

MTA Capital Program

2010-2014



Amendment as approved by the MTA Board May 24, 2017

Amendment as approved by the CPRB July 31, 2017



Metropolitan Transportation Authority

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

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

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

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

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

On July 28, 2014, the MTA Board approved an amendment to the CPRB 2010-2014 Capital Program. This amendment reallocated the budgets of select program elements primarily to reflect revised project estimates for work in the Disaster Recovery Repair and Mitigation, i.e., “Sandy,” programs. In addition, several elements in NYCT’s program were adjusted to reflect new projects or revised project estimates. The overall CPRB portion total of \$31.849 billion remained unchanged. That program was deemed approved on September 3, 2014. That amendment did not include Bridges and Tunnels, so the total program remained \$34.801 billion, which is its current level.

Proposed Program Amendment

The proposed amendment reduces the overall MTA capital program from \$34.801 billion to \$32.021 billion. The proposed amendment contains (1) overall reductions to the MTA Security and Disaster Recovery projects primarily due to adjusting the Sandy program to match funding assumptions; (2) a transfer of surplus funds from Bridges and Tunnels’ 2010-2014 Capital Program to its 2015-2019 Capital Program to support Open Road Tolling; (3) administrative scope transfers of \$464 million from the 2015-2019 Capital Program to consolidate work and budgets for East Side Access (ESA) and Regional Investments in the 2010-2014 Capital Program; (4) modifications to ensure the timing of projects and budgets reflect updated assumptions; and (5) identification of elements with 10% issues which require CPRB approval.

Table I summarizes the proposed changes to the 2010-2014 Capital Program. All agencies, with the exception of Bridges and Tunnels, last had their programs amended in July 2014. The Bridges and Tunnels portions of the program, including Core and Sandy, were last amended by the MTA Board in July 2013.

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

Program	July 2014 Approved Program	Proposed Program	Change
Core Capital Program			
New York City Transit	\$11,642	\$11,375	(\$267)
Long Island Rail Road	2,314	2,343	30
Metro-North Railroad	1,544	1,533	(10)
MTA Bus	297	297	0
MTA Wide Security/Disaster Recovery Program (CPRB Agencies)			
• MTA Police Department/MTA-Wide Security	335	338	3
• Disaster Recovery – Restoration	3,977	3,951	(26)
• Disaster Recovery – Mitigation	5,674	2,848	(2,826)
MTA Interagency	202	223	21
Core Subtotal	\$25,984	\$22,908	(\$3,076)
Network Expansion Projects	5,865	6,329	464
Total 2010-2014 CPRB Program	\$31,849	\$29,237	(\$2,612)
Bridges and Tunnels (last amended July 2013)	2,078	2,018	(61)
MTA Disaster Recovery Program - Bridges and Tunnels (last amended July 2013)			
• Disaster Recovery – Restoration	778	621	(157)
• Disaster Recovery – Mitigation	96	145	49
Total 2010-2014 Capital Program	\$34,801	\$32,021	(\$2,780)

Numbers may not total due to rounding

MTA-Wide Security/Disaster Recovery Program adjustments. Superstorm Sandy (Sandy) Restoration and Mitigation Program Reductions are reduced as part of this amendment. The MTA is balancing program needs with available funding while maintaining its commitment to advance

priority (essential) projects. The core restoration program is reduced by \$26 million and the core mitigation program is reduced by \$2.826 billion. These changes include the establishment of several reserves at New York City Transit, the Long Island Rail Road and Metro-North Railroad totaling \$240 million to address risks that might emerge for restoration projects which are in design or construction. The Bridges and Tunnels Sandy program is reduced by a total of \$107 million from the \$874 million approved by the Board in July 2013. In addition to these Sandy program changes, there is an increase to the MTA-Wide Security program due to an overrun in a NYCT security project requiring the transfer of \$2.6 million from the NYCT core program.

Bridges and Tunnels Program Transfers. Bridges and Tunnels is transferring a total of \$90 million from the 2010-2014 Capital Program to the 2015-2019 Capital Program to support enhanced priority investments in Open Road Tolling. Net of a prior \$30 million increase to the Bridges and Tunnels 2010-2014 Capital Program, the proposed reduction of the Bridges and Tunnels 2010-2014 Capital Program is \$61 million.

Scope transfers from the 2015-2019 Capital Program for ESA and Regional Investments. Transfers are being made to assemble certain similar budgets in the 2010-2014 Capital Program. MTA Capital Construction is transferring a total of \$464 million in scope previously budgeted in the 2015-2019 Capital Program. The transfers do not change the overall multi-capital program budgets for ESA (\$10.178 billion) or Regional Investments (\$758 million). The scope transfers are funded using \$464 million of surplus sources resulting from agency efficiency reviews of projects within this 2010-2014 and other MTA capital programs. \$399 million is coming directly from agency transfers with an additional \$65 million coming from other funding surpluses.

Revisions to Reflect Project Cost, Schedule and Other Project Changes. The amendment identifies project changes reflecting timing, phasing opportunities and revised estimates at completion of planned commitments. Changes are highlighted in the agency sections of this document. Agencies have also transferred budgets to the MTA Interagency Small Business Mentoring Program project to contribute to the administration of this critical MTA program.

Agency Element 10% Issues. Pursuant to the Public Authorities Law, increases to agencies' elements greater than 10% require approval of the CPRB in order to be progressed. The individual agency sections show those elements that grow by greater than 10% versus the last CPRB-approved amendment. (The July 2014 Program Amendment was deemed approved by the CPRB in September, 2014.) Bridges and Tunnels is not subject to this provision.

Availability of Funding

Since the MTA Board approved amendment in July 2014, the overall program size has decreased by \$2.780 billion (see Table II), reflecting changes in the fund sources highlighted on the table and described in the following narrative.

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

Program Funding	July 2014 Approved Program	Proposed Program	Change
Federal Formula, Flexible/CMAQ and Misc.	\$5,827	\$5,544	\$(283)
Federal High Speed Rail	295	295	0
Federal New Starts	0	1,257	1,257
Federal Security	221	193	(28)
MTA Bus Formula /City Match	148	132	(16)
City Capital Funds	762	729	(33)
State Assistance	770	770	0
MTA Bonds	12,703	11,772	(931)
Other	1,472	1,746	274
Federal / Insurance Reimbursement For Hurricane Damage	8,732	5,960	(2,772)
MTA Bonds for Hurricane Damage	758	758	0
Storm Recovery/Mitigation PAYGO	160	81	(79)
Total CPRB Program	\$31,849	\$29,237	\$(2,613)
Bridges and Tunnels Dedicated Funds (program last amended July 2013)	2,079	2,018	(61)
Bridges and Tunnels Hurricane Damage Bonds and PAYGO	175	384	209
Bridges and Tunnels Federal / Insurance Reimbursement For Hurricane Damage	699	382	(316)
Total 2010-2014 Program	\$34,801	\$32,021	\$(2,780)

Numbers may not total due to rounding

Federal Formula, Flexible and Miscellaneous **(\$283 million)**

Available MTA federal formula/flexible funding allocations previously planned for the 2010-2014 Capital Program are transferred to fund projects in the 2015-2019 Capital Program (\$231 million), offset by an equal amount of MTA local funding transferred from the 2015-2019 Capital Program to support projects in this program. This swap of funding is offset by the addition of \$5.2 million in flexible Surface Transportation Program (STP) and miscellaneous funding for Metro-North Railroad (including \$1.8 million for Metro-North’s overhead bridge initiative), and \$9.2 million in discretionary federal funding for the Enterprise Asset Management and Wheel Analytics projects in New York City Transit.

The federal formula plan assumption was reduced by \$57 million and offset by MTA pay-as-you-go (PAYGO). (See “Other” below). Finally, planned MTA-wide federal flexible funding is reduced (\$9 million) to the actual receipt amount; this reduction is offset by an increase of \$9 million in previously unplanned asset sale proceeds.

Federal High Speed Rail **No Funding Change**

This category of the funding plan remains unchanged.

Federal New Starts **\$1.257 billion**

The proposed amendment transfers \$1.257 billion in FTA New Starts grant funds in the 2005-2009 funding plan for East Side Access (\$836 million) and Second Avenue Subway (\$422 million) to the 2010-2014 Capital Program, with a corresponding transfer of MTA local funds to the 2005-2009 Capital Program. This swap of funds matches the usage of these funds for these “mega-projects,” and does not change the overall amount of New Starts funds allocated to these projects in their respective Full Funding Grant Agreements.

Federal Security **(\$28 million)**

The federal security funding assumption for the capital program is reduced due to the transfer of \$28 million in funding from the MTA operating budget to support these initiatives.

MTA Bus Federal Formula/Match **(\$16 million)**

Local match from the City of New York to support federal funding for MTA Bus re-categorized as “City Capital Funds,” per below.

City Capital Funds **(\$33 million)**

The proposed amendment adds \$16 million in City match to federal discretionary grant funds for MTA Bus, re-categorized from “MTA Bus Federal Formula/Match.” The City Capital Funds category is reduced by \$49 million, \$46 million of which is re-categorized as “Other,” reflecting the receipt of planned proceeds from the sale of assets. The remaining \$3 million reduction reflects the transfer of 2010-2014 City discretionary capital funds to the 2005-2009 Capital Program, in exchange for \$3 million in asset sale proceeds transferred from the 2005-2009 Capital Program. Overall, the total amount of City of New York funding available to the 2010-2014 Capital Program is unchanged by these actions.

New York State Assistance **No Funding Change**

This category of the funding plan remains unchanged.

MTA Bonds **(\$931 million)**

The proposed amendment reduces \$1.257 billion in MTA bonds via a transfer to the prior capital program in exchange for New Starts funding previously planned in the 2005-2009 Capital Program, to match the timing of work supporting the East Side Access and Second Avenue Subway projects. Overall, the total amount of MTA bonds available to East Side Access and Second

Avenue Subway is unchanged by these actions. This reduction to MTA Bonds is offset by a \$231 million transfer from the 2015-2019 Capital Program in exchange for federal funds and \$55 million transferred from prior capital programs (achieved through efficiency savings) to support 2010-2014 initiatives. Finally, \$40 million is restored from funds borrowed temporarily in support of February 2017 amendment budget transfers, which are now fully funded within the 2015-2019 capital program.

Other **\$274 million**

Funds from the MTA operating budget totaling \$28 million are transferred to the 2010-2014 Capital Program to support the capital security program, offsetting the federal funding plan (as noted above). Additions also include \$183 million of available MTA local funding transferred from prior Capital Programs and from the 2015-2019 Capital Program. Additions also include \$55 million from the sale of MTA properties; \$2 million from Columbia University to support NYCT's 168th Street Station project; and \$3 million in West Side Rail Yard proceeds transferred from the 2005-2009 Capital Program to offset the transfer of 2010-2014 City discretionary funds supporting NYCT projects in the 2005-2009 Capital Program. An additional \$0.2 million in Connecticut DOT funding is added to the program envelope to support Metro-North Railroad's upgrade of the telephone interconnection system on the New Haven line.

Finally, an additional \$3 million in B&T dedicated funds is added to MTA Interagency to support the administration of the Small Business Development Program (SBDP).

Bridges and Tunnels Dedicated Funds **(\$61 million)**

The proposed amendment transfers \$58 million in efficiency savings from the B&T 2010-2014 Capital Program to support initiatives in the proposed 2015-2019 Capital Program. An additional \$3 million is transferred to MTA Interagency to support B&T's administrative share of the Small Business Development Program.

Sandy Recovery Funds

(\$2.958 billion)

The proposed amendment reduces the funding previously planned for Sandy projects by \$3.2 billion (\$2.85 billion for the CPRB agencies, \$0.3 billion for B&T), to align budgets with allocated funding for repair/recovery and resiliency from the Federal Transit Administration/FTA (CPRB agencies) and the Federal Emergency Management Agency/FEMA (B&T). However, the remaining federal, insurance and MTA local funds (including MTA/TBTA bonds and PAYGO) fully support each agency's highest priorities, including all "mission critical" and/or vulnerable assets.

Additionally, \$209 million in PAYGO Capital (\$154 million) and bonds (\$55 million) are added from B&T's other approved capital programs to support ongoing repairs at critical B&T facilities.

DISCUSSION OF AGENCY PROGRAMS

MTA New York City Transit

This proposed amendment adjusts New York City Transit's (NYCT) 2010-2014 Capital Program from \$11.642 billion (the level in previous amendments approved by the Board in July 2013 and July 2014) to \$11.375 billion. The net reduction mainly reflects the transfer of \$265 million -- a result of agency review of projects to identify surplus funds and efficiencies -- to other program needs, including \$254 million to the Network Expansion portion of this capital program and \$11 million to support new projects at LIRR Penn Station, which was approved by the MTA Board in February 2017. Other administrative transfers and receipt of new funds account for the remaining net \$2 million decrease.

Other adjustments generally reflect refined project scopes and cost estimates, bid experiences, schedule changes, and market conditions since the last update to the Board. To better align project budgets with implementation schedules, planned projects and other priorities, this amendment also reschedules some projects to future capital programs. This amendment also reflects the addition of new projects, including some that were added in previous Board actions, as well as several that are proposed now.

A number of projects are newly listed as a result of administrative transfers from certain existing projects, as a means of better budget control and transparency. Though now listed as independent projects, such work was already contemplated and budgeted within the previously approved program. In some cases, such as the mainline track and switch program, projects have been split out to identify specific scopes and/or locations, whereas previously such work was budgeted in either mainline track or mainline switch programmatic reserves. In other cases, administrative split-outs are made to increase transparency and reflect anticipated contract packaging, including the transfer of scope from selected projects to packages that are being implemented under the Small Business Development Program (SBDP). The most numerous examples of these administrative split-outs are in the station components, depots, and Help Point programs, but similar split-outs can be found in almost every category of the program.

Table III summarizes the proposed changes by category and the following narrative highlights the major changes in each of NYCT’s program areas.

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

Category	July 2014 Approved Program	Proposed Program	Change
Subway Cars	\$1,020.4	\$1,025.4	\$5.0
Buses	1,426.9	1,420.7	(6.2)
Passenger Stations	2,225.5	2,243.9	18.4
Track	1,477.3	1,484.9	7.6
Line Equipment	320.2	306.8	(13.5)
Line Structures	468.9	446.3	(22.7)
Signals and Communications	2,793.4	2,677.6	(115.8)
Power	229.7	169.7	(60.0)
Shops and Yards	263.2	218.6	(44.6)
Depots	470.4	425.9	(44.5)
Service Vehicles	128.8	119.3	(9.5)
Miscellaneous	718.2	736.9	18.7
Staten Island Railway	98.9	99.3	0.3
<i>New York City Transit Total</i>	\$11,642.0	\$11,375.2	(\$266.8)

Numbers may not total due to rounding

Subway Cars

\$5 million

The increase in the category is a result of a need for additional consultant construction management for the purchase of 300 “B” Division (R179) railcars to review engineering changes.

Buses

(\$6 million)

The net decrease of this category reflects two changes. One is the rescheduling of a portion (\$12 million) of the farebox component replacement project to the 2015-2019 Capital Program to better align budgets with construction and expenditure timelines. Partially offsetting this, the other change reflects a new federal grant (\$6 million) for the Bus Integrated Asset Management Planning

System project. In addition, several projects are administratively split out to reflect contract packaging.

The amendment also reflects a 2014 Board-approved change to advance the purchase of 72 standard buses into the 2010-2014 Capital Program, offset by the transfer of the purchase of 25 articulated buses from the 2010-2014 Capital Program to the 2015-2019 Capital Program. A total number of 2,166 buses are purchased in this program, including 1,127 standard, 390 express, and 649 articulated buses.

Passenger Stations

\$18 million

The overall increase in this category mainly is driven by needs in the Station Work element, which has the greatest number of individual project changes. This increase is largely offset by savings in the other elements of the category. A significant number of new projects in this category are now included in the program as a result of administrative split-outs from existing projects.

The Station Work element contains the station renewal and station component repair projects. The element's net increase of \$85 million consists of decreases in station renewal projects (\$4 million), increases in station component projects (\$84 million), and increases in other projects within the element (\$5 million).

Collectively, station renewal projects experienced a net decrease of \$4 million. Three groups of renewal projects have increases: seven stations on the Culver line (\$12 million) and six stations on the New Lots line (\$16 million), both due to added steel repair needs identified after award, and four stations on the Pelham line (\$19 million) due to additional platform work and increased support cost needs. Offsetting these increases are savings in other renewal projects, including: nine stations on the Sea Beach line (\$34 million) due to refined scope, actual bid results, and the split-out of a project for hard rail track panel work, six stations on the Liberty line (\$14 million) due to bid results and refined support cost estimates, and five stations on the Myrtle line (\$4 million) due to closeout savings.

When the 2010-2014 Capital Program was initially approved, the station component program was budgeted in annual reserves totaling \$360 million. Since that time, specific project locations and scopes of work have been identified based on a system-wide station condition survey and engineering assessments during the project scoping and design process. At the time of the previous program amendment, \$220 million of the annual reserves had been administratively split out into over 40 location-specific projects, leaving \$140 million in the reserve. This amendment completes the split out of projects from the reserve. Over 50 more projects are now split out, either directly from the reserve or by further subdividing other projects that previously were split out from the reserve. These administrative split-outs reflect anticipated contract packaging, including a number of projects awarded through the SBDP.

The total value of the new component projects appearing in this program amendment is \$218 million (including wholly new projects, as well as projects previously listed for design that are now funded for construction). These new projects are funded in part by reprogramming funds from the \$140 million reserve, as well as splitting out funds of \$49 million from previously-named projects for the 6th Ave., Astoria, Broadway, Canarsie, Eastern Parkway, and Fulton lines. As a result, there is a net increase of \$29 million to the station component program due to the establishment of location-specific projects. This increase is partly due to added stations and scope of work on the Broadway and Crosstown lines to take advantage of station closures during Sandy repairs, as well as an added station to address emerging needs on the Broadway-7th Ave. line.

There is also a net increase of \$55 million in previously established station component projects, bringing the total increase in the station component program to \$84 million. The largest such increase is in the Jamaica line project (\$42 million) due to added structural steel and other scope refinements, and reflecting actual bid results. There are also increases in projects for the Lexington Ave. line (\$9 million), Culver line (\$8 million), 4th Ave. line (\$5 million), Queens Boulevard line (\$5 million), and the 149th St.-Grand Concourse complex (\$2 million), which reflect refined estimates, bid results, and/or field conditions identified during construction. Partially offsetting these increases are decreases in established projects for the Eastern Parkway line (\$2 million), Broadway-7th Ave. line (\$1 million), and Nassau line (\$1 million). Additional offsetting reductions total close to \$10 million because work at some stations on the Brighton, Flushing, Fulton,

Nostrand, and Canarsie lines must be rescheduled to future capital programs, primarily due to difficulties in scheduling track access.

The remaining projects in the Station Work element have a net increase of \$5 million. The ceiling repair project at 168th and 181st Streets on the Broadway-7th Ave. line (\$5 million) required material changes and additional tile work. The Smith-9th Streets rehabilitation project (\$3 million) has experienced an extended contract closeout period. The project at Pelham Bay Park (\$2 million) required additional platform and canopy work and increased support cost needs. Partially offsetting these increases is savings in the station painting program (\$4 million). Additional location-specific painting projects have been administratively split out of the Station Painting reserve project, and the reserve retains \$10 million that remains to be split out.

The Fare Collection element decreases by \$42 million. The primary decrease is from the project to replace MetroCard system components (\$57 million); a portion of this work is transferred to the 2015-2019 Capital Program in order to maintain present systems in good repair while the transition to a new fare payment system is being developed. Offsetting this is a \$15 million increase due to the revision of NYCT's strategy for the Passenger Station Local Area Network (PSLAN) program. The revised strategy provides wired PSLAN infrastructure at a greater number of stations in service of the new fare payment system and other applications. Reflecting this change, the PSLAN projects in this element have a net increase of \$56 million, of which \$41 million is provided via a transfer of funds from the new fare payment system project.

Elevator and escalator replacement project costs decreases by a net \$8 million. The most notable change is a reduced estimate due to repackaging of a project to replace 10 hydraulic elevators. During design, the work for the three elevators at Grand Central-42nd St. on the Lexington Ave. line was split out to its own project in order to coordinate with other work at Grand Central. The estimate for the remaining seven elevators in the original project also decreases by another \$9 million. Partially offsetting this is an increase in a project to replace three escalators in Southern Manhattan (\$2 million), primarily due to delays during construction stemming from Superstorm Sandy.

ADA projects have an overall decrease of \$15 million. Examples include closeout savings (\$2 million) at Forest Hills-71st Ave. on the Queens Boulevard line, and savings of \$3 million based on bid results and refined support estimates at Ozone Park-Lefferts Boulevard on the Liberty Ave. line. Two ADA projects associated with the station renewal contract on the Sea Beach line retain approximately the same overall value, with a \$9 million decrease at the New Utrecht Ave. / 62nd St. complex offsetting an increase of \$9 million at 8th Ave., based on a refined apportionment of costs. Two other projects now in design have refined estimates indicating higher support costs; the full needs of these projects are being supported by both the 2010-2014 and 2015-2019 capital programs. These projects are 57th St.-7th Ave. on the Broadway line, which decreases in the 2010-2014 Capital Program by \$8 million, and 68th St.-Hunter College on the Lexington Ave. line, which in the 2010-2014 Capital Program has no change.

In the Other Station Improvements element, the Grand Central Access Improvements project increases by \$4 million, largely to extend Grand Central Terminal finishes into a new subway staircase. Notable savings in this element include a scrubber room drainage project (\$1 million) because one location was no longer needed and the 2012 Station Condition Survey (\$2 million) realized at closeout for lower support costs.

Track **\$8 million**

The increase in this category primarily reflects a reallocation of funding from mainline switches (\$15 million reduction) to mainline track (\$22 million increase), including an offsetting decrease from the yard track and switch program (\$7 million; also discussed in the Shops and Yards section), to address the highest priority needs system-wide. The amendment also reflects the split-out of additional location-specific projects for 2013 and 2014, and funding has been transferred into those projects from the annual programmatic reserves. This will allow for better planning, oversight, and evaluation.

Line Equipment **(\$13 million)**

All elements in this category decreased, including \$5 million for tunnel lighting, \$5 million for ventilation facilities, and \$3 million for pumping facilities.

Projects to rehabilitate tunnel lighting from 4th Ave. to Church Ave. on the Culver line (\$3 million) and the 11th St. portal to Queens Plaza on the Queens Boulevard line (\$1 million) experienced savings during construction closeout.

Two projects for new ventilation plants experienced savings: 46th St. on the Queens Boulevard line due to favorable bids (\$4 million) and Mulry Square on the 8th Ave. line during closeout (\$2 million). These were partially offset by an increase in a ventilation control project (\$1 million) due to scope refinement.

A project to rehabilitate pump rooms at two locations in Manhattan experienced substantial savings due to finalization of scope and locations (\$7 million), and a project to rehabilitate deep wells on the Crosstown line (\$1 million) yielded savings during closeout. Partially offsetting these savings are the increase of a project to rehabilitate four pump rooms on the Pelham, Jerome, and Lenox Ave. lines to accommodate flood resiliency design changes (\$2 million) and the advancement of a priority project to rehabilitate pump rooms at two locations in coordination with Sandy restoration work in the Steinway Tube (\$3 million).

Line Structures (\$23 million)

This category's decrease largely reflects the reprogramming of certain scope for implementation in future capital programs or in favor of more efficient approaches, as well as savings achieved during project closeouts. Some of this decrease is offset by a number of new needs.

One overcoat painting project on the Culver line is moved from this capital program to the 2015-2019 program (\$51 million) to better align funding with the anticipated construction schedule; the project was delayed due to track access conflicts with ongoing station renewal projects. Savings have been achieved for numerous projects during the closeout phase (\$19 million), including overcoat projects on the Jamaica, Brighton, and Broadway-7th Ave. lines, and structural repair and rehabilitation projects on the Jamaica and Rockaway lines, at 148th St. Yard, and in the Steinway Tube. The project for flood mitigation at six locations in Manhattan (\$5 million) is removed because resiliency projects in the Sandy program will accomplish similar objectives.

Partially offsetting these savings are the additional needs of several projects. The estimate for structural rehabilitation of the 4th Ave. line increased during the design phase and included additional structural steel and other needs (\$16 million). Unfavorable bids and greater support needs resulted in increased costs for the rehabilitation of the Sea Beach line retaining wall (\$8 million), column repairs on the West End line (\$4 million), and overcoat painting on the Canarsie line (\$3 million). During construction, additional repairs were required for the portal / abutment repair project on the Broadway-7th Ave. line (\$6 million) and the Culver Viaduct Rehabilitation Phase 3 project (\$3 million). Also, the overcoat painting project on the White Plains Road line incurred higher costs because the contract had to be terminated and the remaining work awarded separately (\$6 million). Lastly, new projects were added to advance overcoat painting scope on the Dyre Ave. line from the 2015-2019 Capital Program in order to take advantage of efficiencies by coordinating with nearby station and signal work (\$4 million), and also to repair a collapsed ventilator wall on the Pelham line (\$1 million).

