passenger ID CCTV | SI | 0.0 | 0.0 | 0.7 | 72.2 | 6.6 | 2.8 | 82.3 | |
| 51 Fiber Optic Cable Replacement (2022) | NR | 0.0 | 0.0 | 4.3 | 1.5 | 0.0 | 0.0 | 5.8 | |
| 52 Antenna Cable Replacement: Mnhtrn Bridge Ph. 2 | NR | 0.0 | 0.0 | 5.9 | 0.1 | 0.0 | 0.0 | 6.0 | |
| 53 ESS: 145th St/8 Ave (DES) | SI | 0.0 | 0.0 | 0.8 | 0.9 | 0.1 | 0.0 | 1.8 | |
| 54 ESS: 14th St/8 Ave Complex (DES) | SI | 0.0 | 0.0 | 0.9 | 0.8 | 0.1 | 0.0 | 1.9 | |
| 55 ISIM B Rollout for Module 3 (Add'l Support) | SGR | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.8 | |
| 56 PSLAN Upgrades for PA/CIS Phase 0 | SI | 0.0 | 0.0 | 0.0 | 22.6 | 0.1 | 0.0 | 22.7 | |
| 57 Upgrade ASYNC Fiber Optic Network Ring E | NR | 0.0 | 0.0 | 0.0 | 32.2 | 0.2 | 0.5 | 32.8 | |
| 58 Fiber Optic Cable Replacement (2023) | NR | 0.0 | 0.0 | 0.0 | 12.7 | 1.1 | 0.7 | 14.5 | |
| 59 Antenna Cable Replacement: Jay Street | NR | 0.0 | 0.0 | 0.0 | 9.2 | 0.0 | 0.1 | 9.3 | |
| 60 Comm Room Upgrade: APC Repl | SGR | 0.0 | 0.0 | 0.0 | 16.3 | 1.1 | 0.2 | 17.7 | |
| 61 Comm Room HVAC: 138th St/Grand Concourse | SGR | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.4 | |
| 64 Connection Oriented Ethernet (COE) 3C | NR | 0.0 | 0.0 | 0.0 | 118.5 | 10.6 | 9.5 | 138.6 | |
| 65 Fiber Optic Replacement (Pt 8) BH to Whitehall | SGR | 0.0 | 0.0 | 0.0 | 4.9 | 0.1 | 0.5 | 5.4 | |
| 66 Fiber Optic Replacement (Pt 9) Bleeker to 19th St | SGR | 0.0 | 0.0 | 0.0 | 5.0 | 0.1 | 0.4 | 5.5 | |
| 68 Trk Intr.: Plat Cam Video Analytics 3 Complexes | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 | |
| 70 Fiber Optic Cable Replacement Part 10 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 | 0.5 | 8.0 | |
| 71 VHF Radio Replacement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.7 | 11.7 | |
| Element Total 06 | | \$24.7 | \$87.5 | \$237.9 | \$406.6 | \$33.8 | \$594.3 | \$1,385.0 | |
| Category Total 808 | | \$37.6 | \$586.0 | \$875.2 | \$507.4 | \$48.0 | \$4,349.7 | \$6,403.8 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | |
|---|---------------|---------------------------------|---------------|----------------|----------------|----------------|----------------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 02 SUBSTATIONS | | | | | | | | |
| 01 Substation Renewals: Various Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 4.5 |
| 03 Substation Enclosures: Various Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.9 | 27.9 |
| 04 Power Improvements: Various Locations | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 353.8 | 353.8 |
| 07 Negative Cables:4th Ave Line - 36St to Pacific Ph3 | SGR | 0.0 | 0.0 | 48.2 | 0.2 | 0.0 | 0.2 | 48.5 |
| 08 New 84C Contact Rail - Archer Ave | SGR | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 |
| 09 New Negative Side Feeders- Archer Ave | SGR | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 |
| 10 Substation Projects- Design | SGR | 3.5 | 18.3 | 8.2 | 14.0 | 6.3 | 8.5 | 58.8 |
| 11 Jamaica Line: 84C Contact Rail | SGR | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 |
| 12 Jamaica Line Negative Side Feeders | SGR | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| 13 63 St 84C Contact Rail | SGR | 0.0 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 9.6 |
| 14 63 St Negative Side Feeders | SGR | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 |
| 15 New Substation: 28 St / 8AV | SI | 0.0 | 0.0 | 68.9 | 0.9 | 0.1 | 1.2 | 71.2 |
| 16 Replace Transformer and Associated Equip.(1 loc) | NR | 0.0 | 0.0 | 6.8 | 0.0 | 0.0 | 0.2 | 7.0 |
| 17 Replace Transformers and Associated Equip., 2 Subs | SGR | 0.0 | 0.0 | 0.0 | 23.0 | 0.1 | 0.1 | 23.1 |
| 18 Replace DC Lineup at Jamaica Yard Substation | SGR | 0.0 | 0.0 | 0.0 | 12.8 | 0.2 | 0.0 | 12.9 |
| 19 Replace High Tension Switchgear at 5 Substations | SGR | 0.0 | 0.0 | 0.0 | 25.5 | 0.3 | 0.1 | 25.8 |
| 20 Replace High Tension Switchgear at 1 Substation | SGR | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 3.8 |
| 21 Substation Renewal: 13 St / CUL | SGR | 0.0 | 0.0 | 0.0 | 25.6 | 0.0 | 3.4 | 29.0 |
| 22 Substation Renewal: 82 Rd / QBL | SGR | 0.0 | 0.0 | 0.0 | 25.9 | 0.0 | 0.2 | 26.2 |
| 23 Replace High Tension Switchgear at 1 Location | SGR | 0.0 | 0.0 | 0.0 | 8.2 | 0.0 | 1.2 | 9.4 |
| 24 Substation Roofs & Enclosures: 3 Locs Qns | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 19.5 | 0.6 | 20.1 |
| 25 Hester St Substation Renewal / 6AV | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 46.2 | 1.4 | 47.5 |
| 26 Village Substation Renewal 6AV | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 35.1 | 0.9 | 36.0 |
| 27 Rehab Substation Roof & Enclosure - B'way/W 143 St | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 0.6 | 6.3 |
| 28 Rehab Substation Roofs & Enclosures - 2 Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 0.6 | 5.9 |
| 29 HT Switchgear Replacement 2 Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 19.4 | 2.2 | 21.6 |
| 30 Repair Components 62 Rd Substation QBL | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 0.5 | 4.1 |
| 31 Replace Control & Battery Cable, Zone 20 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 | 2.1 | 9.4 |
| 32 Washington Heights Substation Renewal / 8AV | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 63.0 | 8.1 | 71.1 |
| 33 Concourse Yard Substation Renewal BXC | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 60.3 | 5.4 | 65.8 |
| 34 Replace Control Cable, Zone 25 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 0.4 | 5.2 |
| 35 Replace Transformer, Broad Channel Substation | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.2 | 1.7 |
| Element Total 02 | | \$7.8 | \$32.7 | \$132.0 | \$139.8 | \$278.7 | \$424.1 | \$1,015.2 |
| 04 POWER DISTRIBUTION | | | | | | | | |
| 01 Circuit Breaker Houses: Various Locations | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 68.0 | 68.0 |
| 02 Traction Power Cables: Various Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 7.9 |
| 03 Miscellaneous Power Investments | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 103.5 | 103.5 |
| 04 Rehabilitation of 11 CBHs and 1 Enclosure DES | SGR | 2.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 2.4 |
| 05 Rebuild Ducts: Central Substation | SGR | 0.0 | 7.9 | 0.0 | 0.1 | 0.0 | 0.0 | 7.9 |
| 06 Upgrade SCADA BMT | SGR | 0.0 | 0.0 | 50.4 | 0.2 | 0.0 | 0.2 | 50.8 |
| 07 Power Distribution Design | SGR | 0.0 | 5.0 | 1.7 | 3.8 | 3.5 | 5.4 | 19.4 |
| 08 Rehab CBH Enclosure: CBH 301 Pennsylvania Av / EPK | SGR | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 |
| 09 Rehab 4 CBH Enclosures at CIY | SGR | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 |
| 10 Installation of Second Negative Rail / Dyre | NR | 0.0 | 0.0 | 22.9 | 0.0 | 0.0 | 0.2 | 23.1 |
| 11 Rehabilitation of 5 CBHs: Various Locs | SGR | 0.0 | 0.0 | 52.6 | 4.8 | 0.8 | 0.0 | 58.3 |
| 12 Emergency Alarm Rollout Phase 1 | SGR | 0.0 | 0.0 | 0.0 | 109.4 | 1.0 | 16.7 | 127.1 |
| 14 Rehabilitation of 1 CBH at Concourse Yard | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 0.5 | 5.9 |
| Element Total 04 | | \$2.3 | \$20.3 | \$127.7 | \$118.3 | \$10.8 | \$202.4 | \$481.8 |
| Category Total 809 | | \$10.1 | \$53.0 | \$259.8 | \$258.1 | \$289.5 | \$626.5 | \$1,497.0 |