Signals and Communications

(\$116 million)

The Signals element of this category decreases by \$38 million and the Communications element decreases by \$79 million.

A number of signals projects experienced savings. Notably, the modernization of W. 4th St. interlocking on the 6th Ave. line (\$54 million) has achieved significant savings due to favorable bid results. Other reductions are due to refined cost estimates, including Phase 1 of CBTC on the Queens Boulevard line West (\$6 million) and Signal Key-By Circuit Modification Phase 3 (\$1 million). Several projects yielded savings during closeout, including the Church Ave. interlocking rehabilitation (\$7 million), two signal line control modification projects (\$2 million), projects to replace solid state signal equipment (\$3 million) and a stop cables project (\$2 million), and station time signal enhancements on the Lexington Ave. line (\$2 million). Also, the 71st Ave. and Union Turnpike interlockings project is reduced (\$13 million), reflecting the elimination of reserves that are no longer needed. Lastly, two projects are removed from the capital program, including a messenger brackets project on the Brighton line (\$1 million) because the work will be performed by an existing project in the 2015-2019 Capital Program and the design of the Jay St. interlocking

modernization (\$7 million), which is postponed to a future capital program when track access is available for construction of the project.

Various signals projects have budget increases. Of note, the CBTC Flushing Support/Removals project increase primarily reflects the impact of Sandy projects on the schedule, coordination with railcar delivery schedules, and the review of track access requirements, and the re-phasing of the project's scope (\$34 million). Likewise, the modernization of two interlockings on the Dyre Ave. line has a \$12 million increase due to a reevaluation of track access needs and service plans during construction, which resulted in higher support costs. Additional repair needs identified during construction also resulted in an increase for duct rehabilitation and negative cables in the Steinway tube (\$4 million). The CBTC Supplier Interoperability project increased in order to fund its construction phase (\$4 million); previously only design was funded.

The amendment also reflects funding of new needs, including the AC-to-DC line relay conversion project on the Fulton line to extend the life of existing signals (\$5 million) and initial design for the modernization of four interlockings on the 6th Ave. line (\$3 million); construction of these interlockings will be funded in a future capital program so as not to conflict with work being undertaken in this program.

The Communications element has savings primarily because of the transfer of certain scope to better coordinate with related planned work in other capital programs. The Public Address/Customer Information Screen project is reduced (\$19 million) because a portion of the work is being done by a companion project in the 2005-2009 Capital Program. The construction phase of the PBX Upgrade Phase 1 project (\$21 million) is transferred to the 2015-2019 Capital Program, and is combined with Phase 2 that was already included in that program. Based on system-wide a reassessment of their needs, the Communications Room HVAC Upgrade Phase 3 project (\$27 million) and the construction phase of the Antenna Cable Upgrade/Replacement Phase 1 project (\$11 million) are removed from the capital program; priority work will be handled under related projects in the 2015-2019 Capital Program.

Other communications projects with savings include VHF Radio System Upgrade (\$13 million), Communication Room Upgrade/Expansion Phase 1 (\$2 million), and Communication Room Waterproofing (\$6 million), all based on bid results and refined support estimates. Police Radio Time Domain Interference has savings (\$5 million) based on a revised technical solution. Also, funding has been reallocated among the three Copper Cable Replacement projects in the program, based on actual costs of construction, resulting in a net decrease of \$1 million. Partially offsetting these savings, however, there are increases in Hydrogen Gas Ventilation at 19 Communication Rooms (\$5 million) based on bid results and refined support estimates, and in Application Cutover to SONET Phase 1 (\$3 million) based on a refined scope and estimate. In addition, the Help Point: 93 Stations project has an increase of \$6 million based on a refined scope and estimate, including additional scope for network connectivity. Another Help Point project that addresses 70 stations has several administrative split-outs to award specific locations via the SBDP, as well as a net scope increase of two locations to take advantage of construction synergies with other projects, but no net budget change.

Several new projects are added to the element. There is a new Track Intrusion Detection System Pilot project (\$5 million) to test new safety and security technologies. Design funding is added for the upgrade of the asynchronous fiber optic network to SONET (\$2 million); construction is funded in the 2015-2019 Capital Program. A project for PSLAN at three stations (\$2 million) is added to coordinate with Superstorm Sandy repairs of the Crosstown Line, and funding is also reallocated between existing PSLAN projects. Lastly, a project to upgrade the agency-wide SAN system (\$2 million) is added to complement work under a companion project in the Miscellaneous category.

The Integrated Service Information and Management – “B” Division (ISIM-B) project is being implemented in several discrete modules that will be awarded separately; its budget is administratively split out to separate projects to reflect this approach. Also, split out from ISIM-B is \$20 million to commence the B-Division’s Beacon real time train arrival project; this is part of an overall \$90 million multi-plan effort to provide station real time train arrival information to customers on lettered lines in advance of completion of the full ISIM-B initiative. Further work to

complete both ISIM-B and the Beacon system is included in the proposed 2015-2019 Capital Program amendment.

Power **(\$60 million)**

The Substations element has a net savings of \$12 million. This includes savings in the Central Substation project (\$6 million) because some of the work was handled by in-house forces under the separate power cable ducts project and savings in three projects to repair underground substation hatchways (\$7 million) based on refined estimates, good bids, and closeout savings. Partially offsetting these savings is a \$1 million increase across various projects to rehabilitate substation roofs and enclosures via the SBDP.

The Power Distribution element has a total reduction of \$48 million. Various circuit breaker house project budgets decreased because of good bids or savings achieved at closeout (\$8 million). The Lenox Ave. duct bank repair project and an associated cable work achieved savings of \$5 million across both projects due to closeout savings. The Joralemon / Central Substation power cable duct repair project achieved savings of \$9 million, based on finalization of the locations and scope and funded under this project. The Emergency Telephones and Emergency Alarms projects (\$27 million) are removed from this capital program, and initial rollout is being reprogrammed in the 2015-2019 Capital Program to better reflect anticipated construction schedules of the work.

Shops and Yards **(\$45 million)**

The overall decrease in this category mainly relates to the 207th St Overhaul Shop Air-Conditioning project. Two projects for the purchase of cranes are administratively split out from this project, and the balance of the project is removed from the capital program, resulting in a net decrease of \$48 million. This portion of the project is being reprogrammed in the 2015-2019 Capital Program to better align budgets with construction and expenditure timelines. Other major decreases reflect savings in a shop equipment replacement project (\$5 million) based on a refined scope of work and a net decrease in the yard track and switch program (\$7 million), which is mainly to offset needs in the mainline track and switch program

Based on field conditions identified during construction, there are increases in the Jerome / Pelham yard lighting project (\$5 million) and the 207th St. Maintenance Shop DC Power Upgrade project (\$2 million). The 180th St Maintenance Shop Waterproofing project increases (\$5 million) to reflect the full cost of construction; previously, only preliminary engineering was funded. Also, a \$5 million project is added for wheel and rail monitoring and analytics, reflecting new funding from a federal grant to research and pilot new technologies. Various other projects have small budget refinements and/or have been administratively split out to facilitate construction awards and management.

Depots (\$44 million)

The general decrease in this category reflects favorable bid experience, scope and estimate refinement, and removal of projects not needed or able to be implemented in this period.

Reflecting favorable bid results, the bus radio replacement project realized significant savings (\$29 million). In other reductions, a project for environmental and site preparation work at the 126th St. Depot (\$5 million) is removed from the program because of a pending decision to vacate the site. A project to upgrade NYCT's automated fuel management systems (\$3 million) is reprogrammed in the 2015-2019 Capital Program to better align with the anticipated construction schedule. Miscellaneous property acquisition (\$9 million) had been intended primarily to acquire property for the reconstruction of Jamaica Depot, but this need will instead be addressed in the Jamaica: New Depot Phase 1 project. Three projects are removed because they are unable to be implemented as originally planned: Property Purchase: Kingsbridge Depot (\$5 million), Camera Enforcement System Pilot (\$4 million), and Department of Buses Facility at St. George Terminal (\$4 million).

Partially offsetting these reductions are project increases based on refined estimates and/or project awards. Notable project increases include: Manhattanville Comprehensive Façade Repairs (\$12 million) after a thorough evaluation revealed more extensive condition issues; Bus Rapid Transit project (\$6 million) for the advance purchase of equipment to support Select Bus Service route conversions in the 2015-2019 Capital Program; and Upgrade of HVAC systems at Yukon Depot (\$3 million) based on the actual cost of construction.

The amendment also has administrative split-outs of numerous projects reflecting the identification of specific scopes and/or locations of work and contract packaging including award of contracts under the SBDP. The following projects have been divided into various smaller projects, sometimes with net budget changes incorporated in the split-out: In-house Mini-Rehabilitation at various depots (no significant net budget change), Paint Booth Air System at six depots (net savings of \$7 million due to refinement of scope), Bus Washers at five depots (net reduction of \$2 million due to good bid savings), and Depot Equipment Replacement (net increase of \$2 million due to a refined scope and estimate for one of the split out projects for the replacement of oil/water separators).

Service Vehicles **(\$9 million)**

The net decrease in this category primarily reflects the reprogramming of design for several projects into the 2015-2019 Capital Program, consolidating the design with the construction portions of each project budget. There is also a modest reduction in the total number of non-revenue rubber tire vehicles purchased in the program, reflecting actual needs.

Miscellaneous **\$19 million**

This category includes various projects that support the overall capital program including insurance, engineering services, scope development, programmatic reserves, and other program support projects. Its net increase (\$19 million) reflects increased allocations for various program support offset by decreases in facility work.

The net increase (\$35 million) in the Miscellaneous and Engineering Services elements mainly reflects an increase in resources to support projected and ongoing needs of the program. Notable increases include support for general orders (\$16 million), scope development (\$16 million), and new projects to support for initial planning of non-federally funded aspects of the Superstorm Sandy program (\$2 million). A number of administrative split-outs are also reflected, such as with a Mentoring Program reserve that is divided into projects for Help Point installation at specific locations.

The Employee Facilities, Environmental and Safety, and Management Information Systems elements reflect a net decrease (\$17 million). The fire alarm project at 207th St. Overhaul Shop increases (\$8 million) to provide fire alarm coverage to additional buildings at the complex. The NYCT-Wide Storage Area Network/Disaster Recovery project increases (\$4 million) for certain equipment not included in the original scope. Bid experience results in increases for the RTO Facilities Hardening program across multiple projects (\$3 million) and the Facility Roof Repair/Replacement Phase 4 project (\$2 million). Last, a new project is added (\$1 million) to upgrade the Penta voice communication system to coordinate with the subway VHF radio system project now underway.

Several projects to upgrade NYCT administrative facilities have changed. The Livingston Plaza repair project increases by \$6 million due to field conditions identified during construction, and two new projects totaling \$4 million are added for HVAC upgrades at the Livingston Plaza data center. Also, the project for perimeter hardening at the Power Control Center and Livingston Plaza is administratively split out, with a net increase of \$3 million. However, the construction phases of the Livingston Plaza emergency generator upgrade project (\$10 million) and power upgrade project at the Rail Control Center and the Power Control Center (\$19 million) are transferred to the 2015-2019 Capital Program, because the work will be awarded in combination with existing 2015-2019 projects at those locations.

Other project reductions and savings partially offset these increases. The project to rehabilitate employee facilities at nine locations on the Crosstown line (\$8 million) will be addressed in a future capital program based on agency priorities. The Automated Fare Control (AFC) Facility project at 8th Ave. on the Sea Beach line (\$2 million) is no longer needed because the location will be used for a different purpose as part of a project in the 2015-2019 Capital Program. The AFC Office Upgrade at four depots project has an administrative split-out with a net reduction of \$3 million because some of the work is handled outside the capital program. Last, the project to address sprinkler alarm systems at 11 employee facilities achieved savings of \$4 million based on scope refinement and bid results.

Staten Island Railway**\$0.3 million**

Generally offsetting changes result in a net increase of only \$0.3 million for this category. Savings for Princes Bay substation (\$2 million) primarily resulted from favorable bid results and the rehabilitation of eight bridges and one culvert had savings at closeout (\$4 million). This was offset by unfavorable bids for one project and cost increases during construction for two projects. A project to replace the SIR's train tracking system with one that includes critical non-reporting block alarms increased due to refined estimates and unfavorable bid results (\$3 million). Additional needs identified during construction required increases to the new Arthur Kill station project (\$1 million) and the station structural repair project (\$2 million).

Elements Exceeding 10 Percent of the Approved Program

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the Capital Program Review Board (CPRB) in order to be progressed. Table IV shows those elements of the program that have grown by greater than 10% versus the last CPRB-approved (July 2014) amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%.

Table IV
MTA New York City Transit Elements with Increases Exceeding 10 Percent
(\$ in millions)

Element	July 2014 Approved Program	Proposed Program	Change
Miscellaneous	\$195.4	\$241.1	\$45.7
Management Information Systems	38.0	44.4	6.4

Numbers may not total due to rounding

MTA Long Island Rail Road

The proposed amendment adjusts the LIRR's 2010-2014 Capital Program from \$2.314 billion (the level last approved by the MTA Board in July 2014) to \$2.343 billion. This \$30 million overall increase primarily reflects the net impact of \$48 million of budget shifts between the 2005–2009 and 2010-2014 Capital Programs less approximately \$17 million - a result of agency review of projects to identify surplus funds and efficiencies - transferred to support new projects at LIRR Penn Station, which was approved by the Board in February 2017. In addition, the LIRR contributed \$1 million for Small Business Development Program administration in the MTA Interagency program.

The proposed amendment for work remaining in the 2010-2014 Capital Program adjusts project budgets to reflect refined scopes and cost estimates, bid experiences, schedule changes, and market conditions since the last update to the MTA Board. Highlights of program adjustments include a reduction in the Passenger Stations category, reflecting a favorable bid for the Wyandanch Parking Facility Project, as well as an increase in the overall Track category, primarily due to additional track renewal in both the Atlantic Avenue Tunnel and the East River Tunnels (ERT). In the Communications and Signals category, an overall reduction in budget reflects administrative adjustments as certain scope and budget elements were moved to other five year capital programs in order to better coordinate project efforts. Creation of a new project, Penn Station Substation Replacement, has resulted in an increase to the Power category. Table V and the discussion that follows summarize the proposed changes to the LIRR's 2010-2014 Capital Program by investment category.

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

Category	July 2014 Approved Program	Proposed Program	Change
Rolling Stock	\$392.7	\$394.8	\$2.1
Passenger Stations	120.1	107.0	(13.1)
Track	846.1	872.9	26.8
Line Structures	142.5	144.3	1.8
Communications & Signals	393.7	382.2	(11.5)
Shops & Yards	118.1	119.8	1.6
Power	130.0	152.9	22.9
Miscellaneous	170.6	169.6	(1.0)
<i>Long Island Rail Road Total</i>	\$2,313.8	\$2,343.5	\$29.7

Numbers may not total due to rounding

Rolling Stock

\$2 million

The LIRR continues to make progress towards replacing the worst performing cars in its aging M-3 fleet with new M-9 electric rail cars. However, the LIRR is not progressing the Alternative Diesel Equipment project (\$37 million) at this time, as the ongoing Network Strategy Study will serve to better inform the LIRR’s future diesel fleet needs. Along with a small amount of other reprogrammed funds, these funds will be used for a new Work Locomotives (\$40 million) project, which will provide for the remanufacture/replacement of the LIRR’s aging work locomotives. Work locomotives serve a crucial role in support of LIRR infrastructure renewal efforts, responding to fall and winter weather conditions along the tracks, and removing disabled train equipment.

Passenger Stations

(\$13 million)

In the Station and Buildings element, Wantagh Station Platform Replacement project’s budget has

been adjusted (\$2 million), due to a slight increase in the cost of project construction. For the Escalator Replacement Project, a budget increase (\$7 million) reflects additional costs involved with replacing six escalators and upgrading to the latest safety features and industry standards. The East Side Access / Grand Central Terminal Support project budget has been reduced (\$8 million), reflecting supplemental elevator scope which was removed from the project. In the Parking element, the budget for the Wyandanch Parking Facility was reduced (\$17 million), based upon a favorable design-build bid. Finally, in the Penn Station element, the project budget for the Penn Station Heating, Ventilation and Air Conditioning project was increased (\$3 million) due to additional construction costs.

Track **\$27 million**

The overall budget for the annual track projects is decreased (\$3 million) due to efficiencies such as maximizing work performed during scheduled track outages. For the Atlantic Branch Half Ties project, a budget increase (\$15 million) allows for additional half-ties to get replaced, addressing the greater than anticipated track deterioration discovered during construction. A budget increase (\$15 million) to the ERT Track Replacement project reflects additional funding for LIRR's contribution to the total replacement of track infrastructure in ERT Lines 3 & 4, which is being undertaken by Amtrak. The budget for Other Track Improvements remains essentially unchanged.

Line Structures **\$2 million**

The Colonial Road Highway Bridge Replacement budget was increased (\$10 million) following an environmental review to accommodate mitigation and design changes associated with replacing this 1897 roadway bridge with a new structure which meets current standards. Favorable budget adjustments (\$10 million) reflect efficiencies and cost savings realized as bridge / viaduct rehabilitation efforts have been completed on the Port Washington Branch, Montauk Branch, Atlantic Branch, and Main Line. A new project (\$2 million) has been added to the program for Post Avenue Bridge Replacement Design. The recent completion of a 30% Design within the 2010-2014 Capital Program allows for the replacement of this bridge to be undertaken as a design-build effort in the 2015-2019 Capital Program. The budget for the ERT Fire & Life Safety project remains unchanged.

Communications & Signals

(\$12 million)

In the Communications Improvements element, the Penn Station Radio Retrofit / ERT Antenna project's budget and scope were moved to the 2015–2019 Capital Program, where the balance of the project's budget and scope resides, for administrative efficiency. This resulted in \$6 million available for other needs in this capital program. Budget adjustments, accompanied by rescheduled scope, in multi-program Communications initiatives, including Fiber Optic Network, Communication Pole Lines, and Radio Coverage Improvements, resulted in an additional \$8 million reduction to this element.

In the Signals Improvements element, \$29 million was shifted to the Speonk to Montauk project from the Positive Train Control (PTC) project to address the support costs for this PTC-related work associated with signaling dark territory on the Montauk Branch. For ease of administration, \$2 million of budget for the Babylon Interlocking Renewal effort was shifted from this capital program to the 2015–2019 Capital Program thereby consolidating all funding for this project. Finally, the budget for the Centralized Train Control (CTC) – Movement Bureau project was increased (\$5 million) based upon additional design and construction scope allowing for the creation of a new CTC operations space within the LIRR's Jamaica Central Control building.

Shops & Yards

\$2 million

In order to address additional building components within LIRR Employee Facilities which are in need of renewal, the budgets for the Hillside Maintenance Facility project and for the Employees Facilities Renewal project have been increased (\$1 million each). Other projects within the Shops & Yards element remain unchanged.

Power

\$23 million

Project budgets for both the replacement of the Port Washington and Richmond Hill Substations have been increased (\$8 million), to reflect additional costs associated with construction. The New Substations project (\$22 million), which was previously included in this capital program, has been rescheduled to occur after a new traction power load study has been conducted. In its place, the high priority Penn Station Substation Replacement (\$38 million) project has been added to the

program. This project will rebuild the LIRR's 1970s-era substation within Penn Station in order to address current and future traction power needs at this very critical location. Other net savings in this element (\$1 million) have resulted from slight efficiencies realized upon completion of various cyclical replacement projects which address third rail components and targeted normal replacement of power assets.

Miscellaneous

(\$1 million)

This category includes various projects that support the overall capital program, including insurance, engineering services, programmatic reserves and other program support projects. The net decrease in this category reflects resources to support projected and ongoing needs of the program. There have been various budget increases including for the Independent Engineer (\$2 million) and Owner Controlled Insurance Program (\$4 million) reflecting actual or projected costs. Other notable increases and decreases in the category include that the project budget was reduced for the Chlordane Remediation – 20 Substations (\$2 million), based upon less remediation work required at these substation sites. In order to address an environmental condition within Speonk Yard, a new project, Speonk Yard Metal Treatment System (\$2 million), has been created. Budget reductions (\$11 million) have been made to the Program Administration, Program Development, and other support projects which are in this category, reflecting both cost savings within these projects, as well as emerging funding needs for other projects.

Elements Exceeding 10 Percent of the Approved Program

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

TABLE VI
MTA Long Island Rail Road Elements with Increases Exceeding 10 Percent
(\$ in millions)

Element	July 2014 Approved Program	Proposed Program	Change
Penn Station	\$11.0	\$14.0	\$3.0
Employee Facilities	10.0	11.0	1.0
Power	130.0	152.9	22.9

Numbers may not total due to rounding.

MTA Metro-North Railroad

The proposed amendment reduces Metro-North's 2010-2014 Capital Program from \$1.544 billion (the level last approved by the MTA Board in July 2014) to \$1.533 billion. This \$10 million overall decrease reflects the net impact of a number of adjustments. Program increases of approximately \$15 million include \$9 million in Metro-North's 2005-2009 Capital Program project closeouts transferred into the 2010-2014 Capital Program, nearly \$2 million contributed from the City of Mount Vernon for investments in overhead bridges, and \$4 million in federal funds have been added. The increases are offset by a transfer of nearly \$24 million to the Network Expansion portion of this capital program, based on agency review of projects to identify surplus funds and efficiencies. In addition there is about \$1 million in small reductions, e.g. for Metro-North's contribution to the Small Business Development Program administration in the MTA Interagency program and Metro-North's contribution to the ESA Biltmore Room project.

The last full program amendment approved by the CPRB in July 2014, adjusted the program to reflect more efficient means of delivering the projects, such as aligning resources for cyclical programs with maintenance activities, expanding windows for track access where possible to improve productivity, and focusing scopes on the critical needs in line with customer benefits. This amendment further refines that program of work to align project budgets with implementation schedules and agency needs, resulting in placing some projects into the next capital program including the first phase of Harlem Line Station Renewal construction and construction of replacement motor alternators at Mott Haven. Planned work in support of Positive Train Control (PTC), such as West of Hudson Signal Improvements and Harlem Line Wayside Communications and Signal systems, which is already underway in this program, but experiencing cost increases, will also continue in the next capital program.

Table VII and the discussion that follows summarize the proposed changes to Metro-North's 2010-2014 Capital Program by investment category.

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

Category	July 2014 Approved Program	Proposed Program	Change
Rolling Stock	\$245.5	\$245.5	\$0.0
Stations	239.9	178.8	(61.1)
Track and Structures	301.0	293.5	(7.6)
Communications and Signals	273.4	300.6	27.2
Power	104.7	109.8	5.0
Shops and Yards	303.1	324.9	21.8
Miscellaneous	76.2	80.5	4.3
<i>Metro-North Railroad Total</i>	\$1,543.8	\$1,533.5	(\$10.3)

Numbers may not total due to rounding

Rolling Stock

\$0 million

The Metro-North investments in this area continue the replacement and modernization of the New Haven Line fleet as M-8 cars continue to be delivered and put into revenue service. The budget for this category remains unchanged.

Passenger Stations

(\$61 million)

In Grand Central Terminal (GCT), critical investments to address the GCT Trainshed and Park Avenue Tunnel continue, along with GCT leak remediation efforts. Metro-North recognized savings in the GCT Trainshed as a result of favorable bids (\$4 million) while the GCT Utilities project was increased (\$6 million) to begin replacement of the fire suppression system, continuing in the 2015-2019 Capital Program. As a result of revised estimates to complete, the GCT Elevator Renewal – Phase 4 project increased (\$2 million) and the Park Avenue Tunnel Renewal project decreased (\$1 million). For administrative efficiencies, the Customer Communications – GCT

budget was moved and combined with the outlying stations Customer Communications budget (\$2 million).

In the Outlying Stations element, project estimates to complete were refined for the Poughkeepsie Station Building, Fordham Station Improvements, and New Haven Line Stations – Phase II, resulting in a net increase of \$1 million. In addition, design and construction of a new elevator at Port Chester station was added to the Station Building Renewal project (\$4 million). Design for both phases of the Harlem Line Station Renewal project remains, but phase one construction will be advanced in the next program to coordinate efforts with other ongoing work in this area (\$22 million). To align resources, the Customer Communications initiative in the Outlying Stations element was adjusted downward (\$32 million) to progress systems work in the Communications and Signals category, while the business case, scoping, and station-related design and construction remain in this element. Finally, the Southeast Station Prospect Hill Road Bridge construction work under the Strategic Facilities project will now be progressed in the 2015-2019 Capital Program's Overhead Bridge project (\$14 million).

Track and Structures (\$8 million)

Revised estimates to complete for several projects in the Track element produced a net savings of \$4 million, including the Cyclical Track Program, Turnouts: Mainline/High Speed, GCT Turnout/Switch Renewal, Cyclical Replacement of Insulated Joints, Rock Slope Remediation, and Drainage and Undercutting. In support of cyclical track and right-of-way programs, additional Maintenance of Way equipment was purchased (\$3 million), while the implementation schedule for the Turnouts: Yards/Sidings project was updated with Harmon Yard turnouts progressing in the next program (\$1 million).