| | | Commitments (\$ in millions) | | | | | | | |
|---|---------------|---------------------------------|--------|--------|--------|---------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 04 SHOPS & YARDS | | | | | | | | | |
| 01 Shop Component Repairs: Various Locations | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 195.5 | 195.5 | |
| 05 Yard Fencing/Lighting/Misc. Investments | VAR | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11.4 | 12.2 | |
| 06 Yard Track - 2020 | SGR | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | |
| 07 Yard Switches - 2020 | SGR | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | |
| 08 Non-Revenue Track Replacement - Times Square | SGR | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | |
| 09 Shop Components Design | SGR | 0.0 | 1.2 | 1.6 | 20.0 | 3.8 | 3.1 | 29.6 | |
| 10 Yard Track & Switch Design | SGR | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.2 | |
| 11 Yard Track - 2021 | SGR | 0.0 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | |
| 12 Livonia Maintenance Shop Phase I | SGR | 0.0 | 21.5 | 0.4 | 0.0 | 0.0 | 0.0 | 22.0 | |
| 13 Small Business Mentoring Program - Shops & Yards | SGR | 0.0 | 1.9 | 0.6 | 0.0 | 0.0 | 0.0 | 2.5 | |
| 14 Yard Track - 2022 Design | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* | |
| 15 Yard Track - 2022 | SGR | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 2.8 | |
| 17 207th St OH Facility | SGR | 0.0 | 2.2 | 35.6 | 1.0 | 0.0 | 0.4 | 39.1 | |
| 18 Yard Lighting: Fresh Pond Yard | SGR | 1.6 | 0.0 | 0.0 | 9.9 | 0.0 | 0.5 | 12.1 | |
| 19 Jamaica Yard Expansion Ph 1 - Design | SI | 0.0 | 0.0 | 0.8 | 3.4 | 0.0 | 0.0 | 4.2 | |
| 20 Yard Track - 2023 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 0.0 | 4.4 | |
| 21 Yard Switches - 2023 | SGR | 0.0 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 | 5.5 | |
| 23 Westchester Yard Drainage Improvements | SI | 0.0 | 0.0 | 0.0 | 0.0 | 11.2 | 150.0 | 161.2 | |
| 24 Yard Fencing: Fresh Pond Yard | SGR | 0.0 | 0.0 | 0.0 | 12.1 | 0.1 | 0.2 | 12.4 | |
| 25 Coney Island Overhaul Shop Roof | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 71.1 | 2.2 | 73.4 | |
| 26 Yard Track - 2024 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 2.8 | |
| 27 Yard Switches - 2024 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 0.0 | 3.9 | |
| 28 Heavy Shop Equipment at Various Locations | NR | 0.0 | 0.0 | 0.0 | 0.0 | 11.2 | 0.0 | 11.2 | |
| 29 Other Yard Designs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.2 | 0.6 | |
| 30 Improvements to New Cable Shop (2016 Pitkin Ave) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 23.1 | 0.0 | 23.1 | |
| 31 DOS Facility Heating and Energy Efficiency Boilers | SI | 0.0 | 0.0 | 0.0 | 0.0 | 31.7 | 0.0 | 31.7 | |
| Element Total 04 | | \$8.3 | \$32.0 | \$41.8 | \$52.0 | \$163.8 | \$363.5 | \$661.4 | |
| Category Total 810 | | \$8.3 | \$32.0 | \$41.8 | \$52.0 | \$163.8 | \$363.5 | \$661.4 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|---|---------------|---------------------------------|-------|---------|--------|--------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 03 DEPOT REHAB & RECONSTRUCTION | | | | | | | | | |
| 01 Depot Component Repairs: Various Locations | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 149.7 | 149.7 | |
| 03 Jamaica Depot Reconstruction | NR | 4.9 | 0.0 | 536.2 | 12.3 | 13.5 | 29.9 | 596.9 | |
| 04 Roof Topping & Expansion Joints Replacement at MJQ | NR | 0.0 | 0.0 | 11.6 | 0.8 | 0.4 | 0.1 | 12.9 | |
| 05 Roof Topping & Expnsn Joint Rplcmnt at Kingsbridge | NR | 0.0 | 4.8 | 0.3 | 0.0 | 0.0 | 0.0 | 5.1 | |
| 06 Zero Emission Fleet Transformation Study | SI | 0.0 | 0.0 | 6.9 | 0.0 | 0.0 | 13.5 | 20.5 | |
| 07 Bus Parking Lot at York College | SI | 0.0 | 0.0 | 22.5 | 0.0 | 0.1 | 4.4 | 27.0 | |
| 08 Depot Component Repairs: Design | VAR | 0.0 | 0.0 | 0.5 | 12.1 | 2.3 | 6.2 | 21.1 | |
| 13 East New York Depot Window and Facade | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 1.1 | |
| Element Total 03 | | \$4.9 | \$4.8 | \$578.1 | \$25.2 | \$17.3 | \$203.8 | \$834.2 | |
| 04 DEPOT IMPROVEMENTS | | | | | | | | | |
| 02 Miscellaneous Depot Investments | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.9 | 24.9 | |
| 03 Depot Improvements Design | NR | 0.0 | 0.8 | 0.9 | 0.0 | 0.0 | 0.0 | 1.8 | |
| 04 Chassis Wash Repl at Ulmer Park Bus Depot [SBMP] | SGR | 0.0 | 2.1 | 0.1 | 0.2 | 0.0 | 0.0 | 2.3 | |
| 05 Phase 2A (300 Buses) - ABLE | SI | 0.0 | 0.0 | 5.3 | 1.3 | 0.0 | 0.0 | 6.6 | |
| 06 Automated Fuel Management System: 15 Depots | NR | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 6.7 | |
| 07 Portable Bus Lift / Equipment Replacement | NR | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 4.7 | |
| 08 Eltingville Park & Ride Expansion | SI | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 3.1 | |
| 09 Chassis Wash Repl at Tuskegee Bus Depot [SBMP] | SGR | 0.0 | 0.0 | 0.7 | 0.3 | 0.0 | 0.0 | 1.0 | |
| 10 Bus Radio | NR | 0.0 | 0.0 | 11.0 | 4.4 | 7.8 | 0.0 | 23.2 | |
| 12 Phase 2B (671 Buses) - ACE | SI | 0.0 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | 13.3 | |
| 13 Phase 3 (1,000 Buses) - ACE | SI | 0.0 | 0.0 | 0.0 | 0.0 | 18.2 | 0.0 | 18.2 | |
| 14 Phase 4 (1,000 Buses) - ACE | SI | 0.0 | 0.0 | 0.0 | 0.0 | 22.4 | 0.0 | 22.4 | |
| Element Total 04 | | \$0.0 | \$2.9 | \$27.8 | \$24.2 | \$48.5 | \$24.9 | \$128.3 | |
| Category Total 812 | | \$4.9 | \$7.7 | \$605.9 | \$49.5 | \$65.8 | \$228.7 | \$962.5 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|--------------------------------|---|---------------------------------|--------|-------|--------|--------|--------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 02 SERVICE VEHICLES | | | | | | | | | |
| 01 | Purchase Rubber Tire Vehicles | NR | 0.0 | 0.0 | 0.0 | 6.2 | 0.0 | 19.2 | 25.4 |
| 02 | Purchase Various Work Train Cars | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.6 | 46.6 |
| 03 | Service Vehicles DES | VAR | 1.0 | 1.1 | 0.0 | 0.1 | 0.0 | 0.0 | 2.2 |
| 04 | Purchase 27 Flat Cars | NR | 23.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.0 |
| 05 | Critical Systems Upgrade of Track Geometry Cars | SGR | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 |
| 06 | Purchase 45 Flat Cars | SI | 0.0 | 0.0 | 41.6 | 0.0 | 0.0 | 0.0 | 41.6 |
| 08 | Non-Revenue Vehicles 2023 | NR | 0.0 | 0.0 | 0.0 | 2.5 | 14.6 | 0.0 | 17.1 |
| Element Total 02 | | | \$24.0 | \$1.1 | \$41.6 | \$18.7 | \$14.6 | \$65.8 | \$165.8 |
| Category Total 813 | | | \$24.0 | \$1.1 | \$41.6 | \$18.7 | \$14.6 | \$65.8 | \$165.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|---|---------------|---------------|---------------|---------------|----------------|---------------|----------------|--------------------|
| 02 MISCELLANEOUS | | | | | | | | |
| 02 Insurance to Support Capital Program | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.6 | 9.6 |
| 03 Capital Revolving Fund 2020 | | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 04 All Agency Liability Insurance | | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 |
| 05 Owner Controlled Insurance Program | | 0.0 | 53.1 | 7.7 | 0.0 | 0.0 | 0.0 | 60.8 |
| 06 Owner Controlled Insurance Program 2022-23 | | 0.0 | 0.0 | 78.3 | 0.0 | 0.0 | 0.0 | 78.3 |
| 08 Capital Revolving Fund 2021 | | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 09 Capital Revolving Fund 2022 | | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 10 Capital Revolving Fund 2023 | | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 |
| 11 Owner Controlled Insurance Program (OCIP) 23-24 | | 0.0 | 0.0 | 0.0 | 60.1 | 0.0 | 0.0 | 60.1 |
| 12 Owner Controlled Insurance Program (OCIP) 23 24 25 | | 0.0 | 0.0 | 0.0 | 105.8 | 11.4 | 7.8 | 124.9 |
| 13 Capital Revolving Fund 2024 | | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 |
| 14 Owner Controlled Insurance Program (OCIP) 2015-19 | | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 6.0 |
| 15 Capital Revolving Fund 2025 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| 99 Authority-Wide Contingency: 2020-2024 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 184.7 | 184.7 |
| Element Total 02 | | \$17.5 | \$58.1 | \$91.0 | \$175.9 | \$17.4 | \$207.1 | \$567.0 |
| 04 MANAGEMENT INFORMATION SYSTEMS | | | | | | | | |
| 01 Enterprise Asset Management (EAM) | NR | 0.0 | 9.4 | 20.1 | 14.6 | 0.0 | 1.3 | 45.4 |
| 02 Upgrade Information Systems / Data Centers | VAR | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 43.4 | 44.8 |
| 03 Improved Resiliency of RCC Critical Systems DES | NR | 0.0 | 0.0 | 0.0 | 2.7 | 0.0 | 0.0 | 2.7 |
| Element Total 04 | | \$0.0 | \$10.8 | \$20.1 | \$17.3 | \$0.0 | \$44.7 | \$92.9 |
| 05 ENGINEERING SERVICES | | | | | | | | |
| 02 Engineering Services to Support Capital Program | | 4.5 | 14.4 | 15.1 | 14.5 | 3.2 | 38.6 | 90.4 |
| 03 Scope Development and Design Reserve | | 2.8 | 4.0 | 5.6 | 2.8 | 0.4 | 199.4 | 215.0 |
| 04 MTA Independent Engineering Consultant | | 0.0 | 6.0 | 0.0 | 15.6 | 0.0 | 0.0 | 21.6 |
| 05 Small Business Mentoring Program Administration | | 0.0 | 0.0 | 10.7 | 3.3 | 5.6 | 7.3 | 26.9 |
| 06 GO Support - Traffic Checkers 2022 | | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 14 GO Support - Traffic Checkers 2020 | | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 15 GO Support - Traffic Checkers 2021 | | 0.0 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 |
| 17 Concrete Cylinder Testing | | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 |
| 18 Concrete Batch Plant Inspection | | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| 19 Construction Support 2022 | | 0.0 | 0.0 | 6.5 | 0.0 | 0.0 | 0.0 | 6.5 |
| 20 Bike Ped Study and Pilot | SI | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 1.1 | 1.5 |
| 21 GO Support - Traffic Checkers 2023 | | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 |
| 22 GO Support - Traffic Checkers 2024 | | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 |
| 23 Structural Testing Systemwide | | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 |
| 24 Test Pits and Test Holes at Various Locations | | 0.0 | 0.0 | 0.0 | 0.0 | 11.0 | 0.1 | 11.1 |
| 25 Land Borings at Various Locations | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 | 7.1 |
| Element Total 05 | | \$21.2 | \$34.8 | \$48.0 | \$46.6 | \$30.8 | \$253.7 | \$434.9 |
| 06 ENVIRONMENTAL SAFETY | | | | | | | | |
| 03 Environmental Remediation | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.2 | 19.2 |
| 04 Fire Alarms and Sprinklers DES | NR | 0.0 | 1.7 | 0.3 | 0.1 | 0.0 | 0.0 | 2.1 |
| 05 IQ Consulting Serv.: UST Remediation - 2021 | NR | 0.0 | 0.0 | 4.7 | 0.2 | 0.2 | 0.1 | 5.2 |
| 06 Fire Alarms and Sprinklers: Various Locations | NR | 0.0 | 0.0 | 0.0 | 81.8 | 0.2 | 0.6 | 82.6 |
| Element Total 06 | | \$0.0 | \$1.7 | \$5.1 | \$82.2 | \$0.4 | \$19.9 | \$109.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|---|---------------|---------------------------------|-----------|-----------|-----------|-----------|------------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 07 EMPLOYEE FACILITIES | | | | | | | | | |
| 01 Subways Employee Facility Repairs: Various Locs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.2 | 100.2 | |
| 03 Misc./Administrative Facility Investments | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 121.9 | 121.9 | |
| 04 EFR: 8AV - 4 Locations (Uptown) | SGR | 2.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | |
| 05 Livingston Plaza Elec, Mechanical, Generator Ph. B | NR | 0.0 | 67.5 | 0.9 | 0.4 | 0.0 | 5.3 | 74.1 | |
| 06 EMD Facility: Hoyt-Schermerhorn FUL | SGR | 13.7 | 0.1 | 0.2 | 0.0 | 0.0 | 9.8 | 23.8 | |
| 07 Employee Facilities Design | VAR | 0.0 | 1.0 | 0.0 | 15.6 | 2.8 | 0.1 | 19.5 | |
| 08 EDR Water Remedy and Equipment Replacement | SGR | 0.0 | 5.6 | 0.4 | 0.0 | 0.0 | 0.0 | 6.0 | |
| 09 EFR Bathroom and Breakroom Ph1 | SGR | 0.0 | 2.8 | 0.1 | 0.0 | 0.0 | 0.0 | 3.0 | |
| 10 EFR Bathroom and Breakroom Ph2 | SGR | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | |
| 11 EFR Consolidation: 2 Ave / 6AV | SGR | 0.0 | 18.6 | 0.1 | 0.3 | 0.0 | 4.0 | 23.0 | |
| 12 EFR Bathroom and Breakrooms Ph 3 | SGR | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 2.9 | |
| 13 14th Street-Union Square Police District Office #4 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | |
| 14 EFR Station Component Locations | SGR | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.3 | 4.7 | |
| 15 Perimeter Hardening: Power Control Center (SBMP) | SI | 0.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.2 | 2.8 | |
| 16 Crew Quarters (EMD) - 7th Ave Station / 6AV | SGR | 0.0 | 0.0 | 0.0 | 12.3 | 0.0 | 6.8 | 19.1 | |
| 17 EFR: West 4 St / 8AV Water Condition Survey | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.4 | 0.4 | |
| 18 2020-24 Facility Elevators | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.3 | 35.3 | |
| 19 Employee Facility Repairs at ADA & StationCom Locs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 5.0 | |
| 20 RCC Annex - Gas Vent | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 | |
| 22 EFR at ADA Locations | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 | 0.0 | 7.2 | |
| 23 EFR: 5 Locations ICC | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.3 | 12.3 | |
| 26 130 Livingston St Boilers | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | |
| 29 EFR Component Repairs at 5 Locs (2023) | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 4.6 | |
| Element Total 07 | | \$16.3 | \$99.5 | \$1.8 | \$38.6 | \$15.6 | \$301.3 | \$473.0 | |
| Category Total 816 | | \$54.9 | \$204.7 | \$165.9 | \$360.5 | \$64.2 | \$826.6 | \$1,677.0 | |
| TOTAL PROGRAM | | \$974.0 | \$2,320.1 | \$7,295.8 | \$4,506.5 | \$2,992.9 | \$15,401.0 | \$33,490.3 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|---|---------------|--------|--------|--------|---------|-------|-----------|--------------------|
| 01 SIR: MISCELLANEOUS | | | | | | | | |
| 01 Station Components: Various Locations | SGR | 2.1 | 0.0 | 0.6 | 3.7 | 0.0 | 57.3 | 63.7 |
| 02 Track and Switch Replacement | SGR | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 |
| 03 Bridge Structures: Various Locations | VAR | 0.6 | 0.0 | 1.9 | 2.9 | 0.0 | 98.6 | 104.0 |
| 04 Purchase Various Work Train Cars | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 12.6 |
| 05 Purchase Rubber Tire Vehicles | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| 07 ADA: Huguenot | SI | 0.0 | 0.0 | 0.0 | 29.8 | 0.2 | 2.3 | 32.3 |
| 08 ADA: New Dorp SIR | SI | 28.1 | 0.2 | 0.2 | 0.0 | 0.0 | 6.2 | 34.7 |
| 09 Track and Switch Rehab: SIR Mainline (Addtnl Work) | SGR | 14.3 | 36.4 | 0.0 | 0.0 | 0.0 | 0.0 | 50.7 |
| 10 Components: New Dorp SIR | SGR | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 |
| 11 Purchase 7 Flat Cars | SGR | 0.0 | 0.0 | 6.5 | 0.0 | 0.0 | 0.0 | 6.5 |
| 12 SIR Track and Switch Replacement | SGR | 0.0 | 0.0 | 0.0 | 86.6 | 0.1 | 1.1 | 87.7 |
| 16 Art for ADA Stations | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| DD SIR ADA Design | SI | 0.0 | 0.0 | 0.5 | 1.4 | 0.0 | 0.0 | 1.9 |
| RR ADA: Station Reserve (Clifton) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.8 | 53.8 |
| Element Total 01 | | \$45.1 | \$38.0 | \$10.1 | \$124.4 | \$0.5 | \$236.8 | \$454.9 |
| Category Total 807 | | \$45.1 | \$38.0 | \$10.1 | \$124.4 | \$0.5 | \$236.8 | \$454.9 |
| TOTAL PROGRAM | | \$45.1 | \$38.0 | \$10.1 | \$124.4 | \$0.5 | \$236.8 | \$454.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

New York City Transit Agency Summary

| Commitments (\$ in millions) | | | | | | | |
|--|-----------|-----------|-----------|-----------|-----------|------------|--------------------|
| AGENCY | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| TOTAL New York City Transit | \$974.0 | \$2,320.1 | \$7,295.8 | \$4,506.5 | \$2,992.9 | \$15,401.0 | \$33,490.3 |
| TOTAL Staten Island Railway | \$45.1 | \$38.0 | \$10.1 | \$124.4 | \$5 | \$236.8 | \$454.9 |
| TOTAL NEW YORK CITY TRANSIT AGENCY PROGRAM | \$1,019.2 | \$2,358.0 | \$7,305.9 | \$4,631.0 | \$2,993.4 | \$15,637.7 | \$33,945.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|-----------------------------------|---------------|---------------------------------|-------|-------|-------|-------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 REVENUE EQUIPMENT | | | | | | | | | |
| 04 Other Rolling Stock | SI | 0.0 | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 6.6 | |
| 01 Work Locomotives | NR | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | |
| 02 Purchase Dual-Mode Locomotives | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 155.1 | 156.1 | |
| Element Total 01 | | \$0.0 | \$0.0 | \$0.0 | \$0.1 | \$7.5 | \$155.1 | \$162.7 | |
| Category Total 801 | | \$0.0 | \$0.0 | \$0.0 | \$0.1 | \$7.5 | \$155.1 | \$162.7 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