Revised estimates to complete for several Structures projects also produced a net savings (\$2 million), including Railtop Culverts, Right of Way Fencing, DC Substation/Signal Houses, Bridge Walkways, Removal of Obsolete Facilities, Employee Welfare and Storage Facilities, Overhead Bridges, and Catenary Painting. The Undergrade Bridge Program was increased (\$3 million) to include a comprehensive inspection and load rating of all New York State Metro-North bridges as

required by the Federal Rail Administration (FRA). The Timber Bridges project also was increased to address additional deteriorated locations identified during Metro-North inspections (\$1 million).

West of Hudson, a Rock Slope Remediation project was added for emergency remediation on the Port Jervis Line near Highland Falls (\$3 million). This was offset by a net savings of \$9 million in West of Hudson Track and Undergrade Bridges and, based on revised estimates, \$2 million for the Moodna / Woodbury Viaducts and Otisville Tunnel priority repair renewal work.

Communications & Signals

\$27 million

A number of projects were revised to reflect updated cost estimates, yielding net savings of \$5 million, including the Replace Fiber Communications project, Field Code System replacement at Mott Haven, PBX Equipment and Grade Crossing upgrades, Centralized Train Control/SCADA Intrusion Testing, Electrical Switch Machines, Replace Track and High Cycle Relays, Rolling Stock and Base Station Radios, Radio Frequency Rebanding, and New Haven Line Signal Improvements.

Aligning the program with resource needs, this amendment includes an administrative adjustment (\$32 million) to progress the construction of wayside cabling for PTC and Customer Service Initiatives (CSI) in this category rather than in the Stations category. This work will continue in the next program, along with West of Hudson Signal Improvements, in support of PTC implementation.

Power

\$5 million

A number of projects in this category were adjusted based on current estimates to complete, including the ongoing Bridge 23 substation construction, Harlem and Hudson substation renewals, the Harlem River Lift Bridge Breaker Houses/Controls project, and the cyclical replacement programs for Substation Batteries and Third Rail sectionalizing switches and brackets. The result was an overall increase of \$14 million. This increase was partially offset by a reduction of \$9 million for work continuing in the next capital program, including construction efforts for the Power substation improvements at 86th and 110th Streets and replacement of motor alternators at Mott Haven.

Shops and Yards**\$22 million**

The Harmon Shop Improvements Phase V Stage 1 work plan was revised to accelerate the wheel shop construction so as to minimally impact on-going fleet maintenance activity and realize implementation efficiencies as the Stage 1 work is completed and Stage 2 progresses in the next capital program (\$26 million). The Other Shops /Yards Renewal project to support system-wide fleet storage needs was adjusted downward to reflect timing of implementation (\$4 million). Remaining funding includes \$2 million to support the West of Hudson capacity improvements advancing in the next capital program.

Miscellaneous**\$4 million**

This category includes various projects that support the overall capital program, including insurance, engineering services, programmatic reserves and other program support projects. The net increase (\$4 million) in this category reflects resources to support updated actual, projected and ongoing needs of the program. There have been various budget increases including for Program Administration (\$7 million) due to the impact of retroactive wage adjustments and Owner Controlled Insurance Program (OCIP) (\$4 million) reflecting actual or projected costs. Other notable changes include that Metro-North realized net savings of \$6 million from revised estimates to complete for Systemwide Lead/Asbestos Abatement, Environmental Remediation, Program Scope Development, Railroad Protective Liability, Small Business Development Program administration, and MTA Independent Engineering Consultant (IEC).

Elements Exceeding 10 Percent of the Approved Program

There is no projected increase in any Metro-North element greater than the 10% margin allowed by the Public Authorities Law in this capital program amendment.

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MTA Bus Company

This proposed amendment adjusts the content of MTA Bus Company's 2010-2014 Capital Program. The total value of the program remains unchanged at \$297 million. This amendment includes budget adjustments for several key projects, such as the bus command center project, which is being jointly implemented with NYCT.

Table VIII summarizes the proposed changes by category and the following narrative highlights the major changes in the Bus Company's program.

Table VIII
MTA Bus Company 2010-2014 Capital Program by Category
(\$ in millions)

Category	July 2014 Approved Program	Proposed Program	Change
Bus Company Projects	\$297.0	\$297.0	\$0.0
<i>MTA Bus Company Total</i>	\$297.0	\$297.0	\$0.0

Numbers may not total due to rounding

Bus Company Projects

\$0 million

This amendment adjusts the MTA Bus Company's 2010-2014 Capital Program within the agency's approved budget of \$297 million.

This amendment includes budget adjustments for several existing projects, the largest increase is to the bus command center project (\$8 million), reflecting updated design specifications, code compliance requirements, and actual bid results. The security improvement project increased (\$4 million) based on the finalization of project locations and scope of work at JFK and Spring Creek Depots. There is a decrease in the New Apron at JFK Depot project (\$3 million) based on a refined

scope of work and actual bid results.

One new project for roof repairs at LaGuardia Annex (\$1 million) is added to the capital program to advance a priority need. However, two projects are removed from the capital program because the work was handled under the operating budget; these projects were for elevator work at College Point Depot (\$2 million) and modifications for articulated buses at Baisley Park Depot (\$6 million).

The amendment includes several new projects created as administrative split-outs from the Depot Equipment reserve project, and by splitting the projects for bus washers and HVAC at Spring Creek and College Point Depots into separate projects for each location. Some of these split-outs are to enable the award of work through the Small Business Development Program. The net effect of these split-outs is a decrease of less than \$1 million.

MTA Bus Company's four bus purchase projects have been completed as planned, and are in the process of being closed out, the overall number of buses purchased in this program remains unchanged at 288, including 213 standard buses and 75 articulated buses.

Elements Exceeding 10 Percent of the Approved Program

There is no projected increase in the MTA Bus element greater than the 10% margin allowed by the Public Authorities Law in this capital program amendment.

MTA-Wide Security/Disaster Recovery and Mitigation

This proposed amendment adjusts the MTA-Wide Security/Disaster Recovery portion of the 2010-2014 Capital Program from \$10.859 billion (the level approved by the Capital Program Review Board in July 2014) to \$7.902 billion to reflect updated project estimates and available funding in the Disaster Recovery categories. As part of this process, the MTA has provided sufficient funds for its essential restoration and resiliency projects as well as a program reserve for future unknowns. The MTA is also transferring \$79.3 million of surplus local funding to support investments at Penn Station / Moynihan Train Hall in the 2015-2019 Capital Program (approved by the MTA Board in February 2017). The MTA Police Department allocation remains unchanged and the MTA-Wide Security program allocations increase by \$2.6 million.

The Bridges and Tunnels (B&T) portions of the MTA Security and Disaster Recovery are identified below, but do not require CPRB approval. B&T was not included in the July 2014 Capital Program amendment and was last changed as part of the July 2013 Capital Program amendment approved by the Board. Table IX and the discussion that follows summarize these proposed changes by category.

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

Category	July 2014 Approved Program	Proposed Program	Change
MTA Police Department	\$85.0	\$85.0	\$0.0
MTA-Wide Security	250.0	252.6	2.6
MTA Disaster Recovery:			
• Restoration Program	3,977.1	3,951.2	(25.9)
• Mitigation Program	5,673.5	2,847.6	(2,825.9)
<i>MTA Security and Disaster Recovery (CPRB)</i>	\$9,985.6	\$7,136.3	(\$2,849.3)
Bridges and Tunnels Disaster Recovery (last changed in July 2013):			
• Restoration Program	777.5	620.7	(156.8)
• Mitigation Program	96.0	145.3	49.3
<i>Total Bridges and Tunnels Disaster Recovery</i>	\$873.5	\$766.0	(\$107.5)
<i>Total MTA Security and Disaster Recovery</i>	\$10,859.1	\$7,902.3	(\$2,956.8)

Numbers may not total due to rounding

MTA Police Department

\$0 million

The estimated cost of MTA Police Department's capital program has not changed.

MTA-Wide Security

\$3 million

The estimated cost of MTA-Wide Security program has increased by \$2.6 million. The increase is due to an overrun in a NYCT-related security project that required a \$2.6 million transfer from NYCT's 2010-2014 core capital program to address the need. Other security program changes are due to creating new elements and projects within the security program, reflecting the development of grant-funded projects established since the last capital program amendment.

MTA Disaster Recovery:**Restoration Program****(\$183 million)**

Since Superstorm Sandy (Sandy), the MTA has designed, awarded and completed a substantial portion of its overall restoration program. The MTA's emphasis has been on advancing priority projects that repair damaged assets while advancing upgraded resiliency standards where appropriate. This program amendment maintains these priority projects while reflecting the availability of received and anticipated funding. Updated estimates to complete restoration work and revised funding assumptions have resulted in changes to all of the agencies' programs. These updates have resulted in changes since the last update to the MTA Board. In addition, a total of \$240 million in Sandy restoration reserves have been established at NYCT (\$194 million), the LIRR (\$22 million) and Metro-North (\$24 million) to address unanticipated budgetary needs for ongoing and future restoration efforts. The proposed restoration program is \$4.572 billion. This includes \$621 million for B&T, which does not require CPRB approval. Table X and the discussion that follows summarize these proposed changes to the previously approved restoration program.

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

Category	July 2014 Approved Program	Proposed Program	Change
New York City Transit	\$3,349.0	\$3,163.0	(\$185.9)
Long Island Rail Road	267.0	358.6	91.6
Metro-North Railroad	312.9	391.3	78.4
MTA Bus Company	25.0	15.0	(10.0)
Capital Construction Company	23.2	23.2	0.0
Bridges and Tunnels (last changed in July 2013)	777.5	620.7	(156.8)
<i>Restoration Program Total</i>	\$4,754.6	\$4,571.9	(\$182.7)

Numbers may not total due to rounding

New York City Transit **(\$186 million)**

NYCT's restoration program has been adjusted to align agency-wide priorities with anticipated funding availability. This proposal reflects a fully-developed program of projects to repair storm-damaged assets to a state of good repair, all of which are in design, construction or have been completed such as the Montague and Greenpoint tube restoration projects. Individual project listings for NYCT have changed considerably due to the development of the program. Although now listed as independent projects, such work was already contemplated and budgeted within programmatic reserves in the previously approved program. The large programmatic reserves have now been largely distributed to individual projects. Adjustments for the work remaining in the program reflect refined project scopes, cost estimates, and schedules as well as market condition changes. All priority (essential) projects are funded.

Several elements are proposed for reduction based on updated estimates including Passenger Stations (\$2 million), Track (\$145 million), Signals & Communications (\$174 million), Shops & Yards (\$190 million), and Staten Island Railway (\$3 million). Offsetting these reductions are

increases for Line Equipment (\$82 million), Line Structures (\$5 million), and Traction Power (\$58 million). Additionally, the increase in the Miscellaneous element (\$183 million) is due primarily to establishing a Sandy restoration reserve of \$194 million to address potential unanticipated budgetary needs for ongoing and future efforts.

Long Island Rail Road

\$92 million

The LIRR's restoration program has been adjusted to align agency-wide priorities with anticipated funding availability. The East River Tunnel Signal System & Infrastructure Restoration project budget was increased by \$53 million to account for the LIRR's share of the complete infrastructure replacement (track, signals, communications, power, tunnel lining/benchwalls, etc.) of East River Tunnels Lines 1 and 2. This increase reflects Amtrak's most recent cost estimate for the work and is consistent with Amtrak and the LIRR's cost sharing agreement for the East River Tunnels. The project budget for the Wreck Lead Bridge Systems Restoration project has been increased by \$7 million to reflect increased costs for integrated resiliency measures, including the use of submarine grade cables beneath Reynolds Channel to harden this infrastructure against future storm events. The \$8 million increase in the Long Beach Branch Systems Restoration project budget addresses additional costs associated with the complete reconstruction of signal and communications systems on the Long Beach Branch. This includes replacement of all signal and communication cases/equipment along the branch, with new cases located on elevated platforms to better protect these vital infrastructure elements from future flooding / storm surge. The LIRR has established a Sandy restoration reserve of \$22 million in the Miscellaneous element to address unanticipated budgetary needs for ongoing and future efforts.

The LIRR has reduced budgets for several restoration projects. The Shops & Yards Restoration project has been reduced by \$8 million, reflecting the reallocation of funds to the Shops & Yards Mitigation Sandy element in order to address scope and project funding needs in that mitigation element. As a result of project efficiencies as substation work has progressed, the overall budget for Power Restoration is reduced by \$5 million. This is based upon the Long Island City Yard Substation Restoration project achieving beneficial use and construction work progressing on both the Long Beach Branch Substation Replacement and the 1st Avenue Substation Restoration projects.

Metro-North Railroad**\$78 million**

The net increase in Metro-North's restoration program reflects an additional \$57 million allocated to address Communications & Signals and Power infrastructure needs reflecting refined scoping, bid results, timing and updated estimates that address constructability issues. Revised estimates to complete Power substation replacements and restoration work on the Harlem River Lift Bridge also increased the Metro-North Restoration Program (\$7 million). These increases are partially offset by a \$16 million overall decrease for updated costs to complete the Rolling Stock repairs and Communications and Signals equipment replacement. In addition, a Sandy restoration reserve of \$24 million is established in the Miscellaneous element to address unanticipated budgetary needs for ongoing and future restoration efforts.

MTA Bus**(\$10 million)**

The estimated cost of the MTA Bus restoration program has been decreased by \$10 million, reflecting a lower than expected bid cost for repairs to the Far Rockaway Bus Depot.

MTA Capital Construction**\$0 million**

The estimated cost of MTA Capital Construction Company's restoration program has not changed.

Bridges and Tunnels**(\$157 million)**

The B&T program to restore assets to pre-storm conditions is decreased by \$156.8 million. The reduction is primarily attributable to low bids resulting from efficient packaging of work. The proposed reduction right-sizes the restoration program to reflect actual commitments and revised estimates for remaining and ongoing work. For bridges, there is a net budget increase of \$2 million for the Marine Parkway Bridge and a net increase of \$3 million for the Cross Bay Bridge. For tunnels, there is a net budget decrease of \$147 million at the Hugh L. Carey Tunnel (HCT) and a net reduction of \$14 million at the Queens Midtown Tunnel (QMT). The net budget reductions for the HCT and QMT include a \$62 million increase to accelerate the completion of restoration work at both tunnels to coordinate completion with the implementation of Open Road Tolling (ORT) at these facilities. In addition, the net reduction to the Sandy restoration program includes a \$49 million transfer to the Sandy mitigation program to address climate-related vulnerabilities.

MTA Disaster Recovery:

Mitigation Program

The MTA Sandy mitigation program is reduced by \$2.777 billion to reflect updated estimates and the availability of funding for priority projects. Since the last update to the Board the MTA has continued to design and award mitigation projects. Table XI and the discussion that follows summarize these proposed changes to the previously approved mitigation program.

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

Category	July 2014 Approved Program	Proposed Program	Change
New York City Transit	\$4,867.7	\$2,589.1	(\$2,278.5)
Long Island Rail Road	678.2	162.6	(515.6)
Metro-North Railroad	127.6	95.8	(31.9)
Bridges and Tunnels (last amended July 2013)	96.0	145.3	49.3
<i>Mitigation Program Total</i>	\$5,769.5	\$2,992.8	(\$2,776.7)

Numbers may not total due to rounding

New York City Transit

(\$2.278 billion)

NYCT's Sandy mitigation program has been adjusted to align budgets with funding availability. When the original mitigation program was crafted shortly after Superstorm Sandy, NYCT was already considering alternative strategies to protect the bus and subway networks from future storms, as well as the best way to package those strategies into construction projects. This proposed program now reflects a fully developed roster of projects to protect the system, most of which are already in design or construction. The proposed program continues to provide NYCT with a high

level of flood protection and enables a rapid restoration of passenger service following future severe weather events. The needs of priority (essential) projects continue to be met.

Several elements are proposed for reductions compared to the current mitigation program. Investment in Passenger Stations is reduced by \$156 million because the actual number of street level vulnerabilities, such as street stairs, hatches, and sidewalk ventilators, was found to be lower than originally anticipated; additionally, some street vulnerabilities have been packaged into projects budgeted elsewhere in the program. For Line Equipment, flood models and feasibility studies have aided NYCT in identifying a targeted list of pumping capacity improvement and equipment protection projects (\$113 million). In Signals and Communications (\$385 million), NYCT is no longer pursuing changes to its signal system to increase service flexibility; the tunnel flooding that caused subway service changes following Superstorm Sandy will be prevented through water ingress protection and pumping improvement projects, diminishing the need for this work. Investment in Shops & Yards is being reduced to focus only on the yards that were damaged during Superstorm Sandy and are also highly critical to service delivery (\$932 million). Planned resiliency investment in Line Structures has been adjusted to account for a more cost-effective approach to protecting the existing right-of-way along the Rockaway Line (\$281 million). Lastly, investment in Depots is being reduced (\$442 million) on the expectation that subway service after a future storm will not be impacted as significantly as it was following Sandy because of ongoing mitigation projects, thereby reducing the reliance on buses to move customers while train service is being restored. The systems, support facilities, and real estate projects to support bus service improvements that had been budgeted in the Miscellaneous element have similarly been reduced (\$100 million).

While most elements are decreasing in value, two are increasing. The growth in Traction Power (\$114 million) is mainly tied a more complete estimate for the replacement of Canarsie Tube cables and ducts, which will be less susceptible to future flood damage. The Staten Island Railway (SIR) element increases (\$15 million) due to updated estimates for protecting two of the railway's most important operating assets, St. George Terminal and the Clifton Shop. The Clifton Shop, SIR's only railcar maintenance facility, was heavily damaged by Sandy; reconstructing the shop is the

most cost-effective way of both protecting against damage from storm surge flooding and ensuring shop operations can resume following a future storm event.

Long Island Rail Road **(\$516 million)**

The LIRR's mitigation program has been reduced significantly, primarily due to the establishment of a budget for the Main Line Double Track Phase 2 initiative outside of the mitigation program. The Main Line Double Track Phase 2 initiative, which will complete the construction of a full second track along the LIRR's Main Line between Farmingdale and Ronkonkoma is no longer being progressed as a Sandy project (\$300 million). This effort is being undertaken as part of the LIRR's portion of the approved 2015-2019 Capital Program and has therefore been removed from the mitigation program.

The project budget for the West Side Yard & East River Tunnel Mitigation project has been decreased (\$213 million) to match actual Competitive Resiliency funding awarded for the project under FTA's Emergency Relief Program while still meeting the needs of the yard and the East River Tunnel portals. The \$108 million project will construct new flood walls around the East River Tunnel portals in Queens and around the West Side Yard in Manhattan to better protect the East River Tunnels, Penn Station, and West Side Yard from future salt water infiltration brought on by storm surge/flooding.

Metro-North Railroad **(\$32 million)**

Metro-North's portion of the mitigation program is reduced by \$32 million. This reflects coordination of track resiliency measures with restoration efforts, along with prioritization of mitigation measures based on available Sandy funding (\$31 million). An additional \$40 million is allocated to address Communications and Signals and Power resiliency needs reflecting refined scoping, bid results and updated estimates addressing constructability issues. This is offset by the removal of the Metro-North Network Resiliency - Design/Program Management project to be progressed in the 2015-2019 Capital Program as part of the Penn Station Access project (\$41 million).

Bridges and Tunnels

\$49 million

Much of the B&T mitigation efforts focus on protecting the Hugh L. Carey (HCT) and Queens Midtown (QMT) tunnels from severe flooding. Work will include flood gates to protect tunnel portals, and to strengthen and upgrade retaining walls and other barriers to manage storm surges. Generators, vent buildings and other tunnel systems are being hardened against flooding and water ingress. Estimates have been revised to reflect a net increase of \$22 million and \$8 million at the HCT and QMT, respectively, due to refined estimates developed during design. An additional \$19 million is planned for projects, including new initiatives, which protect support facilities, communications networks, power systems and other key equipment at the Marine Parkway, Cross Bay, Bronx-Whitestone, Throgs Neck, and Robert F. Kennedy bridges.

Elements Exceeding 10 Percent of the Approved Program

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

Table XII
MTA Security / Disaster Recovery Elements with Increases Exceeding 10 Percent
(\$ in millions)

Element	July 2014 Approved Program	Proposed Program	Change
Metro-North Capital Security	\$3.2	\$17.5	\$14.3
NYCT Capital Security	91.8	113.5	21.7
Line Equipment Repairs: NYCT	290.0	372.4	82.4
Traction Power Mitigation: NYCT	300.0	413.7	113.7
Miscellaneous Repairs: NYCT	30.0	213.1	183.1
Line Structure Repairs: LIRR	76.3	136.7	60.4
Comm/Signal Repairs: LIRR	60.8	68.7	7.9
Shop & Yard Repairs: LIRR	56.1	63.8	7.7
Miscellaneous Repairs: LIRR	9.7	29.9	20.2
Comm/Signal Mitigation: Metro-North	50.0	89.8	39.8
Power Repairs: Metro-North	168.6	249.9	81.3

Numbers may not total due to rounding

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MTA Interagency

This program amendment increases the MTA Interagency 2010-2014 Capital Program by \$21 million to reflect increases in administering the MTA's Small Business Mentoring Program and higher costs for the Biltmore Room and ESA-related station entrance work. Table XIII and the discussion that follows summarize these adjustments to MTA Interagency.

TABLE XIII
MTA Interagency 2010-2014 Capital Program by Category
(\$ in millions)

Category	July 2014 Approved Program	Proposed Program	Change
MTA Mentoring Program Administration	\$10.6	\$28.5	\$17.9
MTA BSC / Facilities Rehabilitation	150.5	156.8	6.3
MTA Planning	40.5	37.3	(3.2)
<i>MTA Interagency Total</i>	\$201.6	\$222.6	\$21.0

Numbers may not total due to rounding

MTA Mentoring Program Administration

\$18 million

The MTA Small Business Development Program includes construction management and other administrative costs associated with mentoring new businesses. In the originally approved 2010-2014 Capital Program, each agency established a project for its share of these costs. To facilitate MTA program management, these 2010-2014 shares were later consolidated in this MTA Interagency category. The element has since increased by \$17.9 million because of higher administrative costs to extend the existing mentoring program administration contracts. Costs have been addressed by transfers from agency core capital programs as a part of this amendment.

MTA BSC / Facilities Rehabilitation

\$6 million

This program of projects increases by \$6 million due primarily to additional needs in the ongoing Biltmore Room Connection project. The MTA Board approved the Biltmore Room Connection

project to construct two escalators and one elevator connecting the Upper Level of the existing Grand Central Terminal to the future LIRR concourse.

MTA Planning

(\$3 million)

Projects in the MTA Planning program have been adjusted to reflect current schedules and priorities. The category was reduced by \$3 million to support Biltmore Room work in the MTA BSC / MTA Facilities Rehabilitation category.

Elements Exceeding 10 Percent of the Approved Program

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

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

Element	July 2014 Approved Program	Proposed Program	Change
MTA Mentoring Program Admin.	\$10.6	\$28.5	\$17.9

Numbers may not total due to rounding

MTA Capital Construction Company

The overall budget for MTA Capital Construction Company's (MTACC) network expansion program increases by \$464 million to \$6.329 billion. Increases reflect scope transfers from the 2015-2019 Capital Program and are funded from existing capital program surplus funding – resulting from agency reviews of projects to identify surplus funds and efficiencies - which have been identified as available to support network expansion. These transfers do not change the overall multi-capital program budgets for any of these projects. Table XV and the discussion that follows summarize adjustments to the proposed 2010-2014 Capital Program by investment category.

Table XV
MTA Capital Construction Company 2010-2014 Capital Program by Category
(\$ in millions)

Category	July 2014 Approved Program	Proposed Program	Change
East Side Access	\$3,154.0	\$3,501.6	\$347.6
Second Avenue Subway	1,487.1	1,487.1	0.0
Regional Investments	448.4	565.3	116.9
ESA Rolling Stock/Liability Reserve	635.8	635.8	0.0
Miscellaneous	140.0	139.2	(0.8)
<i>Capital Construction Company Total</i>	\$5,865.4	\$6,329.0	\$463.6

Numbers may not total due to rounding

East Side Access

\$348 million

The value of the 2010-2014 Capital Program for East Side Access (ESA) increases by \$348 million. The increase primarily reflects the administrative transfers of budgets from the 2015-2019 Capital Program for Rolling Stock (\$194.5 million) and the Enterprise Level Program

Execution Plan (ELPEP) management reserve (\$75 million) in order to consolidate with similar budgets in this capital program. These transfers result in no change to the overall multi-capital program budget for ESA. A further \$78 million was previously re-allocated from the separately budgeted ESA Rolling Stock reserve in this capital program in order to allow for the award of a critical construction contract, the GCT Concourse and Facilities Fit-Out contract (CM014B). The mix of projects and the value of projects also have been updated to reflect current estimates and revised commitment schedules.