STATIONS

L - 802

| | | Commitments (\$ in millions) | | | | | | |
|---|---------------|---------------------------------|---------------|----------------|----------------|---------------|----------------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 04 STATIONS AND BUILDINGS | | | | | | | | |
| 01 Station Renewals: Various Locations | NR | 0.0 | 0.0 | 2.8 | 0.6 | 0.0 | 12.6 | 16.0 |
| 02 Station Platform Components: Various Locations | VAR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.9 | 16.9 |
| 03 Station Building Components: Various Locations | VAR | 0.0 | 1.7 | 1.5 | 0.0 | 0.0 | 8.7 | 11.9 |
| 06 Fare Collection Program | NR | 0.0 | 0.0 | 9.8 | 0.0 | 35.1 | 0.3 | 45.1 |
| 08 Small Business Mentoring Program - Stations | NR | 0.0 | 0.0 | 4.9 | 9.5 | 1.2 | 6.3 | 21.9 |
| 09 ADA Hollis Station | SGR | 0.0 | 0.0 | 0.0 | 97.0 | 0.0 | 0.8 | 97.7 |
| 11 ADA Locust Manor Station | SI | 0.0 | 0.0 | 20.4 | 2.0 | 0.0 | 0.0 | 22.4 |
| 12 ADA Forest Hills Station | SI | 0.0 | 0.0 | 0.0 | 102.0 | 0.5 | 2.9 | 105.3 |
| 13 ADA Copiague Station | SI | 0.0 | 0.0 | 15.7 | 2.3 | 0.2 | 0.0 | 18.2 |
| 14 ADA St Albans Station | SI | 0.0 | 0.0 | 22.3 | 3.4 | 0.0 | 0.0 | 25.7 |
| 15 ADA Met-Willet Pt Station DES | NE | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 1.6 |
| 16 Force Account Station Work - Various Locations | NR | 7.9 | 3.1 | 0.0 | 0.2 | 0.0 | 0.6 | 11.8 |
| 17 Tactile Strips - Various Locations | NR | 12.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.8 |
| 18 Mets-Willets EIC Relocation | SI | 1.4 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20.3 |
| 19 Northport Station Improvements | NR | 0.0 | 1.4 | 9.7 | 0.0 | 0.0 | 1.3 | 12.5 |
| 20 ADA Amityville Station | SI | 0.0 | 0.0 | 13.1 | 2.3 | 0.0 | 0.0 | 15.5 |
| 21 ADA Laurelton Station | SI | 0.0 | 0.0 | 19.4 | 1.9 | 0.0 | 0.0 | 21.3 |
| 22 ADA Massapequa Park Station | SI | 0.0 | 0.0 | 14.3 | 1.3 | 0.3 | 0.0 | 15.9 |
| 23 ADA Lindenhurst Station | SI | 0.0 | 0.0 | 15.7 | 2.3 | 0.0 | 0.0 | 18.1 |
| 24 Valley Stream Escalator / Elevator Replacement | NR | 0.0 | 0.0 | 22.4 | 2.3 | 0.0 | 1.4 | 26.1 |
| 25 Auburndale Elevator Replacement | NR | 0.0 | 0.0 | 7.2 | 1.0 | 0.0 | 0.1 | 8.3 |
| 26 Babylon Station Platform Replacement | SGR | 0.0 | 0.0 | 0.0 | 125.6 | 0.0 | 1.2 | 126.8 |
| 27 Jamaica Eastern Portal Enhancements | NR | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 28 Jamaica West End Vertical Transportation | SI | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 1.1 | 4.2 |
| 98 C&D Project Support | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| DD ADA Accessibility and Components Stations DES | SI | 15.1 | 1.0 | 0.0 | 0.3 | 0.0 | 3.3 | 19.8 |
| RR Stations ADA Reserve | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.6 |
| Element Total 04 | | \$37.2 | \$26.1 | \$179.3 | \$359.8 | \$38.3 | \$58.0 | \$698.7 |
| 05 PARKING | | | | | | | | |
| 01 Parking Rehabilitation & Access Improvements | VAR | 1.1 | 0.3 | 0.0 | 0.6 | 0.0 | 14.3 | 16.2 |
| 02 Small Business Mentoring Program - Parking | NR | 0.5 | 5.4 | 0.0 | 3.1 | 0.0 | 3.1 | 12.1 |
| Element Total 05 | | \$1.5 | \$5.7 | \$0.0 | \$3.7 | \$0.0 | \$17.3 | \$28.3 |
| 06 PENN STATION | | | | | | | | |
| 01 Penn Station HVAC, Platform,& Building Improvement | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 5.1 |
| 02 Radio Antenna Improvements | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| 03 PSNY Platform 7 & 8 Stairs Replacement | SGR | 0.0 | 4.4 | 0.0 | 0.0 | 0.0 | 25.0 | 29.5 |
| 04 PSNY-33rd Phase 2 LIRR 20-24 Plan Contribution | SI | 5.3 | 8.9 | 0.6 | 0.0 | 0.0 | 4.0 | 18.8 |
| Element Total 06 | | \$5.3 | \$13.3 | \$0.6 | \$0.0 | \$0.0 | \$39.1 | \$58.3 |
| 07 GRAND CENTRAL TERMINAL | | | | | | | | |
| 01 GCT Facility Needs | SI | 1.1 | 1.7 | 6.6 | 1.9 | 0.1 | 6.6 | 18.0 |
| Element Total 07 | | \$1.1 | \$1.7 | \$6.6 | \$1.9 | \$0.1 | \$6.6 | \$18.0 |
| Category Total 802 | | \$45.1 | \$46.8 | \$186.6 | \$365.4 | \$38.4 | \$121.0 | \$803.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| ELEMENT DESCRIPTION/PROJECT | | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|--------------------------------|--|---------------|---------|---------|---------|--------|---------|-----------|--------------------|
| 01 ANNUAL TRACK REHAB PROGRAM | | | | | | | | | |
| 05 | 2020 - Annual Track Program | NR | 151.0 | 35.7 | 42.4 | 0.3 | 0.1 | 73.5 | 303.0 |
| 01 | Construction Equipment & Geometry Cars | SGR | 6.4 | 1.7 | 22.4 | 24.3 | 6.3 | 0.1 | 61.2 |
| 02 | Various Right of Way Projects | VAR | 9.7 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 10.0 |
| 03 | Yard Track Rehabilitation | VAR | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 3.4 | 11.4 |
| 06 | 2021- Annual Track Program | NR | 0.0 | 70.0 | 0.0 | 0.0 | 0.0 | 0.0 | 70.0 |
| 07 | 2022- Annual Track Program | NR | 0.0 | 0.0 | 86.8 | 0.0 | 0.0 | 0.0 | 86.8 |
| 08 | 2023- Annual Track Program | NR | 0.0 | 0.0 | 0.0 | 62.5 | 0.0 | 0.0 | 62.5 |
| 09 | 2024- Annual Track Program | NR | 0.0 | 0.0 | 0.0 | 0.0 | 92.6 | 0.0 | 92.6 |
| 10 | Concrete Tie Program | NR | 55.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55.0 |
| 11 | Right of Way Fencing | NR | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 12 | Track Rehab- West Side Storage Yard | NR | 5.2 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 |
| 13 | Track Rehab- Patchogue Siding | NR | 0.0 | 0.0 | 0.0 | 4.9 | 0.1 | 0.0 | 5.0 |
| Element Total 01 | | | \$232.3 | \$117.3 | \$151.5 | \$92.1 | \$99.3 | \$77.1 | \$769.6 |
| 04 OTHER TRACK IMPROVEMENTS | | | | | | | | | |
| 01 | Amtrak Territory Investments | NR | 10.2 | 0.0 | 6.6 | 0.4 | 33.7 | 106.0 | 157.0 |
| 02 | Jamaica Capacity Improvements - Reserves | SI | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 20.0 |
| 03 | JCI - Hall Interlocking Expansion | SI | 0.0 | 26.1 | 130.0 | 3.0 | 0.2 | 9.3 | 168.6 |
| 05 | Yard Track Rehabs - 2024 | NR | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 17.0 |
| 98 | C&D Project Support | | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 1.3 |
| Element Total 04 | | | \$10.2 | \$26.1 | \$156.6 | \$3.5 | \$52.2 | \$115.3 | \$363.8 |
| Category Total 803 | | | \$242.5 | \$143.4 | \$308.1 | \$95.6 | \$151.6 | \$192.3 | \$1,133.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | |
|--|---------------|---------------------------------|--------|--------|--------|--------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 01 BRIDGES | | | | | | | | |
| 01 Painting, Drainage, & Waterproofing of Bridges | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 2.7 |
| 02 Replacement & Rehabilitation of Bridges | SGR | 0.0 | 0.0 | 0.0 | 5.0 | 0.2 | 10.0 | 15.2 |
| 03 Miscellaneous Bridge Work | VAR | 0.0 | 0.0 | 23.0 | 0.0 | 0.1 | 1.2 | 24.3 |
| 04 Small Business Mentoring Program - Bridges | NR | 0.1 | 0.0 | 3.4 | 5.0 | 0.0 | 25.6 | 34.1 |
| 05 Wreck Lead Bridge Rehab | NR | 5.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 |
| 06 Bridge Design | VAR | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.2 | 1.6 |
| 07 Bridge Repl & Rehab: Cherry Valley Rd | SGR | 0.0 | 28.3 | 0.7 | 0.3 | 0.4 | 1.2 | 30.9 |
| 08 Hillside Facility West Overpass Replacement | NR | 0.0 | 0.0 | 2.0 | 1.8 | 0.0 | 0.0 | 3.8 |
| 09 Webster Avenue Bridge Replacement | SGR | 0.0 | 0.0 | 0.0 | 15.8 | 0.5 | 0.7 | 17.0 |
| 10 Van Wyck Bridge Span Rehabilitation | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 0.0 | 4.0 |
| 15 South Shore Bridge Painting | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.5 | 16.5 |
| 16 Wreck Lead Bridge Elec/Mechanical Work DES | NR | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 17 Bridge Painting Various Locations DES | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| 18 QNS Boulevard Bridge Rehabilitation Design | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 1.8 |
| 19 Valley Stream Viaduct Waterproofing/Joint Repairs | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 4.3 | 8.0 |
| 20 East End Bridge Replacement (3 Bridges) | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71.7 | 71.7 |
| 98 C&D Project Support | | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| Element Total 01 | | \$5.2 | \$30.1 | \$29.1 | \$28.9 | \$11.9 | \$134.1 | \$239.3 |
| 02 TUNNELS | | | | | | | | |
| 03 East River Tunnel Fire and Life Safety | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 20.0 |
| 04 Small Business Mentoring Program - Tunnels | VAR | 1.5 | 6.8 | 3.7 | 0.0 | 0.1 | 9.4 | 21.6 |
| Element Total 02 | | \$1.5 | \$6.8 | \$3.7 | \$0.0 | \$0.1 | \$29.4 | \$41.6 |
| Category Total 804 | | \$6.6 | \$37.0 | \$32.8 | \$28.9 | \$12.0 | \$163.5 | \$280.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|---|---------------|---------------|---------------|----------------|---------------|--------------|----------------|--------------------|
| 01 COMMUNICATIONS IMPROVEMENTS | | | | | | | | |
| 04 Jamaica Station Technology Upgrades | SI | 0.0 | 0.0 | 0.0 | 2.8 | 0.2 | 0.0 | 3.0 |
| 01 Comm. Pole Line | SGR | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| 02 Comm Component Replacement | SGR | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 8.0 |
| 03 Fiber Optic Network | NR | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 24.0 |
| 06 Radio Head-End Replacement | NR | 0.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.0 |
| 07 Improved Radio Coverage Initiative/FCC Mandates | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 4.1 |
| 08 Help Points | SI | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 5.0 |
| 10 Grade Crossing Cameras | SI | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 5.0 |
| 11 Customer Information Technology Upgrade | SI | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 7.0 |
| Element Total 01 | | \$39.8 | \$12.0 | \$0.0 | \$2.8 | \$0.2 | \$21.3 | \$76.1 |
| 02 SIGNAL IMPROVEMENTS | | | | | | | | |
| 01 Babylon Interlocking Renewal | SGR | 0.0 | 2.2 | 59.5 | 0.0 | 0.0 | 31.2 | 92.9 |
| 03 Babylon to Patchogue | SGR | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 8.5 | 18.5 |
| 04 Centralized Train Control | SI | 0.8 | 10.0 | 0.0 | 3.3 | 0.0 | 4.3 | 18.4 |
| 05 Signal Replacement and Interlocking Improvements | VAR | 43.7 | 53.5 | 8.2 | 0.4 | 4.6 | 6.8 | 117.2 |
| 07 Positive Train Control (ESA) | SI | 0.0 | 0.0 | 33.0 | 0.0 | 0.0 | 0.0 | 33.0 |
| 08 Positive Train Control (FRA Mandates) | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 36.3 | 38.0 |
| 98 C&D Project Support | | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 |
| Element Total 02 | | \$44.5 | \$65.7 | \$100.8 | \$13.7 | \$6.8 | \$87.1 | \$318.6 |
| Category Total 805 | | \$84.3 | \$77.7 | \$100.8 | \$16.5 | \$7.0 | \$108.4 | \$394.7 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| ELEMENT DESCRIPTION/PROJECT | | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|--------------------------------|--|---------------|--------|--------|--------|--------|--------|-----------|--------------------|
| 01 SHOPS AND YARDS | | | | | | | | | |
| 01 | Rolling Stock Support Shop Equipment | NR | 0.5 | 0.8 | 1.1 | 2.4 | 5.0 | 22.1 | 31.9 |
| 02 | Shop Improvements at Various Locations | VAR | 0.0 | 0.4 | 1.6 | 1.5 | 0.2 | 1.4 | 5.1 |
| 03 | Yard Improvements at Various Locations | VAR | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 5.0 |
| 04 | Small Business Mentoring Program - Shops & Yards | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 2.4 |
| 05 | Mid Suffolk Yard Phase 2 | SI | 25.8 | 0.0 | 0.1 | 2.1 | 0.0 | 16.5 | 44.5 |
| 98 | C&D Project Support | | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| Element Total 01 | | | \$26.8 | \$1.2 | \$2.8 | \$6.0 | \$5.5 | \$46.9 | \$89.1 |
| 04 EMPLOYEE FACILITIES | | | | | | | | | |
| 01 | Rehabilitation of Employee Facilities Various Locs | VAR | 2.4 | 3.5 | 0.6 | 1.9 | 0.0 | 5.6 | 14.0 |
| 03 | Fire Protection Improvements | NR | 0.0 | 0.0 | 21.0 | 0.0 | 0.6 | 3.4 | 25.0 |
| 05 | Small Business Mentoring Program - Emp. Facs. | NR | 0.0 | 8.9 | 3.6 | 11.3 | 7.8 | 2.3 | 34.0 |
| 06 | Rehabilitation of Employee Facilities - Bethpage | NR | 0.0 | 14.1 | 0.9 | 0.3 | 0.2 | 5.0 | 20.6 |
| 07 | Rehab of Employee Facilities - Bethpage SBMP | SI | 0.0 | 0.0 | 0.0 | 5.2 | 4.2 | 0.5 | 9.8 |
| Element Total 04 | | | \$2.4 | \$26.5 | \$26.1 | \$18.7 | \$12.8 | \$16.9 | \$103.4 |
| Category Total 806 | | | \$29.2 | \$27.7 | \$28.9 | \$24.7 | \$18.2 | \$63.8 | \$192.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| ELEMENT DESCRIPTION/PROJECT | | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|--------------------------------|--|---------------|--------|--------|--------|-------|-------|-----------|--------------------|
| 01 POWER | | | | | | | | | |
| 01 | Substation Replacements | SGR | 4.9 | 0.0 | 0.0 | 0.2 | 0.0 | 8.5 | 13.7 |
| 02 | Lighting Improvements | SGR | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 19.5 |
| 03 | Power Component Repairs and Replacements | VAR | 33.2 | 0.0 | 0.0 | 1.5 | 0.2 | 14.3 | 49.2 |
| 04 | 3rd Rail Upgrades | NR | 43.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43.0 |
| 06 | Substation Component Renewal | SI | 0.0 | 12.4 | 4.3 | 1.6 | 0.0 | 6.4 | 24.7 |
| 07 | Jamaica Substation | SGR | 0.0 | 0.0 | 76.6 | 0.8 | 0.0 | 0.0 | 77.4 |
| 08 | Penn Station Substation (E01) Hardening | NR | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 13.7 | 18.1 |
| 10 | Power SCADA System | SGR | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 6.6 | 8.4 |
| 11 | Substation Replacement - Prelim Design | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.5 | 3.0 |
| 98 | C&D Project Support | | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| Element Total 01 | | | \$93.1 | \$12.4 | \$80.9 | \$6.0 | \$7.5 | \$57.5 | \$257.4 |
| Category Total 807 | | | \$93.1 | \$12.4 | \$80.9 | \$6.0 | \$7.5 | \$57.5 | \$257.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|---|---------------|---------|---------|---------|---------|---------|-----------|--------------------|
| 04 MISCELLANEOUS | | | | | | | | |
| 01 Security Camera Replacement Program | NR | 0.0 | 3.0 | 0.0 | 0.4 | 0.1 | 0.1 | 3.6 |
| 02 Access Control at Stations, Platforms, Yards & Fac | NR | 0.0 | 1.6 | 0.8 | 0.0 | 0.0 | 2.6 | 5.0 |
| 03 Perimeter Physical Hardening Project | SI | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 04 Equipment Upgrades for Security Command Centers | NR | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 2.8 | 3.0 |
| 05 Atlantic Avenue Tunnels Security Improvements | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 4.0 |
| 06 Centralized Video Storage/Management Solution | SI | 0.0 | 0.0 | 0.2 | 0.7 | 0.0 | 4.1 | 5.0 |
| 07 Physical Assessment of all LIRR Right of Way | SI | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 2.4 | 3.5 |
| 08 Environmental Remediation | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 1.7 | 2.0 |
| 09 EAM Development | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| 10 Program Administration | | 22.6 | 25.1 | 23.4 | 19.6 | 25.6 | 17.8 | 134.1 |
| 11 Program Development | | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 4.9 | 6.5 |
| 12 Insurance | | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 1.3 |
| 13 Independent Engineer | | 0.0 | 2.5 | 0.0 | 5.8 | 0.0 | 0.3 | 8.5 |
| 14 SBDP Administration | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 4.8 |
| 15 Owner Controlled Insurance Program (OCIP) | | 0.0 | 5.2 | 11.9 | 4.2 | 0.5 | 1.6 | 23.4 |
| 16 2020-24 Accrued Savings | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 4.8 |
| 17 Engineering Services | | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Element Total 04 | | \$26.2 | \$37.4 | \$37.7 | \$32.5 | \$26.6 | \$57.4 | \$217.7 |
| Category Total 809 | | \$26.2 | \$37.4 | \$37.7 | \$32.5 | \$26.6 | \$57.4 | \$217.7 |
| TOTAL PROGRAM | | \$526.9 | \$382.3 | \$775.7 | \$569.7 | \$268.8 | \$919.1 | \$3,442.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|--------------------------------|---------------|---------------------------------|---------|-------|-------|-------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 REVENUE EQUIPMENT | | | | | | | | | |
| 01 M-9A Procurement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 484.6 | 484.6 | |
| 02 Locomotive Replacement | NR | 0.0 | 121.9 | 0.0 | 0.0 | 0.0 | 119.2 | 241.1 | |
| RW Retroactive Wage Adjustment | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* | |
| Element Total 01 | | \$0.0 | \$121.9 | \$0.0 | \$0.0 | \$0.0 | \$603.9 | \$725.7 | |
| Category Total 801 | | \$0.0 | \$121.9 | \$0.0 | \$0.0 | \$0.0 | \$603.9 | \$725.7 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | |
|--|---------------|---------------------------------|---------|--------|---------|---------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 01 GRAND CENTRAL TERMINAL | | | | | | | | |
| 01 GCT Trainshed | SGR | 0.0 | 200.6 | 1.6 | 5.0 | 0.2 | 91.8 | 299.2 |
| 02 Park Avenue Tunnel Improvements DES | SGR | 0.0 | 10.6 | 1.6 | 0.8 | 0.0 | 1.2 | 14.2 |
| 03 GCT Building Component Repairs/Replacements | SGR | 0.4 | 1.1 | 0.1 | 0.0 | 0.0 | 0.5 | 2.1 |
| 05 GCT Fire Stand Pipe Phase II | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71.0 | 71.0 |
| 08 PAT Exit Repairs 86th St SBMP | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 1.1 | 3.2 |
| 11 Track 94 Storage Room SBMP | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.0 |
| RW Retroactive Wage Adjustment | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| Element Total 01 | | \$0.4 | \$212.3 | \$3.2 | \$5.8 | \$2.3 | \$167.7 | \$391.8 |
| 02 OUTLYING STATIONS | | | | | | | | |
| 01 Upper H&H Stations Priority Repairs | NR | 0.0 | 0.0 | 37.2 | 0.0 | 0.0 | 3.1 | 40.3 |
| 02 Harlem Line Station Renewals | SGR | 0.1 | 0.0 | 5.6 | 0.2 | 0.0 | 0.0 | 5.9 |
| 05 Ludlow Station Accessibility Improvements DES | NR | 0.0 | 0.0 | 0.0 | 1.1 | 1.9 | 0.0 | 3.0 |
| 06 New Fare Payment Equipment | NR | 0.0 | 0.0 | 11.1 | 0.0 | 30.7 | 16.3 | 58.1 |
| 07 Small Business Mentoring Program - Stations | SGR | 0.0 | 4.2 | 1.3 | 5.1 | 0.1 | 5.3 | 16.0 |
| 08 North White Plains Platform Repair | SGR | 0.0 | 12.1 | 0.2 | 0.0 | 0.1 | 0.0 | 12.4 |
| 09 3 Bronx Stations [Woodlawn_BG_WB] | SI | 0.0 | 0.0 | 0.0 | 22.0 | 135.3 | 2.5 | 159.7 |
| 13 Harlem Line 5 Stations DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 | 0.4 | 7.6 |
| 14 Poughkeepsie Station DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| RW Retroactive Wage Adjustment | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| Element Total 02 | | \$0.1 | \$16.3 | \$55.4 | \$28.3 | \$175.3 | \$32.6 | \$308.1 |
| 03 PARKING | | | | | | | | |
| 01 Brewster Yard Improvements-SE Parking | NR | 0.0 | 0.0 | 0.0 | 167.1 | 9.9 | 19.2 | 196.2 |
| 02 Small Business Mentoring Program - Parking | SGR | 0.0 | 3.6 | 0.0 | 0.0 | 0.4 | 9.7 | 13.8 |
| Element Total 03 | | \$0.0 | \$3.6 | \$0.0 | \$167.1 | \$10.3 | \$29.0 | \$210.0 |
| Category Total 802 | | \$0.5 | \$232.2 | \$58.7 | \$201.2 | \$187.9 | \$229.3 | \$909.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