Second Avenue Subway

\$0 million

The total cost for Phase 1 of the Full-length Second Avenue Subway (SAS) remains at \$4.451 billion, and is funded across several capital programs. Funds totaling \$2.964 billion are allocated between the MTA's 2000-2004 and 2005-2009 capital programs. The balance of \$1.487 billion to complete Phase 1 is budgeted in this program, and remains unchanged. During the course of the project, the SAS project team has continually evaluated the construction contracting strategy with the goal of creating more manageable contract packages, keeping similar work together, while minimizing potential schedule impacts. These actions have drawn on project reserves set aside for such needs, while remaining within the total project budget. Revenue service began on January 1, 2017.

Regional Investments

\$117 million

The budget for Regional Investments in the proposed 2010-2014 Capital Program amendment increases by \$117 million. This reflects the administrative transfer of East Bound Re-Route (\$103 million) and Force Account Connections in the Harold Interlocking (\$14 million) from the 2015-2019 Capital Program to consolidate these budgets with similar scope in the 2010-2014 Capital Program. The transfer does not change the overall \$758 million budget which has been allocated across both capital programs. The value and timing of other individual projects within the Regional Investment program have been updated to reflect current estimates and schedules.

ESA Rolling Stock/Liability Reserve**\$0 million**

Although the overall budget for this category remains consistent, there have been notable alterations. The originally approved 2010-2014 Capital Program established a \$463 million reserve for rolling stock to be purchased for ESA revenue service and a liability reserve to address final court awards or settlements for real estate acquisitions associated with all of the mega projects. Previously, part of the budget for ESA Rolling Stock was re-allocated within the MTACC 2010-2014 Capital Program in support of the ESA project's CM014B award, described above (\$78 million), and was restored in the 2015-2019 Capital Program approved by the Board in April 2016. As a part of this proposed 2010-2014 amendment, the \$78 million is being administratively transferred from the 2015-2019 Capital Program to restore the original \$463 million reserve in the 2010-2014 Capital Program with no change to the reserve's overall budget. This transfer will allow for better management of the budget and increased transparency.

Miscellaneous**(\$1 million)**

This category funds miscellaneous engineering activities to support the various network expansion projects managed by MTACC. The category's reduction (\$0.8 million) is due to a budget transfer to the MTA's Small Business Development Program administration project included in the MTA Interagency category of the capital program.

Elements Exceeding 10 Percent of the Approved Program

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

Table XVI
MTA Capital Construction Company Elements with Increases Exceeding 10 Percent
(\$ in millions)

Element	July 2014 Approved Program	Proposed Program	Change
East Side Access	\$3,154.0	\$3,501.6	\$347.6
Regional Investments	\$448.4	\$565.3	\$116.9

Numbers may not total due to rounding

MTA Bridges and Tunnels

This proposed amendment adjusts B&T's 2010-2014 Capital Program to reflect savings and efficiency initiatives through successful good-bid savings, reductions in contingencies for completed and closed projects, and updates to projects in progress. The updated project budgets reflect these changes.

B&T has realized efficiency savings throughout much of its entire program. The most significant savings were realized from completed projects at the Bronx-Whitestone and Verrazano-Narrows Bridges. Additional savings were also realized through project re-phasing at the Throgs Neck Bridge and project repackaging at the Henry Hudson Bridge.

Some project budgets have been increased to accommodate necessary scope changes and address new needs. This includes acceleration of the mechanical and electrical systems upgrade, and structural rehabilitation at the Marine Parkway Bridge and the reconstruction of the Bruckner ramp at the RFK Bridge from the 2015-2019 Capital Program. To fund these accelerations, \$32 million was transferred into the 2010-2014 Capital Program from previous capital programs using savings generated as projects in those programs were closed out.

Overall, these changes and efficiencies allow for the transfer of \$90 million to the 2015-2019 Capital Program to fund Open Road Tolling (ORT) and other priority initiatives and a net reduction of \$61 million in the 2010-2014 Capital Program from the July 2013 Board approved level.

The capital program objectives remain consistent with the original approved program. Table XVII and the details that follow summarize the proposed changes to B&T's 2010-2014 Capital Program by investment category. As noted earlier in this document, B&T was not included in the July 2014, capital program amendment that affected other agencies; its most recent Board-approved program amendment was in July 2013, and is the basis for the following discussion.

TABLE XVII
MTA Bridges and Tunnels 2010-2014 Capital Program by Category
(\$ in millions)

Category	July 2013 Approved Program	Proposed Program	Change
Structures	\$397.1	\$415.1	\$18.0
Roadways and Decks	1,219.8	1,148.4	(71.4)
Toll Plazas & Traffic Management	48.8	29.3	(19.5)
Utilities	179.6	200.1	20.5
Buildings and Sites	19.3	12.9	(6.4)
Miscellaneous	42.7	38.1	(4.6)
Structural Painting	171.0	173.9	2.9
<i>Bridges and Tunnels Total</i>	\$2,078.4	\$2,017.8	(\$60.5)

Numbers may not total due to rounding

Structures

\$18 million

Investments in this category generally address the components of the superstructure or the substructure that supports the superstructure. Savings are the result of the Hugh L. Carey Tunnel Rehabilitation favorable bid (\$13 million), as well as the completion of projects at the Marine Parkway (\$5 million) and Cross Bay (\$3 million) Bridges. The net increase results in large part from the acceleration from the 2015-2019 Capital Program of the Queens Midtown Tunnel work (\$40 million) and of the rehabilitation of the Marine Parkway Bridge (\$28 million).

Roadways and Decks

(\$71 million)

Investments in this category rehabilitate the bridge and tunnel roadways, decks, approaches, and drainage systems. The reductions in this category can be attributed to several projects which have achieved completion (or are very near completion), thereby resulting in reevaluation of estimates

to complete for these projects. They include the replacement of the Bronx-Whitestone Bridge Queens approach (\$30 million), replacement of the upper level suspended span deck at the Verrazano-Narrows Bridge (\$18 million), toll plaza east and west bound ramps improvements (\$7 million), and the orthotropic deck rehabilitation at the Throgs Neck Bridge (\$9 million). Funds released from project closeouts are being made available for reprogramming for other capital program needs.

At the RFK Bridge the budget increased to include a new project, accelerated from the 2015-2019 Capital Program, for the reconstruction of the Bruckner Ramp (\$16 million). This work was accelerated to coordinate with the New York State Department of Transportation reconstruction of the same structure. At the Marine Parkway Bridge, \$3 million has been added to reflect the expanded scope of work to complete the rehabilitation of the Rockaway Point Blvd. Overpass and at the Henry Hudson Bridge, \$2 million was added to complete the first phase of the replacement of the upper and lower level toll plaza and southbound approach.

Toll Plazas & Traffic Management

(\$19 million)

This category addresses toll plazas, tolling technologies, communications, and security. The reductions in this category are a result of the completion of the CCTV / fiber optic cable installation (\$13 million) and the revised estimate to complete the 2nd generation E-ZPass tolling budget (\$5 million). The advanced traffic detection / monitoring project has been eliminated, with the associated scopes being delivered through operating initiatives (\$4 million). This category budget has been reevaluated to reflect actual costs. Unused funds are being reprogrammed towards other capital program needs. The weather information systems budget has been increased by \$2 million to reflect the acceleration of work from the 2015-2019 Capital Program.

Utilities

\$20 million

Investments in this category include the replacement, rehabilitation or upgrade of mechanical, electrical and lighting systems, as well as tunnel ventilation equipment and customer information. Reductions in this category reflect the revised estimate for completed projects, including the

advanced traveler information systems (\$1 million), replacement of electrical switchgear and equipment at the Hugh L. Carey Tunnel (\$5 million). Accelerated from 2015-2019 Capital Program, the project was added to carry out the second phase of the electrical and mechanical rehabilitation at the Marine Parkway Bridge (\$39 million), which realized efficiencies by combining Sandy rehabilitation work with core capital work and utilizing a single procurement process to award these projects.

Buildings and Sites **(\$6 million)**

This category addresses service buildings, ventilation buildings and garages. The project budget for the Hugh L. Carey Tunnel service building rehabilitation has increased \$5 million to reflect the revised estimate to complete this work. The project for repairs at the Battery Parking Garage has been eliminated, with the associated scopes being delivered through operating initiatives (\$6 million). The project for abatement of hazardous materials has been reduced to reflect the revised estimate to complete work in this program (\$6 million).

Miscellaneous **(\$5 million)**

Projects in this category provide for support and management of the capital program, including protective liability coverage, independent engineering and scope development. Budgets for two projects were increased to reflect updated estimates: scope development, \$3 million and miscellaneous, \$2 million. Project budgets were reduced to reflect completions and project closeouts: MTA Independent Engineer (\$1 million), program administration (\$3 million), and the traffic enforcement support (\$5 million). The B&T 2010-2014 Capital Program was reduced to consolidate its share of the Small Business Development Program administration (originally programmed in Miscellaneous) into MTA Interagency (\$2 million).

Structural Painting **\$3 million**

Projects in this category address structural painting, a vital ongoing activity that helps to prevent structural corrosion. A new project was added, \$27 million to reflect the acceleration of the Marine

Parkway zone painting of the roadway structures, and at the Robert F. Kennedy Bridge the budget was increased, \$4 million for the painting at the toll plazas and approach ramps. These painting projects were combined with planned structural work at the same facilities in order to leverage efficiencies in constructing staging activities as well as administrative and procurement costs. These increased budgets are offset by reductions due to reallocation of the miscellaneous agency wide painting project budget into facility-specific projects (\$6 million), project completions at the Throgs Neck bridge—the painting of the Bronx and Queens Approach spans (\$9 million) and the painting of the Bronx and Queens tower fender systems (\$1 million), as well as the Verrazano-Narrows Bridge—tower painting (\$7 million) and Brooklyn and Staten Island lower level ramp painting (\$4 million).

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2010-2014
MTA CAPITAL PROGRAM
PROJECT DETAILS

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
01 SUBWAY CARS									
01 Purchase 103 "A" Division Railcars	SI	0.0	246.4	0.0	26.0	0.0	0.0	272.4	
02 Purchase 300 "B" Division Railcars	NR	0.0	0.4	738.5	0.0	0.0	1.6	740.6	
04 Design of New "B" Division Cars	NR	0.0	0.0	11.6	0.8	0.0	0.1	12.4	
Element Total 01		\$0.0	\$246.8	\$750.1	\$26.8	\$0.0	\$1.7	\$1,025.4	
Category Total 601		\$0.0	\$246.8	\$750.1	\$26.8	\$0.0	\$1.7	\$1,025.4	

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
02 BUS REPLACEMENT								
01 Purchase 90 Standard Diesel Buses	NR	40.9	0.1	0.0	0.0	0.0	0.0	41.0
02 Purchase 328 Articulated Buses	NR	0.0	251.9	0.0	0.0	0.0	0.0	251.9
03 Purchase 90 Express Buses	NR	0.0	55.5	0.0	0.0	0.0	0.0	55.5
04 Purchase 15 Paratransit Vans	NR	0.0	0.9	0.0	0.0	0.0	0.0	0.9
05 Purchase 185 CNG Standard Buses	NR	0.0	90.4	0.0	0.0	0.0	0.0	90.4
06 Purchase 90 Articulated Buses	NR	0.0	0.3	69.5	0.0	0.0	0.0	69.7
07 Purchase 300 Express Buses DES	NR	0.0	0.3	0.0	0.0	0.0	0.0	0.3
15 Purchase 231 Articulated Buses- DES	NR	0.0	0.0	0.0	0.0	0.3	4.0	4.3
17 Purchase 177 Paratransit Vehicles	NR	0.0	0.0	0.0	0.0	6.8	1.6	8.4
18 Integrated Farebox Units: Replace Main Components	NR	0.9	0.0	10.1	0.0	0.0	0.0	11.0
20 Purchase 90 Standard Diesel Buses	NR	0.0	40.8	0.0	0.0	0.0	0.0	40.8
21 Purchase 90 Standard Diesel Buses	NR	0.0	40.2	0.0	0.0	0.0	0.0	40.2
22 Purchase 600 Standard Buses DES	NR	0.0	0.3	0.0	0.0	0.0	0.0	0.3
23 Bus Cameras	NR	0.0	0.0	24.7	0.1	0.0	0.0	24.8
24 Purchase 324 Standard Buses (Nova)	NR	0.0	0.0	0.0	163.3	0.0	0.0	163.3
25 Purchase 300 Express Buses	NR	0.0	0.0	0.0	179.9	0.0	9.0	188.9
26 Bus Integrated Asset Management Planning System		0.0	0.0	0.0	1.8	1.0	4.2	7.0
27 On-Board Audio Visual (OBAV) System	SI	0.0	0.0	0.0	0.0	0.0	21.6	21.6
28 Purchase 276 Standard Buses (New Flyer)	NR	0.0	0.0	0.0	0.0	152.5	0.0	152.5
29 On-Board Audio Visual- Pilot	SI	0.0	0.0	0.0	0.0	0.2	3.0	3.2
30 Purchase 72 Standard Diesel Buses	NR	0.0	0.0	0.0	0.0	0.0	39.2	39.2
32 On-Board Audio Visual (OBAV) - Depot Wi-Fi	SI	0.0	0.0	0.0	0.0	0.0	3.2	3.2
34 Purchase 139 Articulated Buses (New Flyer)	NR	0.0	0.0	0.0	0.0	0.0	120.3	120.3
35 Purchase 92 Articulated Buses (Nova)	NR	0.0	0.0	0.0	0.0	0.0	81.9	81.9
Element Total 02		\$41.8	\$480.6	\$104.3	\$345.1	\$160.8	\$288.1	\$1,420.7
Category Total 603		\$41.8	\$480.6	\$104.3	\$345.1	\$160.8	\$288.1	\$1,420.7

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
04 FARE COLLECTION								
01 MetroCard-Electronic Components Replacement	NR	0.0	15.6	0.2	0.0	0.1	0.2	16.1
02 Purchase of Automated Farecard Access (AFAS) Gates	SI	0.0	0.0	1.8	0.0	0.0	0.0	1.8
05 New Fare Payment System	SI	1.8	0.6	5.4	11.7	0.1	107.6	127.2
06 Passenger Station LAN: 4 Stations (I-H)	SI	0.0	0.0	4.0	1.7	0.0	0.0	5.7
09 Passenger Station LAN: 2 Stations (I-H) Montague	SI	0.0	0.0	0.0	0.0	2.3	0.0	2.4
10 Passenger Station LAN: 6 Stations	SI	0.0	0.0	0.0	0.0	0.0	6.1	6.1
11 Passenger Station LAN: 188 Stations	SI	0.0	0.0	0.0	0.0	0.0	73.5	73.5
Element Total 04		\$1.8	\$16.2	\$11.4	\$13.4	\$2.6	\$187.5	\$232.9
07 STATION ESCALATORS/ELEVATORS								
01 Replace 3 Escalators in South Manhattan	SGR	0.0	14.1	0.0	0.0	0.0	0.0	14.1
03 Replace 2 Escalators Roosevelt Av QBL	SGR	0.0	0.0	0.0	9.3	0.0	0.4	9.7
04 Replace 11 Hydraulic Elevators	NR	2.1	0.0	0.0	23.2	0.7	0.2	26.2
05 Replace 7 Hydraulic Elevators:125, 51,B.Bridge LEX	NR	0.0	0.0	0.9	2.3	0.0	26.0	29.3
06 Replace 3 Hydraulic Elevators at GCT	NR	0.0	0.0	0.0	0.0	0.0	20.8	20.8
Element Total 07		\$2.1	\$14.1	\$0.9	\$34.9	\$0.8	\$47.4	\$100.1

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
12 STATION WORK									
01 Station Work at 4th Av Station on Culver Line	SGR	9.5	0.5	0.1	0.7	0.1	0.2	11.2	
06 Station Work at Pelham Bay Park on Pelham Line	NR	0.0	0.3	0.0	8.3	0.0	0.1	8.7	
07 Renewal of Buhre Av Station on Pelham Line	SGR	0.0	0.8	0.0	22.3	0.2	0.1	23.3	
08 Renewal of Middletown Rd. Station on Pelham Line	SGR	0.0	1.0	0.0	24.5	0.0	0.5	26.0	
09 Renewal of Zerega Av on Pelham Line	SGR	0.0	0.7	0.0	23.0	0.1	0.5	24.2	
10 Renewal of Castle Hill Av Station on Pelham Line	SGR	0.0	0.2	0.0	24.3	0.1	0.3	24.9	
11 Dyckman St. Station Improvements BW7	NR	45.2	0.0	0.0	0.0	0.0	0.0	45.2	
12 Rehabilitate Smith-9th Station CUL	SGR	26.9	0.9	0.0	0.0	4.2	0.4	32.5	
13 Renewal 20 Av Station Sea Beach Line	SGR	0.0	0.0	0.2	0.0	27.5	3.1	30.9	
14 Renewal 8 Av Station Sea Beach Line	SGR	0.0	0.0	0.1	0.0	33.5	6.7	40.2	
15 Renewal Ft Hamilton Pky Stn Sea Beach Line	SGR	0.0	0.0	0.0	0.0	29.0	3.1	32.2	
16 Renewal 18 Av Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	32.8	3.7	36.5	
17 Renewal Kings Hwy Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	0.0	33.4	33.4	
18 Renewal New Utrecht Av Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	26.3	3.4	29.7	
19 Renewal Bay Parkway Station Sea Beach Line	SGR	0.0	0.0	0.0	0.7	36.4	4.1	41.3	
20 Renewal Av U Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	0.0	35.3	35.3	
21 Renewal 86 St Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	0.0	29.2	29.2	
22 Ceiling Repair 181 St & 168 St / Broadway-7th Av	NR	0.0	0.0	0.0	64.7	0.3	0.2	65.2	
23 Street Stair: Times Square TSS	SGR	0.6	1.7	0.0	0.0	0.0	0.3	2.5	
24 Station Painting at Component Locations: 2010-2014	SGR	0.0	0.0	0.0	0.0	0.0	10.0	10.0	
25 Station Renewal: Central Avenue MYT	SGR	0.2	0.6	7.4	0.0	0.0	0.3	8.6	
26 Station Renewal: Seneca Avenue MYT	SGR	0.1	0.2	6.6	0.0	0.0	0.5	7.4	
27 Station Renewal: Forest Avenue MYT	SGR	0.1	0.2	6.1	0.1	0.0	0.3	6.8	
28 Station Renewal:Knickerbocker Avenue MYT	SGR	0.2	0.5	6.8	0.2	0.0	0.3	8.0	
29 Station Renewal: Fresh Pond Road MYT	SGR	0.1	0.6	8.1	0.1	0.0	0.2	9.1	
30 Structural Repairs: Borough Hall LEX	SGR	0.6	0.0	0.9	0.0	0.0	0.0	1.5	
31 Station Renewal: 104 Street LIB	SGR	0.0	0.5	0.4	14.0	0.2	0.5	15.6	
32 Station Renewal:Ozone Pk - Lefferts Blvd LIB	SGR	0.0	0.4	0.7	0.1	6.0	0.2	7.4	
33 Station Renewal: 111 Street LIB	SGR	0.0	0.6	0.4	13.6	0.1	0.5	15.1	
34 Station Renewal: Rockaway Blvd LIB	SGR	0.0	0.5	0.5	14.3	0.1	0.7	16.1	
35 Station Renewal: 88 Street LIB	SGR	0.0	0.6	0.4	14.3	0.2	0.4	15.9	
36 Station Renewal: 80 Street LIB	SGR	0.0	0.8	0.6	14.8	0.1	0.5	16.8	
37 Station Renewal: Hunters Point Ave FLS	SGR	0.0	8.5	0.0	0.3	0.0	0.0	8.9	
38 Station Renewal: Avenue X CUL	SGR	0.0	0.0	0.8	0.6	17.0	1.0	19.4	
39 Station Renewal: Avenue U CUL	SGR	0.0	0.0	0.4	0.2	15.7	0.6	16.9	
40 Station Renewal: Avenue P CUL	SGR	0.0	0.0	0.4	0.2	14.6	0.3	15.5	
41 Station Renewal: Bay Parkway CUL	SGR	0.0	0.0	0.4	0.6	13.0	0.5	14.5	
42 Station Renewal: 18 Ave CUL	SGR	0.0	0.0	0.3	0.3	18.2	0.8	19.7	
43 Station Renewal: Ditmas Ave CUL	SGR	0.0	0.0	0.3	0.3	20.0	0.5	21.2	
44 Station Renewal: Avenue I : CUL	SGR	0.0	0.0	0.4	0.2	16.2	0.5	17.2	
45 Station Renewal: Pennsylvania Ave NLT	SGR	0.0	0.0	0.0	0.4	14.1	0.6	15.2	
46 Station Renewal: Rockaway Ave NLT	SGR	0.0	0.0	0.0	0.6	14.0	0.4	15.0	
47 Station Renewal: Saratoga Ave NLT	SGR	0.0	0.0	0.0	0.4	13.1	0.5	13.9	
48 Station Renewal: Junius Street NLT	SGR	0.0	0.0	0.0	0.4	12.8	0.5	13.6	
49 Station Renewal: Sutter Ave NLT	SGR	0.0	0.0	0.0	0.6	12.4	0.5	13.5	
50 Station Renewal: Van Siclen Ave NLT	SGR	0.0	0.0	0.0	1.0	14.4	0.7	16.1	
51 Components: Platform Edges 3 Locs EPK	SGR	5.3	0.0	0.0	0.0	0.0	0.0	5.3	
52 Replace 2 Stairs Junius St NLT SBMP	SGR	0.8	0.0	0.0	0.0	0.0	0.0	0.8	
53 Replace 2 Stairs Van Siclen Ave NLT SBMP	SGR	0.6	0.0	0.0	0.0	0.0	0.0	0.6	

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years	
		2010	2011	2012	2013	2014	Post 2014			
12 STATION WORK										
54	Replace 2 Stairs Pennsylvania Av NLT SBMP	SGR	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
55	Replace 2 Stairs Rockaway Av NLT SBMP	SGR	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7
56	Replace 3 Stairs Saratoga Av NLT SBMP	SGR	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
57	Replace 2 Stairs New Lots Av NLT SBMP	SGR	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7
58	Replace 3 Stairs Sutter Av NLT SBMP	SGR	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.8
59	Replace 2 Stairs Longwood Av NB PEL SBMP	SGR	0.3	0.9	0.0	0.0	0.0	0.0	0.0	1.3
60	Components: 4 Stations JAM	SGR	0.0	2.4	1.1	0.0	0.1	78.6		82.1
61	Components: 5 Stations (DES) & 7 Ave BRT SBMP	SGR	0.0	1.4	0.4	0.0	0.0	0.0	0.0	1.9
62	Components: 2 Stations BXC	SGR	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.7
63	Components: 138St-3rd Ave PEL SBMP	SGR	0.0	1.1	0.1	0.0	0.0	0.0	0.0	1.2
64	Components: 3 Stations AST DES	SGR	0.0	0.0	0.9	0.3	0.0	0.0	0.0	1.3
65	Components: Street Stair 5 Av FLS	SGR	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
66	Replace 2 Stairs Longwood Av SB PEL SBMP	SGR	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.9
67	Components: 149 St-Grand Concrs JER	SGR	0.0	0.5	5.7	0.0	0.0	0.0	0.0	6.3
68	Components: 149 St-Grand Concrs WPR	SGR	0.0	1.0	10.1	0.1	0.0	0.0	0.0	11.1
69	Components: 2 Locations / Flushing DES	SGR	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5
70	Components: Vernon Blvd-Jackson Av FLS	SGR	0.0	0.3	3.6	0.0	0.0	0.0	0.0	3.9
71	Component Painting: 207 St BW7	SGR	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.6
72	Components: Ventilator Rehab 7 Locs CNR 6AV	SGR	0.0	0.0	3.5	0.0	0.0	0.2	0.0	3.7
73	Components: Structure Roof Longwood St PEL	SGR	0.0	0.0	2.8	0.0	0.0	0.0	0.0	2.8
74	Components: 157th St BW7	SGR	0.0	0.0	0.4	3.9	0.0	0.2	0.0	4.5
75	Components: 23rd, 7th Av 6AV DES	SGR	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.8
76	Components: Hoyt, Franklin EPK	SGR	0.0	0.0	0.7	0.0	0.8	0.0	0.0	1.5
77	Components: 3 Stations BRT	SGR	0.0	0.0	0.0	6.1	0.0	0.0	0.0	6.2
78	Components: (S1/S3) Junction Blvd FLS SBMP	SGR	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0
79	Components: (S2/S4) Junction Blvd FLS SBMP	SGR	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.9
80	Components: 103 St LEX	SGR	0.0	0.0	1.9	0.0	12.7	0.6		15.2
81	Components: Avenue N ,Kings Hwy CUL	SGR	0.0	0.0	0.7	0.3	19.8	0.6		21.3
82	Components: 49 St BWY	SGR	0.0	0.0	1.0	0.0	5.4	0.2		6.6
83	Components: 9 St, 59 St 4AV	SGR	0.0	0.0	0.0	0.9	12.6	0.2		13.7
84	Components: Delancey-Essex NAS	SGR	0.0	0.0	0.0	0.1	0.3	0.0		0.4
85	Components: Ventilator Rehab 4 Locs QBL	SGR	0.0	0.0	2.1	0.0	0.0	0.0		2.1
86	Components: Ventilator Rehab 4 Locs BK/QN DES	SGR	0.0	0.0	0.8	0.0	0.0	0.0		0.9
87	Components: Ventilators Elmhurst (N Bwy) QBL SBMP	SGR	0.0	0.0	0.0	0.0	1.2	0.0		1.2
88	Components: Ventilators Montrose Av CNR SBMP	SGR	0.0	0.0	0.0	1.0	0.0	0.0		1.1
89	Component Painting: 3 Locs BRT	SGR	0.0	0.0	0.2	2.9	0.0	0.0		3.1
90	Components:Stairs, Platforms 5 Stations FUL DES	SGR	0.0	0.0	0.0	1.1	0.1	0.0		1.2
91	Components: Platform, Wall 3 Stations LEX	SGR	0.0	0.0	0.0	1.4	8.8	0.9		11.1
92	Components: Platform, Wall New Lots Av NLT	SGR	0.0	0.0	0.0	0.4	2.9	0.2		3.5
93	Components: Platform, Wall 2 Stations QBL	SGR	0.0	0.0	0.0	1.4	0.0	14.1		15.6
94	Components:Stair,Platform 6 Stations CNR - DES	SGR	0.0	0.0	0.0	2.1	0.0	0.0		2.1
95	Station Ventilators: Ph 6 - 5 Loc / Upper MH/BX	SGR	0.0	0.0	0.0	0.0	5.8	0.1		5.9
96	Components: President St, Newkirk Av NOS	SGR	0.0	0.0	0.0	0.7	0.1	0.0		0.8
97	Components: Broad Channel RKY	SGR	0.0	0.0	0.4	6.4	0.0	0.0		6.7
98	Components: Stairs(S2/S3) Ditmars Blv AST SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.2		1.2
99	Components: Stairs(S1/S4) Ditmars Blv AST SBMP	SGR	0.0	0.0	0.0	0.9	0.0	0.0		1.0
A1	Components: Street Stairs 39 Ave AST SBMP	SGR	0.0	0.0	0.0	1.2	0.0	0.0		1.2
A2	Components: Street Stairs Grand St CNR SBMP	SGR	0.0	0.0	0.0	0.2	0.0	3.3		3.5
A3	Components: Morgan CNR SBMP	SGR	0.0	0.0	0.0	0.1	1.3	0.1		1.5

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		2010	2011	2012	2013	2014	Post 2014		
12 STATION WORK									
A4	Components: Eastchester DYR	SGR	0.0	0.0	0.0	2.2	0.0	25.2	27.4
A5	Components: Ventilators QBL XTN NOS BW7 8AV	SGR	0.0	0.0	0.0	10.0	0.0	0.0	10.0
A6	Components: Stairs (S1/S2) 23rd Station 6AV SBMP	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
A7	Components: Stairs (S3/S4) 23rd Station 6AV SBMP	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
A8	Components: Stairs (S5/S8) 7AV Station 6AV SBMP	SGR	0.0	0.0	0.0	1.1	0.1	0.0	1.2
A9	Components: Stairs (S1/S4) 7AV Station 6AV SBMP	SGR	0.0	0.0	0.0	1.0	0.0	0.0	1.0
B1	Components: 3 Locations XTN	SGR	0.0	0.0	0.0	0.8	0.1	9.7	10.5
B2	Components: 21 Street XTN	SGR	0.0	0.0	0.0	1.0	0.0	5.2	6.3
B3	Components: Greenpoint Avenue XTN	SGR	0.0	0.0	0.0	1.9	0.0	0.9	2.8
B4	Component Painting: 21 St Greenpoint Ave XTN	SGR	0.0	0.0	0.0	1.0	0.0	0.4	1.4
B5	Component Painting 2 Locations XTN	SGR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
B6	Components:3 Locations BWY	SGR	0.0	0.0	0.0	10.6	0.2	0.0	10.8
B7	Components: 2 Locs Lower Manhattan BWY	SGR	0.0	0.0	0.0	6.1	0.2	0.0	6.4
B8	Components: Franklin Av Stairs S1,S3 EPK SBMP	SGR	0.0	0.0	0.0	1.2	0.0	0.0	1.2
B9	Components: Franklin Av Stairs S2,S4 EPK SBMP	SGR	0.0	0.0	0.0	1.1	0.0	0.0	1.1
C1	Ventilators Clinton-Washington E.Waverly XTN SBMP	SGR	0.0	0.0	0.0	1.1	0.0	0.0	1.1
C2	Components: Aqueduct-North Conduit Av RKY	SGR	0.0	0.0	0.0	0.0	0.5	3.8	4.2
C3	Components: 2 Locs / Canarsie	SGR	0.0	0.0	0.0	0.0	0.0	21.3	21.3
C4	Components: 3 Locs / 8th Avenue	SGR	0.0	0.0	0.0	0.0	3.7	24.7	28.4
C5	Components: 2 Stairs Broadway AST SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.4	1.4
C6	Components: 1 Stair Broadway AST SBMP	SGR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
C7	Components: 3 Stairs Rector St NB BWY SBMP	SGR	0.0	0.0	0.0	0.0	0.0	3.3	3.3
C8	Components: 5 Stairs Rector St SB BWY SBMP	SGR	0.0	0.0	0.0	0.0	0.0	3.6	3.6
C9	Components: 1 Stair Jay St-Metro Tech BWY SBMP	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
D1	Station Ventilator Elmhurst Av (S of Bwy) QBL SBMP	SGR	0.0	0.0	0.0	0.0	1.3	0.1	1.3
D2	Station Ventilators Grand St CNR SBMP	SGR	0.0	0.0	0.0	0.0	1.4	0.1	1.5
D3	Station Ventilators Clinton-Wash (W of Wvrlly) SBMP	SGR	0.0	0.0	0.0	0.0	1.0	0.1	1.1
D4	Components: Stairs (P2A,B) 49th St BWY SBMP	SGR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
D5	Components: 2 Stairs 4th-9th St/ 4AV SBMP	SGR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
D6	Comp:3 Stairs (S2/S4/S6) Clin-Wash Av /FUL SBMP	SGR	0.0	0.0	0.0	0.0	1.5	0.0	1.5
D7	Comp:3 Stairs (S1/S3/S5) Clin-Wash Av/ FUL SBMP	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
D8	Comp:3 Stairs (S2/S4/S8) Rockaway Av/ FUL SBMP	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.2
D9	Comp:3 Stairs (S1/S3/S7) Rockaway Av/FLT SBMP	SGR	0.0	0.0	0.0	0.0	1.2	0.0	1.2
E2	Components: High St 8AV / York St 6AV	SGR	0.0	0.0	0.0	0.0	0.7	0.0	0.7
E3	Station Component: Van Cortlandt-242 St BW7	SGR	0.0	0.0	0.0	0.0	4.7	0.0	4.8
E4	Painting Component:Van Cortlandt-242 St BW7	SGR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
F2	Components: Ventilators Rehab. 8 Locs Ph 7	SGR	0.0	0.0	0.0	0.0	7.3	0.0	7.3
F4	Hard Rail Track Panel at 9 stations SEA	SGR	0.0	0.0	0.0	0.0	8.1	0.0	8.1
F6	Components: 4 Street. Stairs Ave N CUL SBMP	SGR	0.0	0.0	0.0	0.0	0.0	2.8	2.8
F7	Painting Component: 3 Locs (104, 111, 121 St) JAM	SGR	0.0	0.0	0.0	0.0	0.0	2.8	2.8
F8	Components:50th St (Lower Level) 8AV	SGR	0.0	0.0	0.0	0.0	0.0	4.6	4.6
F9	Components:4 Street. Stairs Kings Hwy CUL SBMP	SGR	0.0	0.0	0.0	0.0	0.0	3.2	3.2
G1	Components: Stairs S1-S2 / 23 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.3	1.3
G2	Components: Stairs S7-S8 / 23 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.1	1.1
G3	Components:Stairs S5-S6 / 23 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.3	1.3
G5	Station Ventilators: Ph 8 - 3 Locs SE Brklyn	SGR	0.0	0.0	0.0	0.0	0.0	6.5	6.5
G6	Station Painting: 50th St / 8AV (LL)	SGR	0.0	0.0	0.0	0.0	0.0	0.8	0.8
G9	Station Ventilators Ph 10 - 4 locs N Bklyn	SGR	0.0	0.0	0.0	0.0	0.0	5.0	5.0
H1	Components: Stairs S3-S4 / 23 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.3	1.3

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
12 STATION WORK								
H2 Components: Stairs S9-S10-S11 / 23 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.3	1.3
H3 Components: Stairs S7 / 168 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.2	1.2
H4 Components: Stairs S4 / 168 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.2	1.2
H5 Components: Stairs S5-S6 / 168 St 8AV SBMP	SGR	0.0	0.0	0.0	0.0	0.0	1.4	1.4
H7 Station Ventilators Ph 9 - 2 locs - SW Bklyn	SGR	0.0	0.0	0.0	0.0	0.0	2.9	2.9
H9 Painting Components: 49th Street BWY	SGR	0.0	0.0	0.0	0.0	0.0	0.7	0.7
I9 Station Painting Comp Locs Wilson Av CNR	SGR	0.0	0.0	0.0	0.0	0.0	0.7	0.7
Element Total 12		\$90.6	\$36.4	\$81.8	\$318.5	\$503.7	\$387.0	\$1,417.9
13 DISABLED ACCESSIBILITY								
01 ADA Forest Hills-71 Av Station QBL	SI	0.0	18.9	0.5	0.0	0.0	0.0	19.4
02 Improve Platform Edges 34 St Station Broadway Line	SI	3.1	0.0	0.0	0.0	0.0	0.0	3.1
03 Improve Platform Edges 34 St Station 6th Av Line	SI	3.1	0.0	0.0	0.0	0.0	0.0	3.1
04 Imprve Platfrm Horizntl/Vertical Clearance-Var Loc	SI	0.0	0.0	0.0	0.0	0.0	11.1	11.1
06 ADA Kingsbridge Rd Station - Concourse Line	SI	0.0	0.0	19.5	0.1	0.1	0.0	19.7
07 ADA 68 St-Hunter College - Lexington Av Line	SI	0.0	0.0	0.0	0.0	0.0	64.6	64.6
08 ADA Utica Avenue Station - Fulton Line	SI	0.0	13.1	0.2	0.0	0.2	0.0	13.4
09 ADA Hunts Point Av Station - Pelham Line	SI	0.0	0.0	14.5	0.2	0.0	0.0	14.7
10 ADA 23 Station - Lexington Av Line	SI	0.0	0.0	0.0	0.0	17.4	0.1	17.6
11 ADA Phase 2 at 57 St Station-Broadway Line	SI	0.0	0.0	0.0	0.0	0.0	35.9	35.9
12 ADA Ozone Pk-Lefferts Blvd Station- Liberty Line	SI	0.0	1.4	2.4	0.1	16.4	1.3	21.6
13 ADA Dyckman St Station-Broadway/7th Line	SI	0.0	1.5	11.2	0.2	0.0	0.0	13.0
17 ADA New Utrecht Av SEA & 62St WST	SI	0.0	0.0	0.0	0.0	16.1	2.9	19.0
18 ADA 8th Ave SEA	SI	0.0	0.0	0.0	0.0	11.7	9.0	20.8
Element Total 13		\$6.1	\$34.9	\$48.4	\$0.6	\$62.0	\$124.8	\$276.8
14 OTHER STATION IMPROVEMENTS								
01 Station Signage 2011	NR	0.5	2.8	0.0	0.0	0.0	0.0	3.3
02 Station Railings	SGR	3.8	0.0	0.0	0.0	0.0	0.0	3.8
03 Water Condition Remedy	SGR	0.1	3.3	0.0	3.1	0.0	0.0	6.5
04 Scrubber Room Drainage 4 Locations	SGR	0.0	0.0	0.0	2.6	0.0	0.0	2.6
05 Grand Central - Access Improvement	SI	1.6	0.1	0.1	1.1	17.9	2.5	23.3
07 Station Signage 2014	NR	0.0	0.0	1.2	3.0	0.0	0.0	4.2
08 Station Condition Survey Update	NR	0.0	6.1	0.1	0.0	0.0	0.0	6.2
09 Church Street Corridor Improvements	NR	0.0	0.0	0.0	0.0	0.0	40.0	40.0
10 Platform Repl: 45 Rd-Court House Sq Flushing Line	SGR	0.0	14.6	0.0	0.7	0.0	0.0	15.4
11 Grand Central Access Improvement Phase II DES	SI	0.0	0.0	0.0	0.5	0.3	0.0	0.9
12 Reconstruction Cortlandt St BW7	SGR	0.0	0.0	0.0	0.0	0.0	110.0	110.0
Element Total 14		\$6.0	\$26.9	\$1.4	\$11.1	\$18.3	\$152.5	\$216.2
Category Total 604		\$106.6	\$128.4	\$143.9	\$378.5	\$587.3	\$899.1	\$2,243.9

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
02 MAINLINE TRACK REHABILITATION								
01 2010 Mainline Track Replacement	NR	96.5	0.0	0.0	0.0	0.0	0.0	196.5
02 2010 Track Force Account	NR	35.0	0.0	0.0	0.0	0.0	0.0	35.0
03 2010 Welded Rail	NR	5.2	0.0	0.0	0.0	0.0	0.0	5.2
04 2011 Mainline Track Replacement	NR	1.0	155.2	0.0	0.0	0.0	0.0	156.1
05 2011 Track Force Account	NR	0.0	35.0	0.0	0.0	0.0	0.0	35.0
06 2011 Welded Rail	NR	0.0	13.9	0.0	0.0	0.0	0.0	13.9
07 2012 Mainline Track Replacement: Design/Support	NR	0.0	1.0	3.9	0.0	0.0	9.8	14.7
08 2012 Track Force Account	NR	0.0	0.0	35.0	0.0	0.0	0.0	35.0
09 2012 Welded Rail	NR	0.0	0.0	9.0	0.0	0.0	0.0	9.0
10 2013 Mainline Track Replacement: Design/Support	NR	0.0	0.0	0.6	2.8	0.0	0.0	3.4
11 2013 Track Force Account	NR	0.0	0.0	0.0	35.0	0.0	0.0	35.0
12 2013 Welded Rail	NR	0.0	0.0	4.0	0.0	0.0	0.0	4.0
13 2014 Mainline Track Replacement: Design/Support	NR	0.0	0.0	0.0	4.1	0.7	0.0	4.8
14 2014 Track Force Account	NR	0.0	0.0	0.0	0.0	35.0	0.0	35.0
15 2015 Mainline Track Replacement Design only	NR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
16 2014 Welded Rail	NR	0.0	0.0	0.0	18.4	0.0	0.0	18.4
17 2011 Mainline Track Repl: Jamaica Line	NR	0.0	7.7	0.0	0.0	0.0	0.0	7.7
18 2011 Mainline Track Repl: Qns Crosstown	NR	0.0	12.9	0.0	0.0	0.0	0.0	12.9
19 2011 Mainline Track Repl: 8AV Line	NR	0.0	13.4	0.0	0.0	0.0	0.0	13.4
20 2011 Mainline Track Repl: 6AV Line	NR	0.0	3.9	0.0	0.0	0.0	0.0	3.9
22 2011 Mainline Trk Rep: Lexington Ave(S/B Express)	NR	0.0	2.1	0.0	0.0	0.0	0.0	2.1
23 2011 Mainline Track Repl: Clark St Tube	NR	0.0	10.3	0.0	0.0	0.0	0.0	10.3
24 2012 Mainline Track Repl: Broadway - BMT	NR	0.0	0.0	2.5	0.0	0.0	0.0	2.5
25 2012 Mainline Track Repl: Brighton	NR	0.0	0.0	7.6	0.0	0.0	0.0	7.6
26 2012 Mainline Track Repl: N/O Dekalb	NR	0.0	0.0	5.1	0.0	0.0	0.0	5.1
27 2012 Mainline Track Repl: Atlantic Avenue	NR	0.0	0.0	5.5	0.0	0.0	0.0	5.5
28 2012 Mainline Track Repl: S/O Court Street	NR	0.0	0.0	6.5	0.0	0.0	0.0	6.5
29 2012 Mainline Track Repl: West End	NR	0.0	0.0	4.3	0.0	0.0	0.0	4.3
30 2012 Mainline Track Repl: Sea Beach	NR	0.0	0.0	1.8	0.0	0.0	0.0	1.8
31 2012 Mainline Track Repl: N/O Pacific	NR	0.0	0.0	4.5	0.0	0.0	0.0	4.5
32 2012 Mainline Track Repl: Jamaica	NR	0.0	0.0	7.8	0.0	0.0	0.0	7.8
33 2012 Mainline Track Repl: Myrtle Avenue	NR	0.0	0.0	11.3	0.0	0.0	0.0	11.3
34 2012 Mainline Track Repl: 168th St / 8 Ave	NR	0.0	0.0	4.4	0.0	0.0	0.0	4.4
35 2012 Mainline Track Repl: Cranberry Tube / 8 Ave	NR	0.0	0.0	9.2	0.0	0.0	0.0	9.2
36 2012 Mainline Track Repl: 6th Avenue	NR	0.0	0.0	17.6	0.0	0.0	0.0	17.6
37 2012 Mainline Track Repl: Concourse	NR	0.0	0.0	10.6	0.0	0.0	0.0	10.6
38 2012 Mainline Track Repl: Queens Blvd	NR	0.0	0.0	8.2	0.0	0.0	0.0	8.2
39 2012 Mainline Track Repl: Canarsie	NR	0.0	0.0	0.7	0.0	0.0	0.0	0.7
40 2012 Mainline Track Repl: Rockaway	NR	0.0	0.0	9.6	0.0	0.0	0.0	9.6
41 2012 Mainline Track Repl: Broadway / 7 Ave	NR	0.0	0.0	5.9	0.0	0.0	0.0	5.9
42 2012 Mainline Track Repl: Flushing	NR	0.0	0.0	20.2	0.0	0.0	0.0	20.2
43 2012 Mainline Track Repl: Eastern Parkway	NR	0.0	0.0	2.4	0.0	0.0	0.0	2.4
44 2012 Mainline Track Repl: Lenox-WPR	NR	0.0	0.0	7.6	0.0	0.0	0.0	7.6
45 2012 Mainline Track Repl: Jerome Ave	NR	0.0	0.0	3.8	0.0	0.0	0.0	3.8
46 2012 Mainline Track Repl: Pelham	NR	0.0	0.0	1.6	0.0	0.0	0.0	1.6
47 2012 Mainline Track Repl: Lexington Ave	NR	0.0	0.0	9.0	0.0	0.0	0.0	9.0
48 2012 Mainline Track Repl: White Plains Road	NR	0.0	0.0	7.7	0.0	0.0	0.0	7.7
49 2012 Mainline Track Repl: S/O 14th St Union Square	NR	0.0	0.0	3.5	0.0	0.0	0.0	3.5
50 2012 Mainline Track Repl: Ave U Sheepshead Brighton	NR	0.0	0.0	15.6	0.0	0.0	0.0	15.6

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ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
02 MAINLINE TRACK REHABILITATION									
51	2012 Mainline Track Repl: S/O Halsey St & Montrose	NR	0.0	0.0	2.5	0.0	0.0	0.0	2.5
52	2012 Mainline Track Repl: Northern BLVD QBL	NR	0.0	0.0	3.5	0.0	0.0	0.0	3.5
53	2012 M/L Track Repl: Gaston - Straiton Ave RKY	NR	0.0	0.0	11.2	0.0	0.0	0.0	11.2
54	2012 CWR: 6AV s/o 59St Columbus Crc; n/o-s/e 7Av	NR	0.0	0.0	1.3	0.0	0.0	0.0	1.3
55	2013 Mainline Track Repl: 6th Avenue IND	NR	0.0	0.0	0.0	19.5	0.0	0.0	19.5
56	2013 Mainline Track Repl: :Broadway IRT	NR	0.0	0.0	0.0	6.6	0.0	0.0	6.6
57	2013 Mainline Track Repl: Lexington IRT	NR	0.0	0.0	0.0	14.8	0.0	0.0	14.8
58	2013 Mainline Track Repl: 59th St 8Av	NR	0.0	0.0	0.0	2.6	0.0	0.0	2.6
59	2013 Mainline Track Repl: Euclid Ave Sta 8Av	NR	0.0	0.0	0.0	10.7	0.0	0.0	10.7
60	2013 Mainline Track Repl: DeKalb Ave / CNR	NR	0.0	0.0	0.0	2.9	0.0	0.0	2.9
61	2013 Mainline Track Repl: Sea Beach	NR	0.0	0.0	0.0	11.2	0.0	2.4	13.5
62	2013 Mainline Track Repl: Jamaica	NR	0.0	0.0	0.0	18.3	0.0	0.0	18.3
63	2013 Mainline Track Repl:8th Avenue	NR	0.0	0.0	0.0	23.0	0.0	0.0	23.0
64	2013 Mainline Track Repl: Queens Blvd	NR	0.0	0.0	0.0	9.6	0.0	0.0	9.6
65	2013 Mainline Track Repl: Crosstown	NR	0.0	0.0	0.0	2.8	0.0	0.0	2.8
66	2013 Mainline Track Repl: Lenox-WPR	NR	0.0	0.0	0.0	5.3	0.0	0.0	5.3
67	2013 Mainline Track Repl: Brighton	NR	0.0	0.0	0.0	1.1	0.0	0.0	1.1
68	2013 Mainline Track Repl: 4th Avenue	NR	0.0	0.0	0.0	4.5	0.0	0.0	4.5
69	2013 Mainline Track Repl: Canarsie	NR	0.0	0.0	0.0	17.3	0.0	0.9	18.2
70	2013 Mainline Track Repl: Concourse	NR	0.0	0.0	0.0	8.1	0.0	0.0	8.1
71	2013 Mainline Track Repl: Archer Avenue	NR	0.0	0.0	0.0	4.2	0.0	0.0	4.2
72	2013 Mainline Track Repl: Liberty Avenue	NR	0.0	0.0	0.0	10.0	0.0	0.0	10.0
73	2013 Mainline Track Repl: Jerome	NR	0.0	0.0	0.0	8.0	0.0	0.0	8.0
74	2013 Mainline Track Repl: Pelham	NR	0.0	0.0	0.0	2.4	0.0	0.0	2.4
75	2013 Mainline Track Repl: 7th Avenue	NR	0.0	0.0	0.0	3.2	0.0	0.0	3.2
76	2013 Mainline Track Repl: White Plains Road	NR	0.0	0.0	0.0	7.3	0.0	0.0	7.3
78	2013 Mainline Track Repl: S/O 190th St 8AV	NR	0.0	0.0	0.0	6.6	0.0	0.0	6.6
79	2013 Mainline Track Repl: 8th Avenue	NR	0.0	0.0	0.0	11.8	0.0	0.0	11.8
80	2013 Mainline Track Repl: Flushing Line	NR	0.0	0.0	0.0	17.3	0.0	0.0	17.3
81	2013 Mainline Track Repl: Greenpoint Tube/Xtwn	NR	0.0	0.0	0.0	2.9	0.0	0.0	2.9
83	2014 Mainline Track Repl: 4th Avenue	NR	0.0	0.0	0.0	0.0	6.8	0.0	6.8
84	2014 Mainline Track Repl: 8th Avenue	NR	0.0	0.0	0.0	0.0	13.6	0.0	13.6
85	2014 Mainline Track Repl: Concourse	NR	0.0	0.0	0.0	0.0	2.7	0.0	2.7
86	2014 Mainline Track Repl: QBL	NR	0.0	0.0	0.0	14.7	0.0	0.0	14.7
87	2014 Mainline Track Repl: WPR	NR	0.0	0.0	0.0	0.0	20.0	0.0	20.0
88	2014 Mainline Track Repl: E Parkway	NR	0.0	0.0	0.0	0.0	4.8	0.0	4.8
89	2014 Mainline Track Repl: Jerome Ave	NR	0.0	0.0	0.0	10.9	0.0	0.0	10.9
90	2014 Mainline Track Repl: Lex Ave/42 St Shuttle	NR	0.0	0.0	0.0	13.6	0.0	0.0	13.6
91	2014 Mainline Track Repl: Pelham	NR	0.0	0.0	0.0	23.8	0.0	0.0	23.8
92	2014 Mainline Track Repl: 7th Avenue	NR	0.0	0.0	0.0	4.7	0.0	0.0	4.7
93	2014 Mainline Track Repl: Brighton	NR	0.0	0.0	0.0	28.4	0.0	0.0	28.4
94	2014 Mainline Track Repl: Flushing	NR	0.0	0.0	0.0	5.9	0.1	0.0	6.0
Element Total 02			\$237.7	\$255.5	\$265.8	\$394.1	\$85.7	\$13.1	\$1,251.8