TRACK & STRUCTURES

M - 803

| | | Commitments (\$ in millions) | | | | | | |
|--|---------------|---------------------------------|---------|---------|--------|---------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 01 TRACK | | | | | | | | |
| 03 Turnouts - Mainline, GCT, & Yards | NR | 10.1 | 14.5 | 6.0 | 34.8 | 24.6 | 0.0 | 89.9 |
| 04 Rock Slope Remediation - East of Hudson | SGR | 0.0 | 5.2 | 0.3 | 0.0 | 0.1 | 0.0 | 5.6 |
| 05 Rebuild Marble Hill Retaining Wall - Phase 1 | NR | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| 07 MoW Equipment | NR | 0.0 | 4.2 | 1.9 | 4.8 | 2.8 | 28.1 | 41.8 |
| 08 2020 Cyclical Track Program | NR | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 19.1 |
| 10 2021 Cyclical Track Program | NR | 0.0 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20.2 |
| 11 2023 Cyclical Track Program | NR | 0.0 | 0.0 | 0.0 | 30.8 | 0.0 | 0.0 | 30.8 |
| 12 2024 Cyclical Track Program | NR | 0.0 | 0.0 | 0.0 | 0.0 | 26.9 | 5.3 | 32.2 |
| 13 Slope Stabilization - Yonkers | SI | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 7.3 | 11.0 |
| RW Retroactive Wage Adjustment | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.0 |
| Element Total 01 | | \$29.0 | \$46.3 | \$8.2 | \$70.4 | \$58.0 | \$42.9 | \$254.7 |
| 02 STRUCTURES | | | | | | | | |
| 01 Park Avenue Viaduct Replacement Ph 1 | SGR | 1.3 | 61.8 | 455.8 | 6.4 | 4.5 | 52.2 | 581.9 |
| 02 Undergrade Bridge Program - EoH | SGR | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | 0.0 | 5.4 |
| 04 Railtop Culverts | SGR | 0.0 | 0.8 | 0.5 | 0.0 | 1.5 | 0.0 | 2.8 |
| 05 Bridge Walkways | SGR | 0.0 | 0.5 | 0.0 | 0.0 | 0.3 | 0.0 | 0.8 |
| 06 Replace Timbers UG Bridges | NR | 0.0 | 1.3 | 1.1 | 1.5 | 0.0 | 0.0 | 3.9 |
| 07 Right-of-Way Fencing | NR | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 0.0 | 0.5 |
| 11 Park Avenue Viaduct Interim Repairs | SGR | 0.0 | 10.4 | 0.0 | 0.0 | 0.0 | 0.2 | 10.6 |
| 12 Replace South Street and Fulton Ave Bridges (MtV) | SGR | 0.0 | 0.0 | 48.6 | 0.0 | 0.0 | 0.0 | 48.6 |
| 13 F/A Undergrade Bridge Repair - Various Locations | SGR | 0.0 | 0.0 | 1.5 | 1.5 | 0.0 | 0.0 | 3.0 |
| 15 Park Avenue Viaduct Replacement Ph 2 | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 241.0 | 9.0 | 250.0 |
| RW Retroactive Wage Adjustment | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| Element Total 02 | | \$1.3 | \$74.8 | \$512.9 | \$9.6 | \$247.5 | \$61.5 | \$907.7 |
| 03 W OF HUDSON INFRASTRUCTURE | | | | | | | | |
| 01 WoH Rock Slope Remediation - Pt Jervis Line | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 | 11.4 |
| 02 WoH Track Program - Pt Jervis Line | SGR | 0.0 | 0.0 | 8.5 | 0.0 | 0.0 | 0.0 | 8.5 |
| 03 WoH Undergrade Bridges - Pt Jervis Line | SGR | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.1 | 0.8 |
| 04 Moodna/Woodbury Viaduct Repairs | SGR | 0.0 | 0.0 | 2.3 | 1.5 | 0.0 | 36.2 | 40.0 |
| 05 WoH Improvements | SGR | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.0 | 3.5 |
| 07 WoH Capacity Improvements - Pt Jervis Line | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| 08 W of H Infrastructure Improvement | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.2 | 24.2 |
| RW Retroactive Wage Adjustment | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| Element Total 03 | | \$0.7 | \$0.7 | \$12.2 | \$2.2 | \$0.7 | \$171.9 | \$188.4 |
| Category Total 803 | | \$31.0 | \$121.8 | \$533.3 | \$82.2 | \$306.2 | \$276.3 | \$1,350.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|--|---------------|---------------------------------|-------|-------|--------|--------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 COMM & SIGNALS | | | | | | | | | |
| 01 Harmon to Poughkeepsie Signal System Ph 2 DES | SGR | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 3.0 | 8.1 | |
| 04 Network Infrastructure | NR | 0.0 | 0.0 | 0.0 | 11.7 | 0.5 | 1.7 | 13.8 | |
| 05 Station PA System | NR | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.6 | 2.0 | |
| 06 Radio System | NR | 0.0 | 0.0 | 0.0 | 0.0 | 19.8 | 3.3 | 23.1 | |
| 08 CCTV | NR | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 0.1 | 2.5 | |
| 14 Harmon to Poughkeepsie Signal System Ph 1 | SGR | 0.0 | 0.0 | 0.0 | 32.1 | 0.0 | 0.0 | 32.1 | |
| RW Retroactive Wage Adjustment | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 | |
| Element Total 01 | | \$0.0 | \$0.0 | \$0.0 | \$48.9 | \$24.1 | \$9.4 | \$82.4 | |
| Category Total 804 | | \$0.0 | \$0.0 | \$0.0 | \$48.9 | \$24.1 | \$9.4 | \$82.4 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|--------------------------------|--------------------------------------|---------------------------------|-------|--------|--------|--------|-------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 01 POWER | | | | | | | | | |
| 01 | Repl. MA's in Signal Substations DES | SGR | 0.0 | 0.1 | 2.1 | 0.5 | 0.0 | 0.0 | 2.6 |
| 06 | Hudson Line Track 1 Electrification | SI | 0.0 | 0.0 | 1.0 | 2.7 | 0.0 | 40.4 | 44.1 |
| 09 | NHL Pelham Substation Replacement | SGR | 0.0 | 0.0 | 0.0 | 44.5 | 0.2 | 0.2 | 45.0 |
| 10 | Rebuild 2 NHLAC Substations | SGR | 0.0 | 14.0 | 52.9 | 0.1 | 0.1 | 0.0 | 67.1 |
| 11 | Claremont Substation DES | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 1.1 | 3.5 |
| RW | Retroactive Wage Adjustment | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 3.6 |
| Element Total 01 | | | \$0.0 | \$14.0 | \$55.9 | \$47.8 | \$2.7 | \$45.4 | \$165.8 |
| Category Total 805 | | | \$0.0 | \$14.0 | \$55.9 | \$47.8 | \$2.7 | \$45.4 | \$165.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|---|---------------|---------------------------------|-------|-------|-------|-------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 SHOPS & YARDS | | | | | | | | | |
| 01 Upgrade Automotive Fuel System | SGR | 1.3 | 0.0 | 8.3 | 3.1 | 0.0 | 0.1 | 12.9 | |
| 03 Small Business Mentoring Program - Shops & Yards | SGR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 2.7 | |
| Element Total 01 | | \$1.3 | \$0.0 | \$8.3 | \$3.1 | \$0.0 | \$2.9 | \$15.6 | |
| Category Total 806 | | \$1.3 | \$0.0 | \$8.3 | \$3.1 | \$0.0 | \$2.9 | \$15.6 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | |
|--|---------------|---------------------------------|---------|---------|---------|---------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 01 MISCELLANEOUS | | | | | | | | |
| 01 Environmental Remediation | | 0.5 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.8 |
| 02 Systemwide Lead/Asbestos Abatement | | 0.5 | 0.0 | 0.0 | 0.5 | 0.3 | 0.0 | 1.3 |
| 03 Railroad Protective Liability | | 0.2 | 0.0 | 0.2 | 0.1 | 0.1 | 0.3 | 0.9 |
| 04 Independent Engineer | | 0.6 | 0.0 | 0.7 | 3.9 | 0.0 | 0.0 | 5.2 |
| 05 Program Administration | | 8.8 | 8.5 | 8.6 | 12.7 | 11.8 | 1.5 | 51.8 |
| 06 Program Scope Development | | 2.6 | 1.1 | 2.7 | 1.0 | 0.0 | 0.9 | 8.3 |
| 07 Owner Controlled Insurance Program (OCIP) | | 0.0 | 0.0 | 20.7 | 20.5 | 6.0 | 0.0 | 47.2 |
| 08 Systemwide Security Initiatives | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.4 | 33.4 |
| 10 Enterprise Asset Management | SI | 0.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 5.3 |
| Element Total 01 | | \$13.2 | \$9.6 | \$32.9 | \$43.8 | \$18.5 | \$36.2 | \$154.0 |
| Category Total 808 | | \$13.2 | \$9.6 | \$32.9 | \$43.8 | \$18.5 | \$36.2 | \$154.0 |
| TOTAL PROGRAM | | \$46.0 | \$499.5 | \$689.0 | \$427.1 | \$539.3 | \$1,203.3 | \$3,404.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commuter Railroad Agency Summary

| Commitments (\$ in millions) | | | | | | | |
|--|---------|---------|-----------|---------|---------|-----------|--------------------|
| AGENCY | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| TOTAL Long Island Rail Road | \$526.9 | \$382.3 | \$775.7 | \$569.7 | \$268.8 | \$919.1 | \$3,442.6 |
| TOTAL Metro-North Railroad | \$46.0 | \$499.5 | \$689.0 | \$427.1 | \$539.3 | \$1,203.3 | \$3,404.2 |
| TOTAL COMMUTER RAILROAD AGENCY PROGRAM | \$572.9 | \$881.8 | \$1,464.7 | \$996.8 | \$808.1 | \$2,122.3 | \$6,846.7 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|---|---------------|---------------------------------|--------|---------|---------|--------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 02 BUS COMPANY PROJECTS | | | | | | | | | |
| 01 Purchase 25 Standard Electric Buses | NR | 0.0 | 0.0 | 0.2 | 0.0 | 34.4 | 33.3 | 67.9 | |
| 03 Purchase 110 Standard CNG Buses 90 20 | NR | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 124.1 | 124.5 | |
| 05 Purchase 250 Express Buses | NR | 0.0 | 0.0 | 0.4 | 222.6 | 0.0 | 0.0 | 222.9 | |
| 08 Bus Systems | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | |
| 10 Purchase Rubber Tire Vehicles | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.0 | |
| 14 Project Engineering and Administration | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 17.2 | |
| 16 Purchase 25 Standard Diesel Buses | NR | 0.0 | 17.7 | 0.0 | 0.0 | 0.0 | 0.4 | 18.1 | |
| 17 Purchase 85 Standard Diesel Buses | NR | 0.0 | 59.4 | 0.0 | 2.5 | 0.0 | 0.0 | 61.9 | |
| 18 173 Standard Diesel Buses | NR | 0.0 | 0.0 | 143.0 | 6.4 | 0.0 | 0.0 | 149.4 | |
| 19 Generator Repl: Spring Creek and College Pt Depots | SGR | 0.0 | 0.0 | 0.0 | 17.4 | 0.2 | 0.1 | 17.7 | |
| 20 Portable Bus Lift / Equipment Replacement | NR | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 4.6 | |
| 21 MTA Bus 2020-2024 Program Contingency | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.5 | |
| 22 Automated Fuel Management System Upgrade: 8 Depots | NR | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 | 3.4 | |
| 23 Facade Repair & Restoration: 3 Bus Depots | SGR | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 6.0 | |
| 24 Boiler Replacement: LGA and SC | SGR | 0.0 | 0.0 | 0.0 | 3.0 | 0.1 | 0.0 | 3.1 | |
| 26 Design Services | | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.1 | 0.6 | |
| 27 116 Standard Diesel Buses | NR | 0.0 | 0.0 | 96.7 | 0.3 | 0.0 | 4.3 | 101.3 | |
| 29 Phase 2B (52 Buses) - ACE | SI | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | |
| 31 HVAC/CNG, ph.2 Spring Creek | SGR | 0.0 | 0.0 | 0.0 | 10.6 | 0.2 | 1.2 | 12.0 | |
| 32 HVAC/CNG, ph.2 College Point | SGR | 0.0 | 0.0 | 0.0 | 19.6 | 0.7 | 2.2 | 22.4 | |
| 33 Bus Radio System - MTAB | SI | 0.0 | 0.0 | 0.0 | 1.2 | 0.4 | 0.0 | 1.6 | |
| Element Total 02 | | \$0.0 | \$77.1 | \$249.6 | \$289.4 | \$36.5 | \$186.6 | \$839.2 | |
| Category Total 803 | | \$0.0 | \$77.1 | \$249.6 | \$289.4 | \$36.5 | \$186.6 | \$839.2 | |
| TOTAL PROGRAM | | \$0.0 | \$77.1 | \$249.6 | \$289.4 | \$36.5 | \$186.6 | \$839.2 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|--------------------------------|---|---------------|--------|-------|-------|-------|--------|-----------|--------------------|
| 01 MTA MENTORING PROGRAM ADMIN | | | | | | | | | |
| 02 | MTA SBDP Business Development | | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 |
| 03 | MTA SBDP Business Development (est. 2024) | | 0.0 | 0.0 | 0.0 | 0.0 | 15.1 | 0.0 | 15.1 |
| Element Total 01 | | | \$13.3 | \$0.0 | \$0.0 | \$0.0 | \$15.1 | \$0.0 | \$28.5 |
| Category Total 800 | | | \$13.3 | \$0.0 | \$0.0 | \$0.0 | \$15.1 | \$0.0 | \$28.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|--------------------------------|---|---------------------------------|-------|-------|-------|--------|-------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 01 MTA POLICE DEPARTMENT | | | | | | | | | |
| 01 | MTAPD District Offices Rehab/Replacement | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 | 11.4 |
| 02 | Metropolitan Regional Radio System (MRRS) Ph. 4 | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 1.6 | 2.0 |
| 03 | MRRS Additional NYC Locations | SI | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 1.7 | 17.6 |
| 05 | ESA Grand Central Terminal | NR | 0.0 | 2.0 | 0.4 | 0.0 | 0.0 | 0.1 | 2.5 |
| 06 | REP-ESU Fleet Vehicle Purchases | NR | 0.0 | 0.0 | 0.0 | 1.7 | 1.0 | 0.1 | 2.8 |
| 08 | 1825 Park Avenue | SI | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 |
| Element Total 01 | | | \$0.0 | \$4.6 | \$0.4 | \$17.5 | \$1.4 | \$14.9 | \$38.9 |
| Category Total 810 | | | \$0.0 | \$4.6 | \$0.4 | \$17.5 | \$1.4 | \$14.9 | \$38.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|---|---------------|---------------------------------|-------|-------|--------|-------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 MTA PLANNING INITIATIVES | | | | | | | | | |
| 01 Core Planning Support | SI | 0.0 | 0.3 | 6.0 | 0.0 | 2.5 | 1.5 | 10.4 | |
| 02 Corridor Planning Support | SI | 0.0 | 0.0 | 1.7 | 8.3 | 0.4 | 0.2 | 10.6 | |
| 04 Demolish Madison Ave HQ Campus (Add'l Support) | | 0.0 | 0.0 | 0.0 | 13.4 | 0.0 | 1.6 | 15.0 | |
| Element Total 01 | | \$0.0 | \$0.3 | \$7.7 | \$21.7 | \$3.0 | \$3.3 | \$36.0 | |
| Category Total 811 | | \$0.0 | \$0.3 | \$7.7 | \$21.7 | \$3.0 | \$3.3 | \$36.0 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|--|--|---------------|---------------|--------------|---------------|---------------|---------------|---------------|--------------------|
| 01 MTA CONSTRUCTION & DEVELOPMENT | | | | | | | | | |
| 01 | MTA Construction & Development | | 0.0 | 1.7 | 8.2 | 14.0 | 0.7 | 0.0 | 24.6 |
| 02 | MTA Construction & Development (Add'l Support) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 3.5 |
| 03 | Safety consultants for OCIP | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| 04 | MTA Construction & Development (2024 Support) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 60.0 | 60.0 |
| Element Total 01 | | | \$0.0 | \$1.7 | \$8.2 | \$14.0 | \$0.7 | \$68.5 | \$93.1 |
| Category Total 813 | | | \$0.0 | \$1.7 | \$8.2 | \$14.0 | \$0.7 | \$68.5 | \$93.1 |
| TOTAL PROGRAM | | | \$13.3 | \$6.6 | \$16.4 | \$53.2 | \$20.2 | \$86.7 | \$196.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

MTA Interagency Summary

| Commitments (\$ in millions) | | | | | | | |
|--------------------------------------|--------|-------|--------|--------|--------|-----------|--------------------|
| AGENCY | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| TOTAL MTA MENTORING PROGRAM ADMIN | \$13.3 | \$0.0 | \$0.0 | \$0.0 | \$15.1 | \$0.0 | \$28.5 |
| TOTAL MTA POLICE DEPARTMENT | \$0.0 | \$4.6 | \$0.4 | \$17.5 | \$1.4 | \$14.9 | \$38.9 |
| TOTAL MTA PLANNING | \$0.0 | \$0.3 | \$7.7 | \$21.7 | \$3.0 | \$3.3 | \$36.0 |
| TOTAL MTA CONSTRUCTION & DEVELOPMENT | \$0.0 | \$1.7 | \$8.2 | \$14.0 | \$0.7 | \$68.5 | \$93.1 |
| TOTAL MTA INTERAGENCY | \$13.3 | \$6.6 | \$16.4 | \$53.2 | \$20.2 | \$86.7 | \$196.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

| ELEMENT DESCRIPTION/PROJECT | | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|--------------------------------|------------------------------|---------------|-------|-------|-------|-------|-------|-----------|--------------------|
| 01 INTERBOROUGH EXPRESS | | | | | | | | | |
| 01 | Interborough Express Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 2.8 |
| 03 | PMC Support | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38.3 | 38.3 |
| 04 | MTA Project Management | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.1 | 15.1 |
| 05 | Force Account Support | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 2.0 |
| Element Total 01 | | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$58.3 | \$58.3 |
| Category Total 808 | | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$58.3 | \$58.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Major Projects and Expansion

EAST SIDE ACCESS

G - 809

| | | Commitments (\$ in millions) | | | | | | | |
|--------------------------------|-------------------------------------|---------------------------------|-------|---------|---------|--------|-----------|--------------------|---------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 EAST SIDE ACCESS | | | | | | | | | |
| 01 | 3rd Party EAC Needs - Manhattan | NE | 0.0 | 55.0 | 11.2 | 0.0 | 16.5 | 5.0 | 87.6 |
| 02 | 3rd Party EAC Needs - Queens/Harold | NE | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13.1 |
| 03 | 3rd Party EAC Needs - Systems | NE | 0.0 | 24.4 | 31.7 | 0.0 | 17.0 | 4.5 | 77.6 |
| 04 | 3rd Party EAC Needs - Other | NE | 0.0 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 |
| 05 | Force Account EAC Needs - Direct | NE | 0.0 | 0.0 | 0.8 | 0.0 | 3.3 | 1.3 | 5.3 |
| 06 | Force Account EAC Needs - Indirect | NE | 0.0 | 7.7 | 9.4 | 0.0 | 4.5 | 5.0 | 26.7 |
| 07 | Soft Costs EAC Needs - Design/CPS | NE | 0.0 | 30.2 | 0.0 | 0.0 | 0.0 | 10.3 | 40.5 |
| 08 | Soft Costs EAC Needs - PM | NE | 0.0 | 2.3 | 24.3 | 4.8 | 1.4 | 5.9 | 38.6 |
| 09 | Soft Costs EAC Needs - CM | NE | 0.0 | 65.7 | 8.6 | 0.0 | 0.0 | 0.0 | 74.3 |
| 11 | OCIP - EAC Needs | NE | 0.0 | 25.3 | 8.8 | 4.1 | 0.0 | 7.9 | 46.2 |
| 12 | Rolling Stock | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 194.5 | 194.5 |
| 13 | Real Estate | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.2 | 54.2 |
| 15 | LIRR Force Account - Harold Stage 4 | NE | 0.0 | 0.0 | 11.9 | 0.0 | 0.0 | 1.0 | 12.8 |
| 16 | 48th Street Entrance at 415 Madison | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.1 | 30.1 |
| 17 | Materials Warranties | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 5.3 |
| 18 | Utility Allowance Package | NE | 0.0 | 2.8 | 0.0 | 5.5 | 0.0 | 2.3 | 10.5 |
| 19 | LIRR Operating Support Services | NE | 0.0 | 11.3 | 0.0 | 0.0 | 0.0 | 0.2 | 11.5 |
| 20 | FA System Testing & Commissioning | NE | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 5.2 | 19.5 |
| 21 | LIRR Force Account - Harold Stage 3 | NE | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 5.1 |
| 23 | CM Office Costs (Northern Blvd) | NE | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 |
| 26 | Amtrak Operating Support Services | NE | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| 99 | ESA Program Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.9 | 33.9 |
| Element Total 01 | | | \$0.0 | \$263.0 | \$111.8 | \$14.4 | \$42.7 | \$366.4 | \$798.2 |
| Category Total 809 | | | \$0.0 | \$263.0 | \$111.8 | \$14.4 | \$42.7 | \$366.4 | \$798.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Major Projects and Expansion

FULL LENGTH SECOND AVE SUBWAY

G - 810

| | | Commitments (\$ in millions) | | | | | | | |
|---|---------------|---------------------------------|-------|--------|--------|-------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 FULL LENGTH SECOND AVE SUBWAY | | | | | | | | | |
| 02 SAS 2 Construction Management | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 141.3 | 141.3 | |
| 03 SAS 2 Real Estate | NE | 0.0 | 0.0 | 43.6 | 23.6 | 8.1 | 40.1 | 115.4 | |
| 04 SAS 2 Heavy Civil at 125th, TBM Tunnel | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,086.3 | 1,086.3 | |
| 05 SAS 2 106/116th Heavy Civil/Struct | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 903.3 | 903.3 | |
| 06 SAS 2 Finishes & Fit-out | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,160.7 | 2,160.7 | |
| 08 SAS 2 OCIP | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 227.7 | 227.7 | |
| 09 SAS 2 Artwork | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 | |
| 98 SAS 2 Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 592.6 | 592.6 | |
| Element Total 01 | | \$0.0 | \$0.0 | \$43.6 | \$23.6 | \$8.1 | \$5,157.9 | \$5,233.2 | |
| 02 SECOND AVE SUBWAY WEST | | | | | | | | | |
| 01 SAS2 West Project Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.0 | 16.0 | |
| Element Total 02 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$16.0 | \$16.0 | |
| Category Total 810 | | \$0.0 | \$0.0 | \$43.6 | \$23.6 | \$8.1 | \$5,173.9 | \$5,249.2 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Major Projects and Expansion

PENN STATION ACCESS

G - 811

| | | Commitments (\$ in millions) | | | | | | | |
|--|---------------|---------------------------------|-----------|---------|-------|--------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 PENN STATION ACCESS | | | | | | | | | |
| 02 Program Management | NE | 0.0 | 0.0 | 1.7 | 0.1 | 1.9 | 14.2 | 18.0 | |
| 03 Construction Management | NE | 0.0 | 102.4 | 3.0 | 0.0 | 0.0 | 35.0 | 140.5 | |
| 08 Shops & Yards | NE | 0.0 | 0.0 | 146.9 | 0.0 | 0.0 | 0.0 | 146.9 | |
| 11 Force Account | NE | 0.0 | 0.0 | 201.5 | 0.0 | 0.0 | 17.2 | 218.6 | |
| 12 Real Estate | NE | 1.5 | 0.4 | 0.8 | 3.8 | 13.2 | 142.4 | 162.1 | |
| 13 Owner Controlled Insurance Program (OCIP) | NE | 0.0 | 0.0 | 104.8 | 0.0 | 0.0 | 26.6 | 131.4 | |
| 14 PSA Design-Build Contract | NE | 0.0 | 1,501.7 | 0.0 | 0.0 | 6.3 | 0.0 | 1,508.0 | |
| 20 PSA Fleet Purchase | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 197.9 | 197.9 | |
| 22 PSA Locomotive Purchase | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 314.1 | 314.1 | |
| 99 PSA Program Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 111.0 | 111.0 | |
| Element Total 01 | | \$1.5 | \$1,604.6 | \$458.7 | \$3.9 | \$21.4 | \$858.5 | \$2,948.7 | |
| Category Total 811 | | \$1.5 | \$1,604.6 | \$458.7 | \$3.9 | \$21.4 | \$858.5 | \$2,948.7 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Major Projects and Expansion

LIRR EXPANSION PROJECT

G - 813

| | | Commitments (\$ in millions) | | | | | | | |
|--|---------------|---------------------------------|--------|--------|-------|--------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 LIRR EXPANSION PROJECT | | | | | | | | | |
| 03 D-B Construction Contract | NE | 252.2 | 0.0 | 0.0 | 0.0 | 11.3 | 20.7 | 284.1 | |
| 07 Force Account Construction | NE | 0.0 | 0.0 | 55.1 | 0.0 | 0.0 | 0.0 | 55.1 | |
| 09 Force Account Support | NE | 0.0 | 60.3 | 0.0 | 0.0 | 0.0 | 0.0 | 60.3 | |
| 11 Force Account Project Management | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 | |
| 12 Force Account Design | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | |
| 14 3P Project Management Contract | NE | 25.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.2 | |
| 15 MTACC Project Management | NE | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | |
| 17 Project Administration (Other Costs) | NE | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | |
| 18 Owner Controlled Insurance Program (OCIP) | NE | 0.0 | 11.5 | 0.0 | 0.0 | 0.0 | 0.1 | 11.6 | |
| 19 Real Estate | NE | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 | |
| Element Total 01 | | \$278.3 | \$71.9 | \$55.1 | \$0.5 | \$11.3 | \$21.4 | \$438.5 | |
| Category Total 813 | | \$278.3 | \$71.9 | \$55.1 | \$0.5 | \$11.3 | \$21.4 | \$438.5 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | |
|--|---------------|---------------------------------|---------|--------|--------|--------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| 01 REGIONAL INVESTMENTS | | | | | | | | |
| 01 Eastbound Reroute | NE | 0.0 | 262.2 | 0.0 | 0.0 | 0.0 | 4.6 | 266.8 |
| 02 Westbound Bypass | NE | 0.0 | 0.0 | 0.0 | 7.6 | 0.0 | 100.3 | 107.9 |
| 03 Loop & T Interlocking | NE | 0.0 | 13.2 | 0.0 | 0.0 | 0.0 | 0.3 | 13.5 |
| 04 Amtrak Direct Force Account | NE | 0.0 | 1.9 | 12.4 | 0.0 | 14.7 | 0.0 | 29.0 |
| 05 LIRR Direct Force Account | NE | 0.0 | 1.1 | 0.0 | 9.4 | 4.6 | 0.0 | 15.1 |
| 06 PM/CM | NE | 0.0 | 34.2 | 52.0 | 6.2 | 1.1 | 5.9 | 99.4 |
| 07 Design/CPS | NE | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 3.8 |
| 08 Rolling Stock | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 |
| 10 Owner Controlled Insurance Program (OCIP) | NE | 0.0 | 0.0 | 5.6 | 0.8 | 0.0 | 1.5 | 7.9 |
| 16 Harold Catenary Work | NE | 24.9 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 31.6 |
| 17 B/C Approach | NE | 0.0 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 |
| 18 Amtrak Access and Protection | NE | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 |
| 19 LIRR Access and Protection | NE | 0.0 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 |
| 20 Other Regional Investments Support | NE | 0.0 | 0.0 | 1.1 | 0.1 | 0.0 | 0.0 | 1.2 |
| 99 RI Program Reserve | NE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| Element Total 01 | | \$24.9 | \$326.9 | \$81.7 | \$24.1 | \$20.4 | \$162.6 | \$640.5 |
| Category Total 814 | | \$24.9 | \$326.9 | \$81.7 | \$24.1 | \$20.4 | \$162.6 | \$640.5 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|--------------------------------|---------------|---------------------------------|-------|-------|--------|-------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 PENN RECONSTRUCTION | | | | | | | | | |
| 01 GEC Contract | NE | 0.0 | 0.0 | 0.0 | 64.1 | 0.0 | 1.0 | 65.1 | |
| 02 Penn Reconstruction Support | NE | 0.0 | 0.0 | 1.6 | 1.4 | 0.0 | 21.9 | 24.9 | |
| Element Total 01 | | \$0.0 | \$0.0 | \$1.6 | \$65.5 | \$0.0 | \$22.9 | \$90.0 | |
| Category Total 815 | | \$0.0 | \$0.0 | \$1.6 | \$65.5 | \$0.0 | \$22.9 | \$90.0 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Major Projects and Expansion