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
03 SWITCH REPLACEMENT								
01 2010 Mainline Switch Replacement	NR	51.9	0.0	0.0	0.0	0.0	0.0	51.9
02 2011 Mainline Switch Replacement	NR	7.7	27.5	0.6	0.0	0.0	0.0	35.8
03 2012 Mainline Switch Replacement: Design/Support	NR	0.0	1.4	5.5	0.0	0.0	0.0	6.9
04 2013 Mainline Switch Replacement: Design/Support	NR	0.0	0.0	0.7	3.8	0.0	0.0	4.5
05 2014 Mainline Switch Replacement: Design/Support	NR	0.0	0.0	0.0	3.2	2.5	0.0	5.7
06 2015 Mainline Switch Replacement - Design only	NR	0.0	0.0	0.0	0.0	1.6	0.0	1.6
07 2011 Switch Repl. Jamaica Line	NR	0.0	2.7	0.0	0.0	0.0	0.0	2.7
08 2011 Switch Repl. 238 Street	NR	0.0	8.1	0.0	0.0	0.0	0.0	8.1
09 2012 Switch Repl: West End	NR	0.0	0.0	6.5	0.0	0.0	0.0	6.5
10 2012 Switch Repl: Queens Blvd	NR	0.0	0.0	5.7	0.0	0.0	0.0	5.7
11 2012 Switch Repl: Broadway / 7 Ave	NR	0.0	0.0	4.9	0.0	0.0	0.0	4.9
12 2012 Switch Repl: Eastern Parkway	NR	0.0	0.0	3.6	0.0	0.0	0.0	3.6
13 2012 Switch Repl: Lexington Ave	NR	0.0	0.0	6.0	0.0	0.0	0.0	6.0
14 2012 Switch Repl: White Plains Road	NR	0.0	0.0	10.0	0.0	0.0	0.0	10.0
15 2012 Switch Repl: Utica Ave E PKWY	NR	0.0	0.0	10.1	0.0	0.0	0.0	10.1
16 2012 Switch Repl: N/O New Lots E PKWY	NR	0.0	0.0	6.8	0.0	0.0	0.0	6.8
17 2013 Switch Repl: Queens Blvd IND	NR	0.0	0.0	0.0	13.7	0.0	0.0	13.7
18 2013 Switch Repl: Jamaica	NR	0.0	0.0	0.0	8.7	0.0	0.0	8.7
19 2013 Switch Repl: 8th Avenue	NR	0.0	0.0	0.0	2.9	0.0	0.0	2.9
20 2013 Switch Repl: Brighton	NR	0.0	0.0	0.0	7.5	0.0	0.0	7.5
21 2014 Switch Repl: Eastern Parkway	NR	0.0	0.0	0.0	0.0	6.2	0.0	6.2
22 2014 Switch Repl: White Plains Road	NR	0.0	0.0	0.0	0.0	17.1	0.0	17.1
23 2014 Switch Repl: Queens Blvd	NR	0.0	0.0	0.0	6.1	0.0	0.0	6.1
Element Total 03		\$59.6	\$39.6	\$60.4	\$46.0	\$27.4	\$0.0	\$233.0
Category Total 605		\$297.3	\$295.1	\$326.2	\$440.1	\$113.1	\$13.1	\$1,484.9

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Commitments
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ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 TUNNEL LIGHTING								
01 Tunnel Lighting:11 St Portal-Queens Plaza Line	SGR	8.2	0.0	0.0	0.0	0.0	0.0	8.2
02 Tunnel Lighting:4 Av-Church Av Culver Line	SGR	27.7	0.1	0.1	0.0	0.0	0.0	28.0
03 Tunnel Lighting:Roosevelt Av-36 St QBL	SGR	1.0	0.0	32.3	18.5	0.0	0.3	52.1
Element Total 02		\$36.9	\$0.1	\$32.4	\$18.5	\$0.0	\$0.3	\$88.3
03 VENTILATION FACILITIES								
02 New Vent Plant Study:S.of G.Central LEX	SGR	0.0	0.0	0.0	1.4	0.7	0.0	2.1
03 New Vent Plant: Mulry Square 8th Avenue Line	SGR	0.0	0.0	56.2	0.6	0.3	2.0	59.0
04 New Vent Plant: 46 St Queens Boulevard Line	SGR	0.0	0.0	1.4	76.8	1.8	2.3	82.3
05 Replace Ventilation Controls at 22 Locations	SGR	0.0	0.0	0.7	0.6	14.6	0.3	16.2
Element Total 03		\$0.0	\$0.0	\$58.4	\$79.4	\$17.3	\$4.6	\$159.7
04 PUMPING FACILITIES								
01 Deep Wells Rehabilitation-Nostrand Av Line	SGR	0.0	0.0	0.0	0.0	0.0	14.3	14.3
02 Deep Wells Rehabilitation - Crosstown Line	SGR	9.1	0.0	0.0	0.0	0.0	0.0	9.2
03 Pumps at 4 Locations Pelham. Jerome	SGR	0.0	0.0	1.5	1.5	15.8	0.3	19.0
04 Pumps at 2 Locations - Manhattan Midtown	SGR	0.0	0.0	0.0	0.0	3.1	10.2	13.3
05 Pumproom Rehabilitation at 2 Locs - Steinway Tube	SGR	0.0	0.0	0.0	0.0	3.0	0.0	3.0
Element Total 04		\$9.1	\$0.0	\$1.5	\$1.5	\$21.8	\$24.9	\$58.8
Category Total 606		\$46.0	\$0.1	\$92.3	\$99.4	\$39.2	\$29.8	\$306.8

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
03 LINE STRUCTURE REHABILITATION									
01	Structural Rehab / Flood Wall: 148 St Yard	NR	0.0	18.7	0.2	0.1	0.0	0.0	19.0
02	Rehabilitate Emergency Exits at 125 Locations	NR	11.0	0.1	17.8	0.2	0.0	0.0	29.1
03	Culver Viaduct Rehabilitation Ph 3: Underside	SGR	0.0	40.9	0.3	0.1	0.1	2.0	43.5
04	Viaduct Repair: Far Rockaway/Rockaway Park Line	NR	39.3	0.0	0.0	0.1	0.0	0.0	39.4
05	Struct.Repair: Cypress Hills-130 St Jamaica Line	NR	19.7	0.0	0.0	0.0	0.0	0.0	19.7
06	Demolish Abandoned Structures	SGR	0.0	0.0	1.9	1.7	0.3	11.3	15.2
07	Overcoat Steel Bridges-Rockaway Line	SGR	5.2	0.0	0.0	0.0	0.0	0.0	5.2
08	Overcoat 15 Bridges-Brighton Line	SGR	4.4	0.0	0.0	0.0	0.0	0.0	4.5
09	Overcoat Portal-E180 St-White Plain Road Line	SGR	0.0	0.0	0.0	30.2	0.0	6.0	36.2
12	Sea Beach Line Retaining Wall Rehabilitation	NR	0.0	0.0	0.0	0.0	26.3	22.9	49.2
13	Structure Repairs-Dyre Avenue Line	SGR	0.0	0.7	0.4	0.0	9.1	0.0	10.2
14	Overcoat Broadway Jct Cypress Hills-Jamaica Ln	SGR	0.0	0.0	15.5	0.1	0.0	0.0	15.7
15	Overcoat Dyckman St - 215 St Broadway-7th Av Line	SGR	0.0	0.5	0.0	10.9	0.0	0.0	11.4
16	Structural Repairs: 39 St - 60 St 4AV Ph1	SGR	0.0	0.0	0.0	0.7	0.0	30.1	30.9
17	Overcoat: Church Av Portal-W 8 - Culver Line DES	SGR	0.0	0.0	0.8	0.0	0.0	0.0	0.8
18	Overcoat: Cypress Hills-130 St on Jamaica Line	SGR	15.8	0.0	0.1	0.0	0.0	0.0	15.9
19	Overcoat:Broadway Jct-New Lots Av Canarsie Ln	SGR	0.0	0.0	0.9	0.1	27.0	0.1	28.1
20	Trackway Stabilization Franklin Avenue Shuttle	SGR	0.0	0.0	0.0	0.0	0.0	0.4	0.4
21	Steinway Tube Rehabilitation	SGR	0.0	4.2	5.7	0.0	0.5	8.2	18.7
22	122St &135 St Portal Repair/BW7	SGR	0.0	0.9	0.0	21.8	0.0	0.4	23.1
23	Roof Replacement Delancey St NAS DES	SGR	0.0	0.0	0.3	0.0	0.0	0.0	0.3
24	Column Repair 9th Av Station/WST	SGR	0.0	0.0	4.6	0.0	18.0	0.0	22.7
25	Roof Rplc Delancey: Norfolk-Suffolk NAS SBMP	SGR	0.0	0.0	0.0	0.9	0.0	0.1	1.0
26	Roof Rplc Delancey: Essex-Norfolk NAS SBMP	SGR	0.0	0.0	0.0	1.1	0.0	0.0	1.1
29	Collapsed Vent Chamber: South.Blvd & 147 St PEL	SGR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
32	Overcoat: Dyre Ave Station DYR	SGR	0.0	0.0	0.0	0.0	0.0	4.0	4.0
Element Total 03			\$95.3	\$66.1	\$48.8	\$68.1	\$82.4	\$85.6	\$446.3
Category Total 607			\$95.3	\$66.1	\$48.8	\$68.1	\$82.4	\$85.6	\$446.3

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Commitments
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ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
03 SIGNAL MODERNIZATION									
01 Signal Control Line Modifications Phase 4	NR	0.0	23.2	0.3	0.1	0.2	0.5	24.2	
03 Interlocking Church Av Rehab/Replace.- Culver Line	SGR	183.6	0.5	0.1	0.5	0.1	0.0	184.8	
04 Solid State Signal Equipment 13 Locations	NR	0.0	5.7	0.2	7.2	0.0	0.1	13.1	
05 CBTC Flushing R142 Conversions	SGR	0.0	224.8	0.0	0.0	0.0	0.0	224.8	
06 CBTC Flushing Support/Removals	SGR	87.9	12.6	0.9	39.2	0.3	46.4	187.1	
07 Station Time Signal Enhancmts-Lexington Ln Phase 2	SI	0.1	25.7	0.6	0.0	0.4	0.7	27.6	
08 Stop Cable Replacement	SGR	0.0	2.2	0.1	0.0	0.0	0.0	2.3	
10 QBL Interlockings: 71st and Union	SGR	0.0	0.0	294.3	2.0	0.2	1.4	297.9	
11 CBTC Signals Test Track- Culver Line Phase 2	SI	0.0	77.3	5.4	0.1	1.7	0.4	84.9	
12 Signal Control Line Modifications Phase 5	NR	0.0	0.0	0.0	8.7	0.0	0.5	9.2	
13 Signal Modernization 2 Interlockings-Dyre Ave Line	SGR	0.0	3.6	4.5	219.0	0.5	9.4	237.1	
14 Interlocking Modern. Roosevelt Av-Queens Blvd Ln	SGR	0.0	0.0	0.0	98.0	0.7	2.7	101.4	
15 Interlocking Modernization: 34 St - 6th Av Line	SGR	3.8	0.1	3.8	0.3	163.1	8.9	180.0	
16 Interlocking Modernization:W. 4 St - 6th Ave Line	SGR	3.4	0.0	0.1	4.7	151.8	14.1	174.1	
18 Signal Key-By Circuit Modification Phase 3	NR	0.0	0.0	0.0	0.0	13.6	0.0	13.6	
19 CBTC Queens Blvd Ln West Ph 1	SGR	0.0	0.0	0.0	1.5	0.6	115.3	117.3	
22 Steinway Tube Duct Rehab & Negative Cable	SGR	0.0	0.0	49.8	0.0	0.1	0.2	50.2	
24 CBTC Supplier Interoperability	SI	0.0	0.0	0.0	1.1	0.2	3.8	5.0	
25 New Display Boards at Rail Control Center	NR	0.0	0.0	0.0	0.0	4.9	1.7	6.6	
26 New Servers at Rail Control Center	NR	0.0	0.0	0.0	3.4	2.2	0.3	5.9	
27 4 Interlockings - 6th Ave Line DES	SGR	0.0	0.0	0.0	0.0	2.6	0.2	2.8	
29 AC to DC Fulton Pilot - 24 Locs	SGR	0.0	0.0	0.0	0.0	5.4	0.0	5.4	
Element Total 03		\$278.8	\$375.5	\$360.0	\$385.8	\$348.6	\$206.6	\$1,955.3	

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Commitments
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ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
06 COMMUNICATIONS SYSTEMS									
01	Fiber Optic Cable Replacement Phase 1	SGR	0.0	0.0	0.0	0.0	0.0	12.0	12.0
02	Application Cutover to SONET Phase 1	NR	0.0	0.0	0.0	0.0	0.0	13.0	13.0
03	Police Radio Time Domain Interference/Enhancement	SGR	0.0	0.0	0.0	2.0	0.0	3.2	5.2
04	Public Address/Customer Info Screen at 45 Stations	SGR	2.5	0.1	60.9	0.0	0.1	2.3	66.0
05	Communication Room Upgrade/Expansion Phase 1	SI	0.0	0.0	0.0	0.7	0.1	16.5	17.4
06	Portable Radio Unit Replacement	NR	6.3	0.4	0.0	0.0	0.0	0.0	6.7
07	Copper Cable Upgrade/Replacement Phase 2	SGR	0.0	0.0	9.6	0.0	0.0	0.0	9.6
08	VHF Radio System Upgrade/Replacement	SGR	0.0	0.0	195.2	1.3	0.4	0.6	197.6
09	Communication Room HVAC Upgrade Phase 2	SGR	0.0	0.0	0.8	0.0	0.0	0.0	0.8
10	PBX Upgrade: Phase 1	NR	0.0	0.0	0.0	0.7	0.0	1.7	2.4
13	Antenna Cable Upgrade/Replacement Phase 1	SGR	0.0	0.0	0.0	0.0	0.0	2.3	2.3
15	Copper Cable Upgrade/Replacement Phase 3	SGR	0.0	0.0	0.0	0.0	15.0	0.0	15.0
17	Integrated Service Info & Management - "B" Div	SGR	0.0	3.6	1.2	4.8	0.4	5.0	15.0
18	Copper Cable Replacement	SGR	2.4	0.1	0.0	0.0	0.0	0.8	3.3
19	Communications Rooms Waterproofing	SGR	0.0	1.1	0.0	7.5	0.0	0.0	8.6
20	Hydrogen Gas Ventilation at 19 Comm Rooms	SGR	0.0	0.0	1.4	0.1	0.0	9.4	10.9
21	Passenger Station LAN: 30 Stations (3rd party)	SI	0.0	0.0	0.0	0.0	26.3	0.2	26.5
22	Help Point: 93 Stations	SI	0.0	0.0	0.0	30.5	26.1	19.3	76.0
23	Passenger Station LAN: 68 Stn DES & Solarwind	SI	0.0	0.0	0.0	2.3	0.0	5.0	7.3
24	Comm Room Waterproofing 5 Locations SBMP	SGR	0.0	0.0	0.0	0.7	0.0	0.0	0.7
25	Comm Room Waterproofing 2 Locations	SGR	0.0	0.0	0.0	0.0	0.0	0.2	0.2
26	ISIM - B Module 1	SGR	0.0	0.0	0.0	2.5	0.8	55.5	58.9
27	Track Intrusion Detection System Pilot	SI	0.0	0.0	0.0	3.8	1.3	0.2	5.3
31	ISIM - B Module 2	SGR	0.0	0.0	0.0	0.0	3.0	66.6	69.7
32	Help Point 61 Stations	SI	0.0	0.0	0.0	0.0	8.0	19.9	27.8
33	Help Point: 2 Stations Jamaica SBMP	SI	0.0	0.0	0.0	0.0	1.3	0.1	1.4
34	Help Point: 2 Stations Myrtle & Canarsie SBMP	SI	0.0	0.0	0.0	0.0	1.4	0.0	1.4
40	Passenger Station LAN: 3 Stations Crosstown	SI	0.0	0.0	0.0	0.0	0.7	1.7	2.4
41	ISIM - B Module 3	SGR	0.0	0.0	0.0	0.0	2.3	8.0	10.2
44	Help Point: Junius St & Kingsbridge Rd SBMP	SI	0.0	0.0	0.0	0.0	0.0	1.3	1.3
45	Help Point: Livonia Ave & New Lots Ave SBMP	SI	0.0	0.0	0.0	0.0	0.0	1.4	1.4
51	Help Point 3 Locs: 111 103 & 90 Sts. FLS SBMP	SI	0.0	0.0	0.0	0.0	0.0	1.7	1.7
52	Asyn Fiber Optic Network to Sonet Phase 1 DES	NR	0.0	0.0	0.0	0.0	0.0	2.3	2.3
56	Comm Upgrade: Agency - Wide SAN	SI	0.0	0.0	0.0	0.0	0.0	2.1	2.1
59	B-Division Beacon Train Arrival System	SI	0.0	0.0	0.0	0.0	0.0	20.0	20.0
60	ISIM B: Module 5A Station Network Infrastructure	SGR	0.0	0.0	0.0	0.0	0.0	20.0	20.0
Element Total 06			\$11.3	\$5.2	\$269.2	\$57.0	\$87.2	\$292.4	\$722.3
Category Total 608			\$290.1	\$380.7	\$629.3	\$442.7	\$435.8	\$499.0	\$2,677.6

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Commitments
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ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 SUBSTATIONS								
01 Rehabilitate 5 Substation Enclosures	SGR 15.1	0.5	0.1	0.0	0.0	0.0	0.0	15.6
02 Modernize 10 St Substation - Culver Line	SGR 16.2	0.1	0.1	0.0	0.0	0.0	0.0	16.4
03 Underground Substation Hatchways Ph 2	SGR 0.0	2.9	4.7	3.9	0.0	0.0	0.0	11.5
04 Cabling Central Substation - 6th Avenue Line	SGR 0.0	0.0	1.7	11.7	0.0	0.0	0.0	13.5
05 Rehabilitate IRT Substation Roofs/Enclosures DES	SGR 0.0	0.9	1.9	0.0	0.1	0.0	0.0	2.9
06 Underground Substation Hatchways Ph 3	SGR 0.0	0.0	0.0	1.2	0.1	10.0	0.0	11.3
07 Roof & Encl: Concourse/144 St: JER - SMBP	SGR 0.0	0.0	1.2	0.1	0.0	0.0	0.0	1.4
08 Roof & Encl: Jerome/Kingsbridge: JER - SBFP	SGR 0.0	0.0	0.0	0.0	4.0	0.3	0.0	4.3
09 Roof & Encl: 180 St Morris Park: WPR - SBMP	SGR 0.0	0.0	0.0	2.3	0.2	0.0	0.0	2.5
10 Underground Substation Hatchways 5 Locs - SBFP	SGR 0.0	0.0	0.0	2.8	0.0	0.0	0.0	2.8
11 Rehab IRT Substation Roofs/Enclosures - 2 Locs	SGR 0.0	0.0	0.0	4.9	0.2	0.0	0.0	5.2
Element Total 02		\$31.3	\$4.4	\$9.8	\$27.1	\$4.6	\$10.4	\$87.4
04 POWER DISTRIBUTION								
01 Duct Bank 141 St-148 St - Lenox Avenue Line	NR 12.3	0.0	0.2	0.1	0.0	0.0	0.0	12.5
02 Rehab Circuit Breaker House 292/293 Nostrand Ln	SGR 0.0	5.9	0.0	0.0	0.0	0.0	0.0	5.9
04 Rehab Circuit Breaker House #74/74A Jamaica Line	SGR 1.0	0.0	1.3	16.0	0.1	0.0	0.0	18.5
05 Rehab Circuit Breaker House #403 Flushing Line	SGR 0.0	0.0	0.8	10.0	0.2	0.0	0.0	11.0
06 Rehab Circuit Breaker House #146 Brighton Line	NR 0.5	0.0	0.6	5.1	0.0	0.0	0.0	6.2
08 Replace Negative Cables 59 St-36 St-4th Av Line	NR 0.0	0.0	0.0	1.6	0.1	3.4	0.0	5.0
09 Rehab Circuit Breaker House #275 Clark St.Line	SGR 0.0	0.0	0.0	0.5	0.0	7.4	0.0	7.9
10 Power Cable Ducts (Joralemon and Central Subst)	SGR 3.8	7.6	1.4	0.0	0.0	0.0	0.0	12.8
12 Cables 141 St-148 St - Lenox Avenue Line	SGR 0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4
Element Total 04		\$17.6	\$13.6	\$4.2	\$33.2	\$2.8	\$10.8	\$82.2
Category Total	609	\$48.9	\$18.0	\$14.0	\$60.3	\$7.4	\$21.2	\$169.7

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04 SHOPS AND YARDS									
02	207 St Overhaul Shop Electrical System	SGR 19.9	0.2	0.1	0.0	0.0	0.0	20.1	
03	207 St Overhaul Shop Heating Plant	SGR 12.7	0.1	0.0	0.0	0.0	3.1	15.9	
04	207 St Maintenance Shop DC Power Upgrade	SGR 0.0	0.5	1.4	14.6	0.1	0.0	16.6	
05	East New York Maintenance Shop Ventilation	SGR 0.0	3.9	0.0	0.0	0.0	0.0	3.9	
06	Rehabilitate Coney Island Power Centers #2 #3	NR 0.9	6.5	0.4	0.0	0.0	0.0	7.7	
07	Car Equipment Shops - Priority Repairs	SGR 0.0	0.4	0.0	1.9	21.4	0.3	24.0	
08	Replace Heavy Shop Equipment	NR 0.0	0.0	1.7	0.0	0.0	6.5	8.2	
09	Yard Lighting Jerome Pelham	SGR 0.6	0.0	1.3	17.7	0.1	0.4	20.0	
10	Yard Closed-Circuit Television Phase 2	SI 0.0	0.0	0.0	1.5	0.0	15.9	17.4	
11	2010 Yard Track Replacement	SGR 2.4	0.0	0.0	0.0	0.0	0.0	2.4	
12	2011 Yard Track Replacement	SGR 0.1	1.2	0.0	0.0	0.0	0.0	1.2	
13	2012 Yard Track Replacement	SGR 0.0	0.1	1.0	0.0	0.0	0.0	1.1	
14	2013 Yard Track Replacement	SGR 0.0	0.0	0.1	4.9	0.0	0.0	5.0	
15	2014 Yard Track Replacement	SGR 0.0	0.0	0.0	0.1	1.4	0.0	1.5	
16	2015 Yard Track Replacement Design only	SGR 0.0	0.0	0.0	0.0	0.1	0.0	0.1	
17	2010 Yard Switch Replacement	SGR 4.8	0.0	0.0	0.0	0.0	0.0	4.8	
18	2011 Yard Switch Replacement	SGR 0.1	1.7	0.0	0.0	0.0	0.0	1.8	
19	2012 Yard Switch Replacement	SGR 0.0	0.3	4.5	0.0	0.0	0.0	4.7	
20	2013 Yard Switch Replacement	SGR 0.0	0.0	0.3	5.7	0.0	0.0	6.0	
21	2014 Yard Switch Replacement	SGR 0.0	0.0	0.0	0.3	1.8	0.0	2.1	
22	2015 Yard Switch Replacement Design only	NR 0.0	0.0	0.0	0.0	0.6	0.0	0.7	
23	2011 Yard Switch Repl. 38St:WST & Pitkin:8AV	NR 0.0	3.8	0.0	0.0	0.0	0.0	3.8	
24	2011 Yard Track Repl. Concourse & 207 St	NR 0.0	3.9	0.0	0.0	0.0	0.0	3.9	
25	207th St. OH- Equipment for Car HVAC Repair/Maint.	NR 0.0	0.0	0.0	2.2	0.0	0.0	2.2	
26	180th Street Maint. Shop- Facility Waterproofing	SGR 0.0	0.0	0.3	0.8	4.4	0.2	5.7	
27	Car Equipment Shops- Car Washers at 3 Yards	SGR 0.0	0.0	0.0	2.2	0.0	15.2	17.3	
28	Car Equipment Shops- Car Washer Repairs CI Yard	SGR 0.0	0.0	0.0	1.3	0.0	8.5	9.8	
39	Purchase One 2-Ton Crane: Concourse Maint. Fac	NR 0.0	0.0	0.0	0.0	0.0	3.0	3.0	
52	Integrated Wheel/Rail Monitoring and Analytics	NR 0.0	0.0	0.0	0.0	0.0	4.6	4.6	
53	Purchase One 2-Ton Crane: 207th St. Maint. Fac	SI 0.0	0.0	0.0	0.0	0.0	3.0	3.0	
Element Total 04			\$41.4	\$22.4	\$11.0	\$53.3	\$29.8	\$60.7	\$218.6
Category Total 610			\$41.4	\$22.4	\$11.0	\$53.3	\$29.8	\$60.7	\$218.6