MISCELLANEOUS
G - 816

| | | Commitments (\$ in millions) | | | | | | | |
|--------------------------------------|---------------|---------------------------------|-----------|---------|---------|---------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| 01 MISCELLANEOUS | | | | | | | | | |
| 01 Misc Engineering/Prog Support | NE | 0.0 | 80.6 | 3.7 | 7.8 | 0.0 | 22.7 | 114.8 | |
| 02 MTA Indep. Engineering Consultant | NE | 0.0 | 2.3 | 0.0 | 11.7 | 0.0 | 2.3 | 16.3 | |
| 04 C&D Engineering | NE | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | |
| Element Total 01 | | \$0.0 | \$83.0 | \$3.7 | \$19.5 | \$0.0 | \$25.0 | \$131.2 | |
| Category Total 816 | | \$0.0 | \$83.0 | \$3.7 | \$19.5 | \$0.0 | \$25.0 | \$131.2 | |
| TOTAL PROGRAM | | \$304.7 | \$2,349.3 | \$756.2 | \$151.4 | \$103.9 | \$6,689.1 | \$10,354.6 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

CPRB Agency Summary

| AGENCY | Commitments (\$ in millions) | | | | | | Total All Years |
|------------------------------------|---------------------------------|-----------|-----------|-----------|-----------|------------|--------------------|
| | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | |
| TOTAL New York City Transit | \$1,019.2 | \$2,358.0 | \$7,305.9 | \$4,631.0 | \$2,993.4 | \$15,637.7 | \$33,945.2 |
| TOTAL Long Island Rail Road | \$526.9 | \$382.3 | \$775.7 | \$569.7 | \$268.8 | \$919.1 | \$3,442.6 |
| TOTAL Metro-North Railroad | \$46.0 | \$499.5 | \$689.0 | \$427.1 | \$539.3 | \$1,203.3 | \$3,404.2 |
| TOTAL MTA Bus Company | \$0.0 | \$77.1 | \$249.6 | \$289.4 | \$36.5 | \$186.6 | \$839.2 |
| TOTAL MTA Interagency | \$13.3 | \$6.6 | \$16.4 | \$53.2 | \$20.2 | \$86.7 | \$196.5 |
| Core Subtotal | \$1,605.5 | \$3,323.6 | \$9,036.6 | \$5,970.4 | \$3,858.2 | \$18,033.4 | \$41,827.6 |
| TOTAL Major Projects and Expansion | \$304.7 | \$2,349.3 | \$756.2 | \$151.4 | \$103.9 | \$6,689.1 | \$10,354.6 |
| TOTAL 2020-2024 CPRB PROGRAM | \$1,910.2 | \$5,672.9 | \$9,792.8 | \$6,121.8 | \$3,962.1 | \$24,722.4 | \$52,182.3 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | |
|--|---------------|---------------------------------|---------|---------|---------|---------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| AW AGENCY-WIDE | | | | | | | | |
| 04 Program Contingency | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 | 8.2 |
| X3 Structural Health Monitoring | SI | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 1.1 |
| Element Total AW | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1.1 | \$8.2 | \$9.4 |
| BW BRONX-WHITESTONE BRIDGE | | | | | | | | |
| 14 Miscellaneous Structural Rehabilitation | NR | 0.7 | 21.4 | 2.6 | 0.0 | 0.0 | 3.1 | 27.8 |
| Element Total BW | | \$0.7 | \$21.4 | \$2.6 | \$0.0 | \$0.0 | \$3.1 | \$27.8 |
| CB CROSS BAY BRIDGE | | | | | | | | |
| 30 Structural Rehabilitation of CBB | NR | 1.0 | 0.7 | 30.3 | 0.0 | 0.0 | 0.5 | 32.5 |
| Element Total CB | | \$1.0 | \$0.7 | \$30.3 | \$0.0 | \$0.0 | \$0.5 | \$32.5 |
| HC HUGH L. CAREY TUNNEL | | | | | | | | |
| 48 Rehabilitation of Tunnel Entrance/Exit - Manh | NR | 0.1 | 0.0 | 0.3 | 2.4 | 0.0 | 38.4 | 41.2 |
| Element Total HC | | \$0.1 | \$0.0 | \$0.3 | \$2.4 | \$0.0 | \$38.4 | \$41.2 |
| HH HENRY HUDSON BRIDGE | | | | | | | | |
| 36 Dyckman Street Substations Upgrade | NR | 2.4 | 42.5 | 0.4 | 0.0 | 0.0 | 0.0 | 45.3 |
| 37 Upper Level North Abutment & Retaining Wall R | NR | 0.0 | 0.0 | 0.6 | 4.2 | 0.0 | 0.0 | 4.8 |
| Element Total HH | | \$2.4 | \$42.5 | \$1.0 | \$4.2 | \$0.0 | \$0.0 | \$50.1 |
| MP MARINE PARKWAY BRIDGE | | | | | | | | |
| 16 Miscellaneous Steel Repairs | NR | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 7.1 |
| Element Total MP | | \$0.0 | \$0.0 | \$7.1 | \$0.0 | \$0.0 | \$0.0 | \$7.1 |
| RK ROBERT F. KENNEDY BRIDGE | | | | | | | | |
| 04 Ward's Island/Queens Anchorage Rehabilitation | NR | 0.6 | 0.0 | 0.0 | 15.3 | 0.7 | 2.9 | 19.5 |
| 19 Suspended Span Retrofit | NR | 4.5 | 12.2 | 0.0 | 367.5 | 35.4 | 40.9 | 460.5 |
| 70 Structural Repairs/Flag Repairs | NR | 13.0 | 0.0 | 0.0 | 9.3 | 0.0 | 2.1 | 24.5 |
| 81 Facility Interoperability Improvements | NR | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 |
| 83 Lift Span Fender Upgrades | NR | 0.3 | 26.6 | 0.0 | 2.4 | 0.0 | 0.0 | 29.3 |
| 93 Reconstruct / Relocate RI Ramps (QR & RM) | SI | 0.0 | 0.5 | 112.4 | 7.7 | 0.5 | 5.0 | 126.1 |
| Element Total RK | | \$23.3 | \$39.3 | \$112.4 | \$402.2 | \$36.6 | \$50.9 | \$664.7 |
| TN THROGS NECK BRIDGE | | | | | | | | |
| 49 Main Cable and Suspender Rope Investigation | NR | 0.0 | 0.0 | 0.0 | 33.6 | 0.0 | 3.5 | 37.1 |
| 52 Miscellaneous Structural Rehabilitation | NR | 0.0 | 0.4 | 3.5 | 0.5 | 0.0 | 0.0 | 4.5 |
| 87 Anchorage & Tower Protection | NR | 0.0 | 0.0 | 0.0 | 11.6 | 68.0 | 8.0 | 87.6 |
| 8X Safety Fence | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 85.0 | 85.0 |
| Element Total TN | | \$0.0 | \$0.4 | \$3.5 | \$45.8 | \$68.0 | \$96.5 | \$214.2 |
| VN VERRAZZANO-NARROWS BRIDGE | | | | | | | | |
| 8Q VNB Cable Dehumidification-Phase 1 | SI | 0.0 | 0.0 | 0.0 | 0.0 | 24.7 | 253.9 | 278.6 |
| Element Total VN | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$24.7 | \$253.9 | \$278.6 |
| Category Total 801 | | \$27.5 | \$104.2 | \$157.3 | \$454.5 | \$130.5 | \$451.6 | \$1,325.6 |

| ELEMENT DESCRIPTION/PROJECT | | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
|--------------------------------|--|---------------|-------|-------|---------|--------|-------|-----------|--------------------|
| HH HENRY HUDSON BRIDGE | | | | | | | | | |
| 07 | Shared Use Path | SI | 0.0 | 0.0 | 0.0 | 15.7 | 0.0 | 0.0 | 15.7 |
| 14 | Deck Rehabilitation and Resurfacing | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* |
| Element Total HH | | | \$0.0 | \$0.0 | \$0.0 | \$15.7 | \$0.0 | \$0.0 | \$15.7 |
| RK ROBERT F. KENNEDY BRIDGE | | | | | | | | | |
| 75 | Deck Rehabilitation & Overlay | NR | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.6 |
| 90 | Widening of S/B FDR Drive - 125 St to 116 St DES | SI | 0.0 | 1.7 | 0.0 | 3.0 | 0.0 | 30.7 | 35.5 |
| Element Total RK | | | \$8.7 | \$1.7 | \$0.0 | \$3.0 | \$0.0 | \$30.7 | \$44.2 |
| VN VERRAZZANO-NARROWS BRIDGE | | | | | | | | | |
| 81 | Lower Level Main Span Deck Rehabilitation | NR | 0.0 | 0.0 | 89.3 | 2.4 | 0.0 | 3.4 | 95.1 |
| 84 | Ph.2 -Reconstruction of Upper Level Approach | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 525.0 | 525.0 |
| 86 | Widening Belt Parkway, Phase 1B | SI | 0.0 | 0.0 | 38.5 | 0.0 | 0.0 | 2.0 | 40.5 |
| Element Total VN | | | \$0.0 | \$0.0 | \$127.8 | \$2.4 | \$0.0 | \$530.4 | \$660.6 |
| Category Total 802 | | | \$8.7 | \$1.7 | \$127.8 | \$21.1 | \$0.0 | \$561.1 | \$720.4 |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

TSMO
D - 803

| | | Commitments (\$ in millions) | | | | | | | |
|---|---------------|---------------------------------|-------|-------|-------|-------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| AW AGENCY-WIDE | | | | | | | | | |
| 57 ATMS Enhancements & Upgrades/OCCC System | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.1 | 14.1 | |
| 65 Toll Collection System Rehabilitation/Upgrade | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | 7.6 | |
| 74 SCADA Systems | | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | |
| 80 Adv. Traveler Info. Systems (ATIS) & VMS Upgrade | NR | 0.0 | 0.0 | 0.5 | 0.9 | 0.4 | 23.9 | 25.7 | |
| Element Total AW | | \$0.0 | \$0.0 | \$2.5 | \$0.9 | \$0.4 | \$45.6 | \$49.3 | |
| Category Total 803 | | \$0.0 | \$0.0 | \$2.5 | \$0.9 | \$0.4 | \$45.6 | \$49.3 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | | Commitments (\$ in millions) | | | | | | |
|--|---------------|-------|---------------------------------|--------|--------|--------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| | | | | | | | | | |
| AW AGENCY-WIDE | | | | | | | | | |
| 11 Replacement & Upgrade of Fueling Systems | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0* | |
| 73 Rehab/Replace Facility Monitoring & Safety Sy | NR | 0.0 | 0.0 | 1.5 | 44.0 | 4.8 | 2.6 | 53.0 | |
| Element Total AW | | \$0.0 | \$0.0 | \$1.5 | \$44.0 | \$4.8 | \$2.6 | \$53.0 | |
| | | | | | | | | | |
| BW BRONX-WHITESTONE BRIDGE | | | | | | | | | |
| 96 Lighting, Power Redundancy & Resiliency Imprv | NR | 2.6 | 0.0 | 63.3 | 0.2 | 0.0 | 6.0 | 72.2 | |
| 98 Cable Dehumidification and Miscellaneous Work | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 3.1 | 3.6 | |
| Element Total BW | | \$2.6 | \$0.0 | \$63.3 | \$0.2 | \$0.5 | \$9.1 | \$75.8 | |
| | | | | | | | | | |
| HC HUGH L. CAREY TUNNEL | | | | | | | | | |
| 83 Installation of Fire Suppression System | SI | 0.1 | 0.0 | 0.0 | 0.6 | 0.0 | 0.9 | 1.6 | |
| Element Total HC | | \$0.1 | \$0.0 | \$0.0 | \$0.6 | \$0.0 | \$0.9 | \$1.6 | |
| | | | | | | | | | |
| MP MARINE PARKWAY BRIDGE | | | | | | | | | |
| 09 Electrical Rehabilitation (Elevator) | NR | 0.6 | 22.2 | 0.1 | 0.0 | 0.0 | 0.0 | 23.0 | |
| Element Total MP | | \$0.6 | \$22.2 | \$0.1 | \$0.0 | \$0.0 | \$0.0 | \$23.0 | |
| | | | | | | | | | |
| QM QUEENS MIDTOWN TUNNEL | | | | | | | | | |
| 85 Installation of Fire Suppression System | SI | 0.1 | 0.0 | 0.0 | 0.9 | 0.0 | 0.7 | 1.6 | |
| Element Total QM | | \$0.1 | \$0.0 | \$0.0 | \$0.9 | \$0.0 | \$0.7 | \$1.6 | |
| | | | | | | | | | |
| TN THROGS NECK BRIDGE | | | | | | | | | |
| 58 Electrical Resiliency Improvements | NR | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 1.8 | 5.1 | |
| 85 Bridge Structural Lighting & Misc Struct Upgrade | NR | 0.0 | 0.0 | 0.0 | 17.9 | 0.0 | 1.4 | 19.3 | |
| 98 Cable Dehumidification and Miscellaneous Work @TN | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 2.8 | 3.3 | |
| Element Total TN | | \$0.0 | \$0.0 | \$0.0 | \$17.9 | \$3.9 | \$5.9 | \$27.8 | |
| | | | | | | | | | |
| VN VERRAZZANO-NARROWS BRIDGE | | | | | | | | | |
| 12 Misc. Bridge Lighting & Electrical Improvement | NR | 1.7 | 0.0 | 15.8 | 26.1 | 1.9 | 3.3 | 48.7 | |
| Element Total VN | | \$1.7 | \$0.0 | \$15.8 | \$26.1 | \$1.9 | \$3.3 | \$48.7 | |
| Category Total 804 | | \$5.1 | \$22.3 | \$80.7 | \$89.8 | \$11.1 | \$22.5 | \$231.5 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | | |
|--|---------------|---------------------------------|-------|--------|-------|-------|-----------|--------------------|--|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years | |
| AW AGENCY-WIDE | | | | | | | | | |
| 12 Hazardous Materials Abatement | NR | 0.3 | 0.6 | 0.2 | 0.2 | 0.1 | 2.6 | 4.0 | |
| X9 Service Building Upgrades | NR | 0.0 | 0.0 | 0.0 | 9.0 | 0.0 | 0.8 | 9.7 | |
| Element Total AW | | \$0.3 | \$0.6 | \$0.2 | \$9.1 | \$0.1 | \$3.3 | \$13.7 | |
| HC HUGH L. CAREY TUNNEL | | | | | | | | | |
| 80 Rehabilitation of HCT Ventilation/Service Bui | NR | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.4 | 5.1 | |
| Element Total HC | | \$0.0 | \$4.7 | \$0.0 | \$0.0 | \$0.0 | \$0.4 | \$5.1 | |
| QM QUEENS MIDTOWN TUNNEL | | | | | | | | | |
| 36 Rehabilitation Ventilation/Service Buildings | NR | 0.0 | 0.0 | 29.7 | 0.0 | 0.0 | 1.5 | 31.2 | |
| Element Total QM | | \$0.0 | \$0.0 | \$29.7 | \$0.0 | \$0.0 | \$1.5 | \$31.2 | |
| RK ROBERT F. KENNEDY BRIDGE | | | | | | | | | |
| 82 Storage Facility for Spare Parts & Materials | SI | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | |
| Element Total RK | | \$0.3 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.3 | |
| Category Total 805 | | \$0.6 | \$5.3 | \$29.9 | \$9.1 | \$0.1 | \$5.2 | \$50.2 | |

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

MISCELLANEOUS
D - 806

| | | Commitments (\$ in millions) | | | | | | |
|---|---------------|---------------------------------|--------|-------|--------|-------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| AW Agency-Wide | | | | | | | | |
| 10 EAM | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 4.4 |
| 15 MTA Independent Engineer | | 0.7 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 2.6 |
| 18 Protective Liability Insurance | | 0.9 | 0.4 | 1.4 | 1.2 | 1.0 | 0.0 | 5.0 |
| 21 Program Administration | | 2.1 | 1.1 | 1.5 | 1.8 | 2.5 | 3.1 | 12.1 |
| 22 Miscellaneous | | 0.0 | 0.3 | 0.4 | 1.5 | 0.7 | 0.0 | 2.9 |
| 28 Scope Development | | 0.0 | 2.0 | 0.9 | 4.4 | 3.0 | 2.1 | 12.4 |
| 29 Preliminary Design | | 0.0 | 0.0 | 0.0 | 5.1 | 1.9 | 5.1 | 12.0 |
| 85 TEA - Reserve | SI | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 1.9 | 2.0 |
| 94 Small Business Mentoring Program | | 1.4 | 2.7 | 0.0 | 0.5 | 0.0 | 0.2 | 4.7 |
| Element Total AW | | \$5.0 | \$6.6 | \$4.2 | \$16.5 | \$9.0 | \$16.8 | \$58.1 |
| MP MARINE PARKWAY BRIDGE | | | | | | | | |
| X1 Operational Improvement | SI | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.1 | 3.6 |
| Element Total MP | | \$0.0 | \$3.5 | \$0.0 | \$0.0 | \$0.0 | \$0.1 | \$3.6 |
| VN VERRAZZANO-NARROWS BRIDGE | | | | | | | | |
| X1 Install Safety Fencing on Both Levels of the VNB | SI | 0.0 | 36.2 | 0.0 | 0.0 | 0.0 | 0.0 | 36.2 |
| Element Total VN | | \$0.0 | \$36.2 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$36.2 |
| Category Total 806 | | \$5.0 | \$46.3 | \$4.2 | \$16.5 | \$9.0 | \$16.8 | \$97.9 |

* Represents values less than \$50,000

Numbers may not add due to rounding

| | | Commitments (\$ in millions) | | | | | | |
|---|---------------|---------------------------------|---------|---------|---------|---------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| BW BRONX-WHITESTONE BRIDGE | | | | | | | | |
| PT BW Facility-Wide Painting Program | NR | 0.0 | 8.5 | 0.9 | 0.0 | 0.0 | 0.5 | 9.9 |
| Element Total BW | | \$0.0 | \$8.5 | \$0.9 | \$0.0 | \$0.0 | \$0.5 | \$9.9 |
| MP MARINE PARKWAY BRIDGE | | | | | | | | |
| PT MP Facility-Wide Painting Program | NR | 1.8 | 13.4 | 0.0 | 0.0 | 0.0 | 0.4 | 15.5 |
| Element Total MP | | \$1.8 | \$13.4 | \$0.0 | \$0.0 | \$0.0 | \$0.4 | \$15.5 |
| RK ROBERT F. KENNEDY BRIDGE | | | | | | | | |
| 19 Zone/Maintenance Painting of Suspended Spans | NR | 0.0 | 0.0 | 0.0 | 43.1 | 4.1 | 3.8 | 51.0 |
| PT RK Facility-Wide Painting Program | NR | 0.2 | 17.1 | 17.3 | 0.0 | 0.0 | 0.0 | 34.5 |
| Element Total RK | | \$0.2 | \$17.1 | \$17.3 | \$43.1 | \$4.1 | \$3.8 | \$85.6 |
| TN THROGS NECK BRIDGE | | | | | | | | |
| PT TN Facility-Wide Painting Program | NR | 0.0 | 0.0 | 10.6 | 51.6 | 0.0 | 4.7 | 66.8 |
| Element Total TN | | \$0.0 | \$0.0 | \$10.6 | \$51.6 | \$0.0 | \$4.7 | \$66.8 |
| VN VERRAZZANO-NARROWS BRIDGE | | | | | | | | |
| 81 VN Painting | NR | 0.0 | 0.0 | 17.5 | 0.0 | 0.0 | 1.1 | 18.6 |
| 84 VN-Paint Brooklyn Ramps | NR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 11.1 |
| PT VN Facility-Wide Painting Program | NR | 0.0 | 0.0 | 0.5 | 0.2 | 117.8 | 20.3 | 138.8 |
| Element Total VN | | \$0.0 | \$0.0 | \$18.0 | \$0.2 | \$117.8 | \$32.4 | \$168.5 |
| Category Total 807 | | \$2.1 | \$38.9 | \$46.8 | \$94.8 | \$121.9 | \$41.8 | \$346.3 |
| TOTAL PROGRAM | | \$49.0 | \$218.7 | \$449.1 | \$686.7 | \$273.0 | \$1,144.7 | \$2,821.2 |

* Represents values less than \$50,000

Numbers may not add due to rounding

CBD Tolling Program

CBD TOLLING PROGRAM PROJECT

C - 801

| | | Commitments (\$ in millions) | | | | | | |
|------------------------------------|---------------|---------------------------------|-------|--------|-------|-------|-----------|--------------------|
| ELEMENT DESCRIPTION/PROJECT | NEEDS CODE | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | Total All Years |
| CP CBD Tolling Program | | | | | | | | |
| 01 CBDT - Exploratory Work | SI | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |
| 02 CBDT - Program Management | SI | 69.0 | 3.9 | 2.7 | 0.0 | 4.3 | 1.6 | 81.6 |
| 03 CBDT - Design-Build & Integrate | SI | 290.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 290.9 |
| 04 CBDT - Customer Service Ctr. | SI | 16.5 | 0.0 | 15.1 | 0.0 | 0.0 | 0.0 | 31.7 |
| 05 CBDT - Inter-Agency Agreements | SI | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 5.6 |
| 06 CBDT - Program Contingency | SI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.9 | 14.9 |
| Element Total CP | | \$382.3 | \$3.9 | \$17.9 | \$0.0 | \$4.3 | \$20.2 | \$428.6 |
| Category Total 801 | | \$382.3 | \$3.9 | \$17.9 | \$0.0 | \$4.3 | \$20.2 | \$428.6 |
| TOTAL PROGRAM | | \$382.3 | \$3.9 | \$17.9 | \$0.0 | \$4.3 | \$20.2 | \$428.6 |

* Represents values less than \$50,000

Numbers may not add due to rounding

B&T AGENCY SUMMARY

| AGENCY | Commitments (\$ in millions) | | | | | | Total All Years |
|---------------------------|---------------------------------|---------|---------|---------|---------|-----------|--------------------|
| | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | |
| TOTAL CBD Tolling Program | \$382.3 | \$3.9 | \$17.9 | \$0 | \$4.3 | \$20.2 | \$428.6 |
| TOTAL Bridges and Tunnels | \$49.0 | \$218.7 | \$449.1 | \$686.7 | \$273.0 | \$1,144.7 | \$2,821.2 |
| TOTAL B&T | \$431.3 | \$222.7 | \$466.9 | \$686.7 | \$277.3 | \$1,164.9 | \$3,249.8 |

* Represents values less than \$50,000

Numbers may not add due to rounding

All Agency Summary

| AGENCY | Commitments (\$ in millions) | | | | | | Total All Years |
|------------------------------------|---------------------------------|-----------|------------|-----------|-----------|------------|--------------------|
| | 2020 | 2021 | 2022 | 2023 | 2024 | Post 2024 | |
| TOTAL New York City Transit | \$1,019.2 | \$2,358.0 | \$7,305.9 | \$4,631.0 | \$2,993.4 | \$15,637.7 | \$33,945.2 |
| TOTAL Long Island Rail Road | \$526.9 | \$382.3 | \$775.7 | \$569.7 | \$268.8 | \$919.1 | \$3,442.6 |
| TOTAL Metro-North Railroad | \$46.0 | \$499.5 | \$689.0 | \$427.1 | \$539.3 | \$1,203.3 | \$3,404.2 |
| TOTAL MTA Bus Company | \$0.0 | \$77.1 | \$249.6 | \$289.4 | \$36.5 | \$186.6 | \$839.2 |
| TOTAL MTA Interagency | \$13.3 | \$6.6 | \$16.4 | \$53.2 | \$20.2 | \$86.7 | \$196.5 |
| Core Subtotal | \$1,605.5 | \$3,323.6 | \$9,036.6 | \$5,970.4 | \$3,858.2 | \$18,033.4 | \$41,827.6 |
| TOTAL Major Projects and Expansion | \$304.7 | \$2,349.3 | \$756.2 | \$151.4 | \$103.9 | \$6,689.1 | \$10,354.6 |
| TOTAL 2020-2024 CPRB PROGRAM | \$1,910.2 | \$5,672.9 | \$9,792.8 | \$6,121.8 | \$3,962.1 | \$24,722.4 | \$52,182.3 |
| TOTAL Bridges and Tunnels | \$49.0 | \$218.7 | \$449.1 | \$686.7 | \$273.0 | \$1,144.7 | \$2,821.2 |
| TOTAL CBD Tolling Program | \$382.3 | \$3.9 | \$17.9 | \$0.0 | \$4.3 | \$20.2 | \$428.6 |
| TOTAL 2020-2024 CAPITAL PROGRAM | \$2,341.5 | \$5,895.6 | \$10,259.7 | \$6,808.5 | \$4,239.4 | \$25,887.3 | \$55,432.0 |

* Represents values less than \$50,000

Numbers may not add due to rounding





**CAPITAL
PROGRAM**

mta.info/capital