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03 DEPOT REHAB AND RECONSTRUCTION									
02 In-house Mini-Rehabilitation at Various Depots	NR	0.0	0.0	0.0	0.0	0.0	8.1	8.1	
03 Jamaica: New Depot Phase 1	SGR	0.0	0.0	0.0	7.9	0.0	17.1	25.0	
06 Pavement Repairs at Jackie Gleason- SBMP	SGR	0.0	0.0	0.0	1.2	0.0	0.0	1.2	
07 New Elevator at Medical Asstmt. Center- QV - SBMP	SGR	0.0	0.0	0.0	0.7	0.0	0.0	0.7	
08 Jackie Gleason: Sliding Gate Replacement-SBMP	NR	0.0	0.0	0.0	0.0	1.2	0.0	1.2	
09 Chassis Wash Repl. at MJ Quill Depot- SBMP	NR	0.0	0.0	0.0	0.0	0.3	1.2	1.5	
10 Fireproofing 1st Fl. & Mezz (100th St)Depot - SBMP	NR	0.0	0.0	0.0	0.0	0.0	0.6	0.6	
11 ENY HVAC and Office outfitting	NR	0.0	0.0	0.0	0.0	0.3	4.5	4.8	
17 Kingsbridge Depot Annex Roof - SBMP	NR	0.0	0.0	0.0	0.0	0.0	3.1	3.1	
18 Jackie Gleason Depot CNG Compressor	NR	0.0	0.0	0.0	0.0	0.0	2.4	2.4	
19 ENY Locker Room Renovation	SGR	0.0	0.0	0.0	0.0	0.0	2.8	2.8	
20 Fireproofing 2nd & 3rd Fl (100th St)Depot - SBMP	NR	0.0	0.0	0.0	0.0	0.0	0.6	0.6	
21 ENY Windows Replacement and Facade Repairs	NR	0.0	0.0	0.0	0.0	0.0	0.8	0.8	
Element Total 03		\$0.0	\$0.0	\$0.0	\$9.8	\$1.8	\$41.2	\$52.8	
04 DEPOT IMPROVEMENTS									
02 Bus Rapid Transit - 3 Routes	SI	0.2	4.0	5.0	6.0	6.4	9.0	30.6	
03 Replace Bus Radio System	NR	0.0	0.2	7.6	0.2	0.0	187.3	195.3	
05 Intelligent Vehicle Network: 5 Depots	SI	0.0	0.0	2.1	0.0	0.5	0.0	2.7	
06 Bus Washers Kingsbrg MTV Gun Hill Stengel	NR	0.0	1.0	3.6	0.0	0.0	0.0	4.6	
09 Tank Upgrades: Fresh Pond SBMP	NR	0.0	0.9	0.3	1.6	0.0	0.0	2.7	
10 Upgrade HVAC Yukon Depot	NR	0.0	0.0	1.9	16.1	0.0	0.1	18.0	
16 Bus Washers: 4 Depots DES & Queens Village SBFP	NR	0.0	0.0	0.8	0.2	0.0	2.9	3.9	
19 Miscellaneous Property Acquisition	NR	0.0	0.2	0.0	0.0	0.0	0.0	0.2	
20 Jamaica Bus Terminal	SI	0.0	0.0	0.0	0.0	0.0	3.4	3.4	
21 Department of Buses Facility at St George Terminal	SI	0.0	0.0	0.0	0.0	0.0	0.0	0.0*	
22 Manhattanville Comprehensive Facade Repairs	NR	0.0	0.0	0.2	0.8	0.5	20.4	21.9	
23 Tank Upgrade at Jamaica SBMP	NR	0.0	0.0	0.5	0.0	0.0	0.0	0.5	
24 2 Bus Washers- Gun Hill SBMP	NR	0.0	0.0	1.0	0.0	0.0	0.0	1.0	
25 3 Bus Washers- Kingsbridge SBMP	NR	0.0	0.0	1.3	0.0	0.0	0.0	1.3	
26 2 Bus Washers- Casey Stengel SBMP	NR	0.0	0.0	1.0	0.0	0.0	0.0	1.0	
27 4 Bus Washers-Flatbush and Ulmer Park- SBFP	NR	0.0	0.0	0.0	3.8	0.2	0.0	4.0	
28 4 Bus Washers-East NY and Yukon- SBFP	NR	0.0	0.0	0.0	3.9	0.2	0.0	4.2	
29 Bus Command Center Building	SI	0.0	0.0	0.0	0.7	0.7	50.7	52.0	
30 3 Bus Washers- Michael J. Quill	NR	0.0	0.0	0.0	0.1	5.1	0.0	5.2	
32 Paint Booth Repl Queens Village Depot SBMP	NR	0.0	0.0	0.0	0.0	0.2	2.1	2.2	
33 Removal of In-ground lifts- 5 Depots	NR	0.0	0.0	0.0	0.0	2.3	0.0	2.3	
34 Chassis Wash at Queens Village- SBMP	NR	0.0	0.0	0.0	0.0	0.1	1.1	1.2	
36 Replacement of Oil/Water Separators at 4 Locs	NR	0.0	0.0	0.0	0.0	0.9	13.0	14.0	
40 Platform Lift replacement at ENY- SBMP	NR	0.0	0.0	0.0	0.0	0.0	0.8	0.8	
42 Upgrade 1 / Install New Paint Booth Zerega SBMP	NR	0.0	0.0	0.0	0.0	0.0	0.3	0.3	
Element Total 04		\$0.2	\$6.2	\$25.1	\$33.5	\$17.3	\$290.9	\$373.2	
Category Total 612		\$0.2	\$6.2	\$25.1	\$43.2	\$19.0	\$332.1	\$425.9	

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Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 SERVICE VEHICLES								
01 Purchase 84 Non Revenue Vehicles	NR	0.0	10.6	1.5	1.2	0.0	0.0	13.3
02 Purchase 54 Flatcars	NR	0.0	0.0	0.0	0.0	1.9	33.5	35.4
03 Purchase 8 Auger Snow-throwers	NR	0.2	8.6	0.0	0.0	0.0	0.0	8.9
05 Purchase 90 Non Revenue Vehicles	NR	0.0	0.0	0.0	11.6	3.9	0.3	15.8
06 Purchase 65 Non Revenue Vehicles	NR	0.0	0.0	0.0	0.8	10.5	0.0	11.2
07 Purchase 3 Vacuum Trains	NR	0.0	0.0	0.0	0.1	0.1	34.6	34.7
Element Total 02		\$0.2	\$19.3	\$1.5	\$13.7	\$16.3	\$68.4	\$119.3
Category Total 613		\$0.2	\$19.3	\$1.5	\$13.7	\$16.3	\$68.4	\$119.3

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
02 MISCELLANEOUS								
01 Capital Revolving Fund - 2010		5.0	0.0	0.0	0.0	0.0	0.0	5.0
02 Capital Revolving Fund - 2011		0.0	5.0	0.0	0.0	0.0	0.0	5.0
03 Capital Revolving Fund - 2012		0.0	0.0	5.0	0.0	0.0	0.0	5.0
04 Capital Revolving Fund - 2013		0.0	0.0	0.0	5.0	0.0	0.0	5.0
05 Capital Revolving Fund - 2014		0.0	0.0	0.0	0.0	5.0	0.0	5.0
06 Insurance Deductible		0.0	1.5	0.0	0.0	0.0	3.5	5.0
07 All Agency Protective Liability Insurance Premiums		0.6	1.3	1.6	0.9	1.9	1.3	7.7
08 2010-2014 Emerging Needs		0.0	0.0	0.0	0.0	0.0	88.2	88.2
09 Owner Controlled Insurance Program		0.0	0.0	98.9	0.0	0.0	2.5	101.4
10 Hurricane Sandy Recovery Work		0.0	0.0	0.0	0.0	0.1	0.5	0.6
12 Storm Mitigation Studies		0.0	0.0	0.0	1.3	0.1	0.0	1.4
13 Help Point: 233 St & 238 St WPR SBMP	SI	0.0	0.0	0.0	1.4	0.0	0.0	1.5
14 Help Point: 219 St & 225 St WPR SBMP	SI	0.0	0.0	0.0	1.4	0.1	0.0	1.5
19 Help Point: Allerton Ave & Burke Ave WPR SBMP	SI	0.0	0.0	0.0	1.3	0.1	0.0	1.4
20 Help Point: Ave N & Ave X CUL SBMP	SI	0.0	0.0	0.0	1.5	0.1	0.0	1.6
21 Help Point: Ave I & Bay Parkway CUL SBMP	SI	0.0	0.0	0.0	1.4	0.1	0.0	1.5
22 Help Point: Bronx Pk East WPR & 82nd St FLS SBMP	SI	0.0	0.0	0.0	0.0	1.6	0.0	1.6
23 Help Point: Fisk Ave & Lincoln Ave FLS SBMP	SI	0.0	0.0	0.0	0.0	1.4	0.1	1.5
24 Help Point: Mosholu Pkwy & Bedford Pk JER SBMP	SI	0.0	0.0	0.0	0.0	1.3	0.0	1.3
Element Total 02		\$5.6	\$7.8	\$105.5	\$14.3	\$11.6	\$96.2	\$241.1
04 MANAGEMENT INFORMATION SYSTEMS								
02 NYCT-Wide Storage Area Network/Disaster Recovery	SI	0.0	5.2	0.5	2.8	3.0	10.8	22.4
03 Enterprise Security Network Infrastructure	SI	0.0	9.3	0.0	0.1	1.1	0.0	10.4
04 WAN/LAN Equipment Replacement Phase 1	NR	0.0	0.0	0.0	9.6	0.0	0.0	9.6
05 HVAC Upgrade: 130 Livingston Plz SBMP	NR	0.0	0.0	0.0	0.6	0.0	0.0	0.6
06 Upgrade Penta UVCS Voice Communication System	NR	0.0	0.0	0.0	0.0	0.0	1.4	1.4
Element Total 04		\$0.0	\$14.5	\$0.5	\$13.1	\$4.1	\$12.2	\$44.4
05 ENGINEERING SERVICES								
01 Boring Services Bklyn, Qns, SI	NR	0.0	0.5	0.0	0.0	0.0	0.0	0.5
02 Boring Services Manhattan & Bronx	NR	0.0	0.6	0.0	0.0	0.0	0.0	0.6
03 Test Pits Contract	NR	0.0	1.2	0.0	0.0	0.0	0.0	1.2
04 MTA Independent Engineering Consultant	NR	1.2	2.6	2.6	2.7	3.4	7.0	19.5
05 General Order Support Traffic Checkers	NR	7.4	6.9	16.9	14.2	4.9	0.0	50.4
06 Value Engineering Services	NR	2.0	0.0	0.0	0.0	0.0	0.4	2.4
07 Engineering Services	NR	2.2	3.5	3.1	1.1	4.0	4.9	18.9
08 Construction Support Services Reserve		9.8	0.0	0.0	0.0	0.0	0.0	9.8
09 Scope Development		4.8	7.7	5.8	19.2	17.0	11.1	65.6
10 Design Reserve		0.0	0.0	0.0	0.0	0.0	1.2	1.2
11 Concrete Batch Plant	NR	0.0	0.0	0.0	0.0	0.4	0.8	1.3
12 Concrete Cylinder Testing	NR	0.0	0.0	0.0	0.0	0.4	0.4	0.8
13 Boring Services Manhattan & Bronx	NR	0.0	0.0	0.0	0.1	2.1	0.0	2.1
14 Boring Services Bklyn, Qns, SI	NR	0.0	0.0	0.0	0.1	1.8	0.0	1.9
15 Test Pits Contract	NR	0.0	0.0	0.0	0.1	5.3	0.0	5.4
16 Mentoring Program Administration		0.0	0.0	0.0	0.8	0.0	0.8	1.6
Element Total 05		\$27.5	\$23.0	\$28.4	\$38.3	\$39.3	\$26.8	\$183.3

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
06 ENVIRONMENTAL AND SAFETY								
01 Asbestos Abatement: Priority 7	NR	0.2	4.4	0.0	0.1	0.1	0.2	5.0
02 Asbestos Removal	NR	6.9	0.0	0.0	0.0	0.0	0.0	6.9
03 Asbestos / Lead Air Monitoring	NR	7.0	0.0	0.0	0.0	0.0	0.2	7.2
04 Asbestos Disposal	NR	0.0	0.0	0.0	0.2	0.6	0.2	0.9
05 Sprinkler Alarm Systems at 11 Employee Facilities	NR	1.0	2.3	11.7	4.6	7.0	0.0	26.6
06 Fire Alarm 207 St Overhaul Shop	NR	0.0	0.0	0.4	0.1	1.1	11.1	12.8
07 Groundwater, Soil Remediation	NR	0.0	0.0	0.0	6.1	0.0	0.4	6.5
08 Consult Svcs Underground Storage Tank Remediation	NR	0.0	0.0	5.7	0.2	0.1	0.0	6.0
09 Asbestos Removal	NR	0.0	0.0	0.0	0.0	5.4	4.3	9.7
10 Asbestos / Lead Air Monitoring	NR	0.0	0.0	0.0	0.0	5.7	3.4	9.1
11 Replace Fire Alarm Systems at 16 Locations	NR	0.0	0.0	0.0	0.0	0.0	39.4	39.4
Element Total 06		\$15.1	\$6.7	\$17.9	\$11.3	\$19.9	\$59.2	\$130.0
07 EMPLOYEE FACILITIES								
02 Jay Street Systems Relocation	NR	0.0	0.0	10.0	0.0	0.0	0.0	10.0
03 RTO Facilities Hardening Ph 1	NR	0.0	0.9	3.0	0.0	0.0	2.0	5.9
05 Employee Facility Rehab: RTO Chambers St NAS	SGR	0.0	0.0	0.5	0.0	0.0	6.5	7.1
06 Maspeth Warehouse Repairs	NR	0.0	0.8	0.8	8.6	0.0	0.0	10.2
07 Perimeter Hardening Power Contrl Ctr/130 LIV	NR	0.0	0.4	0.3	0.0	7.8	1.9	10.4
08 Livingston Plaza Emergency Generator Upgrade	SGR	0.0	0.0	0.0	0.0	0.0	0.6	0.6
09 Facility Roof Repair/Replacement Ph 3	SGR	0.0	0.0	1.1	10.8	0.5	0.0	12.4
12 Upgrade Power: Rail and Power Control Center	NR	0.0	0.0	1.7	0.0	1.8	0.2	3.7
13 In-house:Employee Facility Rehab:207 St- 8th Av Ln	SGR	0.0	0.0	6.7	0.0	0.0	0.0	6.7
16 AFC Office Upgrade 4 Depots DES	SGR	0.0	0.0	0.5	0.5	0.0	0.0	1.0
17 Livingston Plaza Repairs	NR	0.0	0.0	0.7	1.0	25.4	0.2	27.3
19 Facility Roof Repair/Replacement Phase 4	SGR	0.0	0.0	0.0	0.0	1.7	14.7	16.4
20 RTO Facilities Hardening Ph 2	NR	0.0	0.0	0.0	1.5	0.1	10.0	11.6
21 Maspeth Warehs Roof Replc at Office Building	SGR	0.0	0.2	1.6	0.0	0.0	0.0	1.8
22 Maspeth Warehs Roof Structure at Storage Area	SGR	0.0	0.2	0.7	0.0	0.0	0.0	0.9
23 Livingston Plz: Sidewalk Shed SBMP	NR	0.0	0.0	1.1	0.0	0.0	0.0	1.1
25 AFC Upgrades at 2 Depots: FP, QV SBMP	NR	0.0	0.0	0.0	1.7	0.0	0.0	1.7
26 Perimeter Hardening RCC SBFP	NR	0.0	0.0	0.0	0.0	4.0	0.2	4.2
27 RTO Facilities Hardening - South Ferry	NR	0.0	0.0	0.0	0.0	1.2	0.0	1.2
28 Upgrade HVAC Livingston Data Ctr SBMP	NR	0.0	0.0	0.0	0.0	0.0	3.9	3.9
Element Total 07		\$0.0	\$2.5	\$28.6	\$24.2	\$42.4	\$40.4	\$138.1
Category Total 616		\$48.1	\$54.6	\$180.9	\$101.1	\$117.3	\$234.9	\$736.9
TOTAL		\$1,015.9	\$1,718.3	\$2,327.4	\$2,072.3	\$1,608.5	\$2,533.5	\$11,276.0

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 SIR: MISCELLANEOUS								
01 Staten Island Railway: Station Structural Repairs	NR	0.0	14.0	0.2	0.0	0.1	0.1	14.4
02 Staten Island Railway: Rehab 8 Bridges, 1 Culvert	NR	0.0	15.6	0.1	2.5	0.1	0.0	18.3
03 St George Track and Signal Replacement Phase I	SGR	0.0	1.5	0.3	0.1	12.3	0.1	14.2
05 New Substation: Prince's Bay	SI	0.0	0.0	0.9	1.5	22.6	0.2	25.2
08 Staten Island Railway: New Station-Arthur Kill	SI	0.0	0.0	0.0	23.0	0.4	0.1	23.5
09 SIR Non-reporting Blocks	SGR	0.0	0.0	0.0	0.0	0.0	3.6	3.6
Element Total 01		\$0.0	\$31.2	\$1.5	\$27.0	\$35.6	\$4.0	\$99.3
Category Total 607		\$0.0	\$31.2	\$1.5	\$27.0	\$35.6	\$4.0	\$99.3
TOTAL		\$0.0	\$31.2	\$1.5	\$27.0	\$35.6	\$4.0	\$99.3

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NYCT AGENCY SUMMARY

Commitments
(\$ in millions)

AGENCY		2010	2011	2012	2013	2014	Post 2014	Total All Years
TOTAL NYCT	PROGRAM	\$1,015.9	\$1,718.3	\$2,327.4	\$2,072.3	\$1,608.5	\$2,533.5	\$11,276.0
TOTAL SIR	PROGRAM	\$0	\$31.2	\$1.5	\$27.0	\$35.6	\$4.0	\$99.3
TOTAL		\$1,015.9	\$1,749.5	\$2,328.9	\$2,099.4	\$1,644.1	\$2,537.5	\$11,375.2
TOTAL MTA	CAPITAL PROGRAM	\$1,015.9	\$1,749.5	\$2,328.9	\$2,099.4	\$1,644.1	\$2,537.5	\$11,375.2

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
01 REVENUE EQUIPMENT									
MA M-9 Rolling Stock Procurement - 92 cars	NR	0.0	1.3	3.0	349.7	0.0	0.7	354.8	
MF Work Locomotives	NR	0.0	0.0	0.0	0.0	0.0	40.0	40.0	
Element Total 01		\$0.0	\$1.3	\$3.0	\$349.7	\$0.0	\$40.7	\$394.8	
Category Total 601		\$0.0	\$1.3	\$3.0	\$349.7	\$0.0	\$40.7	\$394.8	

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
04 STATION AND BUILDINGS								
UB Massapequa Station Platform Replacement	NR	0.0	1.8	1.1	17.4	0.0	0.0	20.3
UC Wantagh Station Platform Replacement	NR	1.5	0.0	0.0	0.1	1.8	19.0	22.5
UD Escalator Replacement Program	NR	0.0	0.0	0.0	0.0	11.4	0.3	11.7
UE East Side Access / Grand Central Terminal Support	SI	0.0	0.0	0.0	7.1	1.2	0.0	8.3
UF Mets / Willets Point Station Renovation	SI	0.0	0.0	0.0	0.9	0.9	0.2	2.0
UH Elevator Replacement Program	NR	0.0	0.0	1.1	0.0	3.0	0.9	5.0
Element Total 04		\$1.6	\$1.8	\$2.3	\$25.4	\$18.3	\$20.4	\$69.8
05 PARKING								
U1 Wyandanch Parking Facility	SI	0.0	0.0	1.8	20.4	1.0	0.0	23.2
Element Total 05		\$0.0	\$0.0	\$1.8	\$20.4	\$1.0	\$0.0	\$23.2
06 PENN STATION								
VL Penn Station Heating, Ventilation & AirConditioning	NR	0.0	0.0	0.0	0.0	1.5	12.5	14.0
Element Total 06		\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$12.5	\$14.0
Category Total	602	\$1.6	\$1.8	\$4.1	\$45.8	\$20.8	\$33.0	\$107.0

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 ANNUAL TRACK REHAB PROGRAM								
TA 2010 Annual Track Program	NR	57.4	0.0	0.0	0.0	0.0	0.0	57.4
TB 2011 Annual Track Program	NR	0.0	53.0	0.3	0.0	0.0	0.0	53.3
TC 2012 Annual Track Program	NR	0.0	0.0	52.2	0.2	0.0	0.0	52.4
TD 2013 Annual Track Program	NR	0.0	0.0	0.0	67.3	0.0	0.0	67.3
TE 2014 Annual Track Program	NR	0.0	0.0	0.0	0.0	49.9	0.0	49.9
TF Construction Equipment	NR	0.0	3.3	2.9	0.1	0.3	0.4	7.0
TG Atlantic Branch Half Ties	NR	0.0	0.0	8.1	0.0	20.1	1.1	29.4
TH Merrick / Bellmore Direct Fixation	NR	0.4	0.0	13.7	0.0	0.0	0.0	14.1
TJ Right of Way - Culverts	NR	0.0	2.5	0.0	0.0	0.0	0.0	2.5
TK Right of Way - Drainage Control	NR	0.0	3.5	0.0	0.0	0.0	0.0	3.5
TL Right of Way - Fencing	SI	3.0	1.0	1.3	2.4	0.0	0.2	7.9
TM East River Tunnel Track Replacement	NR	0.0	0.0	34.6	7.4	0.0	1.2	43.2
TN Right of Way - Track Stability / Retaining Walls	NR	0.0	0.8	0.0	0.0	0.2	0.0	1.1
Element Total 01		\$60.8	\$64.2	\$113.2	\$77.3	\$70.6	\$2.9	\$389.0
04 OTHER TRACK IMPROVEMENTS								
TU Jamaica Capacity Improvements - Phase One	SI	0.0	1.0	19.8	1.2	50.2	229.5	301.7
TV Massapequa Pocket Track	SI	0.0	2.8	0.1	12.8	3.5	0.5	19.6
TW Extend Great Neck Pocket Track	SI	0.8	0.0	0.0	7.9	15.1	1.5	25.4
TX Second Track Farmingdale to Ronkonkoma Phase I	SI	0.0	0.0	16.7	45.7	11.0	63.8	137.2
Element Total 04		\$0.8	\$3.8	\$36.5	\$67.6	\$79.8	\$295.3	\$483.9
Category Total 603		\$61.6	\$68.0	\$149.7	\$145.0	\$150.4	\$298.2	\$872.9

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 BRIDGES								
BB Bridge Program	SGR	0.0	0.0	15.9	7.3	0.0	1.4	24.6
BC Colonial Road Highway Bridge Replacement	SGR	0.0	0.0	0.0	2.9	16.4	0.6	19.8
BD Broadway /Port Washington Bridge Rehabilitation	SGR	0.0	0.0	3.6	0.0	0.0	0.0	3.6
BE Construct Three Montauk Branch Bridges	SGR	0.0	16.6	0.6	0.0	0.0	0.0	17.2
BF Atlantic Avenue Viaduct - Phase II b	SGR	23.1	0.3	0.6	0.1	0.0	0.0	24.2
BG Bridge Painting Program	SGR	0.0	2.7	2.3	0.2	0.0	0.2	5.5
BH Woodhaven Boulevard Bridge	SGR	0.0	0.0	9.1	0.0	0.4	0.0	9.5
BK 150th Street / Jamaica Bridge Rehabilitation	SGR	0.0	0.0	0.0	21.0	0.0	0.9	21.9
BL Post Avenue Bridge Replacement DES	SGR	0.0	0.0	0.0	0.0	0.0	1.5	1.5
Element Total 01		\$23.1	\$19.6	\$32.2	\$31.5	\$16.8	\$4.6	\$127.7
02 TUNNELS								
BP East River Tunnel Fire and Life Safety	NR	0.0	0.0	8.1	3.0	0.0	5.5	16.6
Element Total 02		\$0.0	\$0.0	\$8.1	\$3.0	\$0.0	\$5.5	\$16.6
Category Total	604	\$23.1	\$19.6	\$40.3	\$34.5	\$16.8	\$10.1	\$144.3

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 COMMUNICATIONS IMPROVEMENTS								
L1 Fiber Optic Network	NR	0.0	0.0	8.3	0.0	0.0	0.0	8.3
L2 PrivateBranchExchange-Wayside Phone Rplcmt Ph 1	NR	0.0	9.2	0.0	0.0	0.0	0.0	9.2
L3 Communication Pole / Copper Plant Replacement	NR	0.0	6.6	0.0	0.0	0.0	0.0	6.6
L4 Radio Coverage Improvements	SI	0.0	0.0	5.7	0.1	0.0	0.0	5.8
L6 PennStation Radio Retrofit/EastRiverTunnel Antenna	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
L7 Atlantic Avenue Tunnel Cable Replacement	NR	0.0	0.4	4.7	0.0	0.0	0.0	5.1
Element Total 01		\$0.0	\$16.2	\$18.7	\$0.1	\$0.0	\$0.0	\$35.0
02 SIGNAL IMPROVEMENTS								
LA Positive Train Control (PTC)	SI	7.8	14.5	13.7	193.7	2.0	3.5	235.3
LB Signal Normal Replacement Program	NR	14.9	0.0	0.0	0.0	0.0	0.0	14.9
LC Speonk to Montauk Signalization	SI	0.0	47.7	0.0	24.8	0.0	6.6	79.1
LF Centralized Train Control - Movement Bureau	SI	0.0	0.0	10.4	2.1	0.0	5.4	17.9
Element Total 02		\$22.8	\$62.2	\$24.1	\$220.7	\$2.0	\$15.4	\$347.2
Category Total	605	\$22.8	\$78.4	\$42.8	\$220.8	\$2.0	\$15.5	\$382.2

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 SHOPS AND YARDS								
YA Shop Reconfig& Reliability Centered Maint Infrastr	NR	0.0	7.9	0.2	1.5	0.0	0.0	9.6
YB Hillside Facility Roof Renewal	NR	0.0	0.0	0.0	4.1	0.0	1.8	6.0
YC Hillside Maintenance Facility	NR	0.0	1.2	0.4	1.9	0.0	0.0	3.4
YE Diesel Locomotive Facility Investments	NR	0.0	0.0	0.0	0.0	0.0	1.0	1.0
YL Port Washington Yard Track Extensions	SI	0.0	0.0	0.0	0.0	0.0	12.1	12.1
YN New Mid Suffolk Electric Yard	SI	0.0	0.0	0.0	3.7	0.0	72.9	76.6
Element Total 01		\$0.0	\$9.1	\$0.6	\$11.2	\$0.1	\$87.8	\$108.7
04 EMPLOYEE FACILITIES								
YT Employee Facilities Renewal	NR	0.0	1.4	1.4	1.8	1.4	5.1	11.0
Element Total 04		\$0.0	\$1.4	\$1.4	\$1.8	\$1.4	\$5.1	\$11.0
Category Total	606	\$0.0	\$10.5	\$1.9	\$13.0	\$1.5	\$93.0	\$119.8

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

POWER L - 607

Commitments (\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
01 POWER									
AA Replacement of Hillside & Kew Gardens Substations	NR	0.0	1.8	12.3	12.0	0.0	0.0	26.1	
AB Substation Battery Replacement	NR	0.6	0.0	0.0	0.0	0.0	0.0	0.6	
AC Signal Power Motor Generator Replacement	NR	0.2	1.4	0.0	0.0	0.0	0.2	1.8	
AD Substation Pilot Wire & Relay Replacement	NR	2.0	0.0	0.0	0.0	0.0	0.0	2.0	
AE 3rd Rail - 2000 Million Cubic Meter Cable	NR	2.4	0.0	0.0	0.0	0.0	0.0	2.4	
AF 3rd Rail - Disconnect Switches	NR	0.7	0.0	0.0	0.0	0.0	0.0	0.7	
AG 3rd Rail - Protection Board	NR	9.1	0.0	0.0	0.0	0.0	0.0	9.1	
AH 3rd Rail - Aluminum Rail	NR	10.9	0.0	0.0	0.0	0.0	0.0	10.9	
AJ Atlantic Avenue Tunnel Lighting	NR	0.0	0.0	7.0	0.0	0.0	0.0	7.0	
AK Signal Power Line Replacement	NR	3.0	0.0	0.0	0.0	0.0	0.0	3.0	
AL Power Pole Line Replacement	NR	2.7	0.0	0.0	0.0	0.0	0.0	2.7	
AN 3rd Rail Feeder Cable Upgrade	NR	2.5	0.0	0.0	0.0	0.0	0.0	2.5	
AP Negative Reactor Upgrade	NR	3.3	0.0	0.0	0.0	0.0	0.0	3.3	
AQ Replacement of Port Washington Substation	NR	0.0	0.0	1.4	0.8	0.6	23.4	26.2	
AR Replacement of Richmond Hill Substation	NR	0.0	0.0	0.0	0.0	1.5	15.1	16.6	
AS Penn Station Substation Replacement	NR	0.0	0.0	0.0	0.0	0.3	37.9	38.2	
Element Total 01		\$37.3	\$3.1	\$20.7	\$12.8	\$2.5	\$76.5	\$152.9	
Category Total 607		\$37.3	\$3.1	\$20.7	\$12.8	\$2.5	\$76.5	\$152.9	

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

MISCELLANEOUS

L - 609

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
04 MISCELLANEOUS								
N3	Chlordane Remediation - 20 Substations	NR 0.0	1.1	0.0	0.0	0.1	5.3	6.5
N4	Yaphank Landfill Remediation	NR 0.0	0.0	0.0	1.9	0.1	7.1	9.1
N6	Smithtown Viaduct Remediation	NR 0.0	0.0	0.0	0.4	0.4	2.4	3.2
N8	Speonk Yard Metal Treatment System	NR 0.0	0.0	0.0	0.0	0.0	2.0	2.0
NA	Program Administration	22.8	21.7	22.5	21.6	19.5	10.7	118.8
NB	Program Development	0.0	0.0	0.0	0.1	0.2	6.6	6.9
NC	Insurance	0.0	0.1	0.2	0.1	0.2	0.1	0.7
ND	Independent Engineer	0.0	1.1	1.5	0.8	2.0	1.5	6.8
NE	Mentoring Program Administration	0.0	0.0	0.0	0.4	0.0	0.0	0.4
NF	OCIP	0.0	0.0	10.9	0.0	0.0	0.0	10.9
NG	2010-2014 Accrued Savings	0.0	0.0	0.0	0.0	0.0	4.2	4.2
NH	Sandy Mitigation Grant Support	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Element Total 04		\$22.8	\$24.0	\$35.1	\$25.2	\$22.5	\$39.9	\$169.6
Category Total 609		\$22.8	\$24.0	\$35.1	\$25.2	\$22.5	\$39.9	\$169.6
TOTAL		\$169.2	\$206.7	\$297.6	\$846.8	\$216.5	\$606.8	\$2,343.5

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT		Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 REVENUE EQUIPMENT									
01	EMU Replacement / Repair	NR	0.0	25.0	0.0	0.0	0.0	0.0	25.0
02	M-8 New Haven Line Purchase	NR	0.0	202.2	0.0	0.0	12.0	6.3	220.5
Element Total 01			\$0.0	\$227.2	\$0.0	\$0.0	\$12.0	\$6.3	\$245.5
Category Total 601			\$0.0	\$227.2	\$0.0	\$0.0	\$12.0	\$6.3	\$245.5

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

STATIONS M- 602

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 GRAND CENTRAL TERMINAL								
01 GCT Trainshed / Park Avenue Tunnel Structure	NR	0.0	5.2	3.6	1.2	14.1	0.8	24.9
02 Park Avenue Tunnel Renewal	NR	0.0	0.0	7.1	0.0	0.0	0.0	7.1
05 GCT Leaks Remediation	SGR	0.0	0.0	0.0	15.9	2.6	0.0	18.6
06 GCT Elevator Renewal - Phase 4	NR	0.0	0.0	1.2	0.0	7.0	1.8	10.0
08 GCT Utilities	NR	0.0	0.0	1.2	2.2	0.0	29.8	33.3
10 GCT Recycling Facility	SI	0.0	0.0	0.0	0.0	1.3	0.0	1.3
Element Total 01		\$0.0	\$5.2	\$13.1	\$19.3	\$25.0	\$32.5	\$95.0
02 OUTLYING STATIONS								
01 Poughkeepsie Station Building	NR	0.0	0.0	0.6	0.5	0.0	0.0	1.1
02 Fordham Station Improvements	NR	0.0	0.0	0.0	8.1	5.9	1.1	15.1
03 Harlem Line Station Renewal DES	NR	0.0	0.0	0.2	3.9	0.0	0.0	4.1
04 Station Building Renewal / Net Lease	NR	0.0	0.0	0.0	1.6	0.2	6.8	8.6
06 New Haven Line Stations - Phase II	NR	0.0	0.7	32.6	1.5	0.6	0.4	35.9
08 Customer Communication / Connectivity Improvements	NR	0.0	0.0	0.0	0.0	11.5	5.0	16.5
Element Total 02		\$0.0	\$0.7	\$33.5	\$15.7	\$18.2	\$13.2	\$81.3
03 PARKING								
02 Strategic Facilities	SI	0.0	0.1	0.0	0.0	0.0	2.4	2.5
Element Total 03		\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$2.4	\$2.5
Category Total 602		\$0.0	\$6.1	\$46.6	\$35.0	\$43.1	\$48.1	\$178.8

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
01 TRACK								
01 2010 Cyclical Track Program	NR	12.9	0.1	0.0	0.0	0.0	0.0	13.0
02 Turnouts: Mainline / High Speed	NR	8.4	10.9	23.7	5.5	12.1	0.3	60.8
03 GCT Turnout / Switch Renewal	NR	2.6	1.2	3.5	3.5	3.8	0.1	14.7
04 Turnouts: Yards / Sidings	NR	1.0	1.1	0.5	0.0	0.8	0.0	3.4
05 Maintenance of Way Equipment / Rolling Stock	NR	0.0	0.0	0.0	0.0	3.6	1.7	5.3
06 Cyclical Replacement of Insulated Joints	NR	0.0	0.5	1.0	0.0	0.0	0.0	1.4
07 Rock Slope Remediation	SGR	0.3	1.9	5.4	0.0	0.0	0.0	7.5
08 Drainage and Undercutting	NR	0.0	0.0	2.2	1.0	0.0	7.0	10.3
09 Rebuild Retaining Walls	NR	0.1	0.8	8.1	0.0	0.0	0.1	9.1
11 2011 Cyclical Track Program	NR	0.0	12.4	0.0	0.0	0.0	0.0	12.4
12 2012 Cyclical Track Program	NR	0.0	0.0	12.4	0.0	0.0	0.0	12.4
13 2013 Cyclical Track Program	NR	0.0	0.0	0.0	12.2	0.0	0.0	12.2
14 2014 Cyclical Track Program	NR	0.0	0.0	0.0	0.0	1.2	11.6	12.8
Element Total 01		\$25.2	\$28.9	\$56.6	\$22.3	\$21.4	\$20.8	\$175.3
02 STRUCTURES								
01 Replace Timbers Undergrade Bridges	NR	0.0	1.7	0.0	1.9	1.3	0.0	5.0
02 Renew / Replace Railtop Culverts	NR	1.4	0.1	0.0	0.5	0.0	0.0	2.0
03 Right-of-Way Fencing	NR	0.1	0.1	0.0	0.0	0.0	0.0	0.3
04 DC Substation / Signal House	NR	0.3	0.3	0.0	0.0	0.7	0.0	1.2
05 Bridge Walkways Installation	NR	0.1	0.4	0.0	0.0	0.4	0.0	0.8
06 Remove Obsolete Facilities	NR	0.4	0.4	0.0	0.6	0.0	0.0	1.5
09 Employee Welfare and Storage Facilities	NR	0.0	2.2	0.3	3.0	0.2	3.0	8.7
10 Replace / Repair Undergrade Bridges	SGR	0.0	2.2	10.3	0.0	0.9	11.4	24.9
11 Harlem River Lift Bridge Cable	NR	0.0	0.8	0.9	8.8	0.0	0.0	10.5
12 Overhead Bridge Program - East of Hudson	SGR	0.9	0.0	0.0	0.0	2.9	15.1	18.9
13 Catenary Painting/Rehabilitate Catenary Structures	NR	0.0	0.0	2.7	0.1	0.0	0.0	2.8
14 Park Avenue Viaduct Direct Fixation	NR	0.0	0.0	0.0	0.1	0.0	1.5	1.7
Element Total 02		\$3.3	\$8.3	\$14.3	\$15.0	\$6.4	\$31.0	\$78.3
03 WEST OF HUDSON INFRASTRUCTURE								
01 West of Hudson Track Program	NR	3.9	1.6	5.7	6.2	0.0	0.0	17.4
02 West of Hudson Improvements	NR	0.7	0.7	0.7	0.0	0.0	0.0	2.1
03 Moodna / Woodbury Viaducts	SGR	0.2	5.2	0.6	2.2	0.0	0.0	8.2
04 Otisville Tunnel Renewal	SGR	0.0	0.0	3.3	0.0	0.0	0.0	3.3
05 West of Hudson Replace / Renew Undergrade Bridges	SGR	0.0	1.9	1.0	0.1	3.3	0.0	6.2
06 West of Hudson Rock Slope Remediation	SGR	0.0	0.0	0.0	0.0	2.6	0.0	2.6
Element Total 03		\$4.8	\$9.4	\$11.3	\$8.4	\$5.9	\$0.0	\$39.9
Category Total 603		\$33.3	\$46.6	\$82.2	\$45.7	\$33.7	\$51.9	\$293.5

* Represents values less than \$50,000

Numbers may not add due to rounding

**Commitments
(\$ in millions)**

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 COMMUNICATIONS AND SIGNALS								
01 Positive Train Control	SI	0.7	7.8	5.2	58.8	45.9	68.7	187.1
02 West of Hudson Signal Improvements	SI	0.0	0.0	51.5	0.0	0.0	16.1	67.6
03 Replace Fiber / Communication & Signals Cables	NR	0.1	0.8	0.4	2.9	0.0	0.0	4.2
04 Replace Field Code System - Mott Haven	NR	0.0	0.2	0.6	0.1	0.0	0.5	1.4
05 Crossing Upgrades - Phase 2	NR	0.1	0.0	0.3	0.0	0.0	0.0	0.4
06 Centralized Train Control /SCADA Intrusion Testing	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
07 Refurbish / Replace Electrical Switch Machine	NR	0.1	0.1	0.0	0.0	0.0	0.0	0.2
08 Design / Replace Harlem and Hudson Track Relays	NR	0.0	0.1	0.2	0.0	0.0	0.0	0.3
09 Replace High Cycle Relays	NR	0.1	0.1	0.0	0.2	0.0	0.0	0.5
11 PBX Equipment Upgrade	NR	0.0	0.2	1.5	0.0	0.1	0.0	1.7
13 Rolling Stock Radios and PA Equipment	NR	0.0	0.2	0.0	0.0	0.0	0.0	0.2
14 Radio Base Station Replacement	NR	0.2	0.5	0.0	0.0	0.0	0.0	0.7
16 Radio Frequency Rebanding	NR	0.9	0.2	0.5	0.0	0.0	0.0	1.6
17 NHL Signal Improvements	NR	0.0	0.0	0.0	3.6	0.0	0.0	3.6
18 H&H Wayside Communication & Signal Systems	NR	0.0	0.0	0.0	0.0	6.7	24.3	31.0
Element Total 01		\$2.3	\$10.1	\$60.2	\$65.8	\$52.7	\$109.5	\$300.6
Category Total 604		\$2.3	\$10.1	\$60.2	\$65.8	\$52.7	\$109.5	\$300.6

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Numbers may not add due to rounding

Metro-North Railroad

POWER M- 605

Commitments (\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
01 POWER									
01 Substation Bridge 23 - Construction	NR	0.0	6.9	34.5	0.0	0.0	0.3	41.7	
02 Renewal Harlem & Hudson Substations - Construction	NR	0.2	4.6	3.9	0.0	0.0	0.0	8.7	
03 Harlem & Hudson Lines Power Improvements	SGR	0.0	0.0	2.3	14.5	10.0	6.9	33.7	
04 Replace Motor Alternators	NR	0.0	0.0	0.0	0.0	0.0	1.5	1.5	
05 Replace Substation Batteries	NR	0.0	0.4	0.0	0.0	0.0	0.0	0.4	
07 Harlem River Lift Bridge Breaker Houses / Controls	NR	0.0	0.0	5.2	10.8	0.2	0.3	16.4	
08 Replace 3rd Rail Sectionalizing Switches	NR	0.0	1.2	0.0	0.0	0.0	0.0	1.2	
09 Replace 3rd Rail Brackets - Park Avenue Tunnel	NR	0.0	0.4	0.0	5.7	0.0	0.1	6.1	
Element Total 01		\$0.2	\$13.4	\$46.0	\$31.0	\$10.2	\$9.0	\$109.8	
Category Total	605	\$0.2	\$13.4	\$46.0	\$31.0	\$10.2	\$9.0	\$109.8	

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years	
		2010	2011	2012	2013	2014	Post 2014		
01 SHOPS AND YARDS									
01	Harmon Shop Improvements	SGR	0.0	13.5	6.6	1.8	293.2	0.5	315.6
03	Other Shops / Yards Renewal	NR	0.0	0.0	0.0	0.0	0.0	9.3	9.3
Element Total 01			\$0.0	\$13.5	\$6.6	\$1.9	\$293.2	\$9.8	\$324.9
Category Total 606			\$0.0	\$13.5	\$6.6	\$1.9	\$293.2	\$9.8	\$324.9

* Represents values less than \$50,000

Numbers may not add due to rounding

**Commitments
(\$ in millions)**

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 MISCELLANEOUS								
01 Systemwide Lead / Asbestos Abatement	SGR	0.0	0.0	0.0	0.0	0.0	0.3	0.3
02 Environmental Remediation	SGR	0.0	0.2	0.0	0.0	0.0	0.3	0.5
03 Railroad Protective Liability		0.0	0.2	0.1	0.1	0.2	0.1	0.7
04 MTA Independent Engineering Consultant		0.0	1.0	1.0	0.8	1.1	1.6	5.4
05 Mentoring Program Administration		0.0	0.0	0.0	0.4	0.0	0.0	0.4
06 Program Administration		6.2	4.9	4.8	6.2	6.4	10.8	39.4
07 Program Scope Development		2.1	2.0	1.6	1.8	2.2	0.0	9.7
08 OCIP - Insurance		0.0	0.0	19.2	0.0	0.0	0.0	19.2
09 Systemwide Security Initiatives	SI	0.0	0.0	0.0	0.0	0.8	4.2	5.0
Element Total 01		\$8.3	\$8.2	\$26.7	\$9.4	\$10.6	\$17.3	\$80.5
Category Total 608		\$8.3	\$8.2	\$26.7	\$9.4	\$10.6	\$17.3	\$80.5
TOTAL		\$44.1	\$325.1	\$268.3	\$188.7	\$455.5	\$251.8	\$1,533.5

* Represents values less than \$50,000

Numbers may not add due to rounding

CRR AGENCY SUMMARY

Commitments
(\$ in millions)

AGENCY		2010	2011	2012	2013	2014	Post 2014	Total All Years
TOTAL LIRR	PROGRAM	\$169.2	\$206.7	\$297.6	\$846.8	\$216.5	\$606.8	\$2,343.5
TOTAL MNR	PROGRAM	\$44.1	\$325.1	\$268.3	\$188.7	\$455.5	\$251.8	\$1,533.5
TOTAL		\$213.3	\$531.8	\$565.9	\$1,035.5	\$672.0	\$858.6	\$3,877.0
TOTAL MTA CAPITAL PROGRAM		\$213.3	\$531.8	\$565.9	\$1,035.5	\$672.0	\$858.6	\$3,877.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 BUS COMPANY PROJECTS								
01 Project Administration & Engineering Support Svcs.		0.0	0.0	0.0	3.9	0.4	13.3	17.6
04 Security Improvement - JFK and Spring Creek Depot	SI	0.0	0.0	0.0	0.0	0.0	9.2	9.2
05 Depot Equipment	SGR	0.0	0.0	0.0	0.0	0.0	0.5	0.5
08 New Apron at JFK Depot- SBFP	SGR	0.0	0.0	0.0	0.0	0.0	3.5	3.5
10 Two New Bus Washers Spring Creek - SBFP	SGR	0.0	0.0	0.0	0.0	0.0	2.7	2.7
11 New HVAC Spring Creek	SGR	0.0	0.0	0.0	0.0	0.0	3.9	3.9
12 Upgrade CNG Equipment at College Point Bus Depot	SGR	0.0	0.0	0.0	0.0	0.0	5.0	5.0
14 Store Room Expansion: Baisley Park Depot - SBFP	SGR	0.0	0.0	0.0	0.0	0.0	3.0	3.0
15 Purchase 79 CNG Standard Buses	NR	0.0	40.3	0.0	0.0	0.0	0.0	40.3
16 Purchase 89 CNG Standard Buses	NR	0.0	1.3	39.7	0.0	0.0	0.0	40.9
17 Purchase 45 Standard Buses	NR	0.0	0.0	0.0	0.0	23.7	0.1	23.8
19 Purchase 75 Articulated Buses	NR	0.0	0.0	0.0	0.0	61.1	0.5	61.6
21 Design Management Services		0.0	0.0	0.0	0.0	0.0	6.6	6.6
22 Construction Management Services		0.0	0.0	0.0	0.0	0.0	8.7	8.7
23 2010-2014 Accrued Savings		0.0	0.0	0.0	0.0	0.0	1.7	1.7
24 Bus Cameras	NR	0.0	0.0	1.9	0.0	0.0	0.0	1.9
25 Bus Command Center	SI	0.0	0.0	0.0	0.0	0.2	16.9	17.1
26 Bus Radio System	NR	0.0	0.0	0.0	0.0	0.0	27.9	27.9
27 Bus Washers Replacement JFK and Baisley - SBFP	NR	0.0	0.0	0.0	3.3	0.0	0.0	3.3
28 Chassis Washers at BP and LG- SBFP	NR	0.0	0.0	0.0	0.0	3.5	0.0	3.5
29 Three New Bus Washers College Point	SGR	0.0	0.0	0.0	0.0	0.0	3.9	3.9
30 La Guardia Annex- Roof Repairs- SBFP	NR	0.0	0.0	0.0	0.0	0.0	0.7	0.7
31 Bus Washer Replacement at Far Rockaway- SBFP	NR	0.0	0.0	0.0	0.0	0.0	1.3	1.3
32 HVAC Upgrade at College Point Bus Depot	NR	0.0	0.0	0.0	0.0	0.0	8.5	8.5
Element Total 02		\$0.0	\$41.5	\$41.6	\$7.1	\$89.0	\$117.8	\$297.0
Category Total 603		\$0.0	\$41.5	\$41.6	\$7.1	\$89.0	\$117.8	\$297.0
TOTAL		\$0.0	\$41.5	\$41.6	\$7.1	\$89.0	\$117.8	\$297.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 MTA PD PROJECTS								
02 Staten Island District Office	NR	0.0	0.0	0.0	0.0	0.0	12.0	12.0
03 Nassau County District Office	NR	0.0	0.0	0.0	0.0	0.0	13.0	13.0
04 Public Safety Radio - Phase 2	SI	0.0	0.0	0.0	0.0	0.0	60.0	60.0
Element Total 01		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$85.0	\$85.0
Category Total 610		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$85.0	\$85.0

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Numbers may not add due to rounding

Security / Disaster Recovery

MTA-WIDE SECURITY

E - 614

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 Security-Bridges and Tunnels								
01 Electronic Sec-BBT Manh & Brooklyn Vent Bldgs	SI	0.0	0.5	0.0	0.0	0.0	0.0	0.5
02 Electronic Sec-TNB Bronx Anchorage	SI	0.0	0.2	0.0	0.0	0.0	0.0	0.2
03 Electronic Sec- Governor's Island Vent Bldg	SI	0.0	0.0	0.2	0.0	0.0	0.0	0.2
04 Emergency Generator Purchase	SI	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Element Total 01		\$0.0	\$0.8	\$0.2	\$0.0	\$0.0	\$0.2	\$1.2
02 LIRR Cap Security Initiatives								
01 Penn Station Perimeter Protection - Phase II	SI	0.0	0.0	0.0	5.9	0.0	0.0	5.9
02 Penn Station Consequence Management	SI	0.0	0.0	0.0	0.0	0.2	0.0	0.2
03 ERT Tunnel Portal Security	SI	0.0	0.0	0.0	0.0	0.0	0.8	0.8
04 Penn Station 31st/33rd St. Loading Dock Perimeter	SI	0.0	0.0	0.0	0.0	0.0	8.6	8.6
05 16TSG Electronic Security for Penn/ERT DES	SI	0.0	0.0	0.0	0.0	0.0	1.3	1.3
GJ Sutphin Blvd. Bridge	SI	0.0	0.0	0.0	6.6	0.0	0.0	6.6
GK Babylon Yard Fencing	SI	0.0	0.0	0.0	0.3	0.0	0.0	0.3
GL Hillside Intrusion Control	SI	0.0	0.0	0.0	0.0	0.0	0.3	0.3
GM Security DVR Equipment	SI	0.0	0.0	0.0	0.0	0.0	1.0	1.0
GN Security Cameras at LIRR Crossings	SI	0.0	0.0	0.0	0.0	0.0	0.5	0.5
Element Total 02		\$0.0	\$0.0	\$0.0	\$12.8	\$0.2	\$12.5	\$25.6
03 Security-Metro-North Railroad								
01 '11TSG Harlem River Lift Brg Security Study&Design	SI	0.0	0.0	2.4	0.3	0.0	0.4	3.2
02 CCTV at 7 MNR Stations in Bronx/Westchester	SI	0.0	0.0	0.0	0.0	0.0	3.0	3.0
03 '16TSGHarlem River Lift Bridge	SI	0.0	0.0	0.0	0.0	0.0	11.3	11.3
Element Total 03		\$0.0	\$0.0	\$2.4	\$0.3	\$0.0	\$14.8	\$17.5
04 Security-New York City Transit								
01 '10TSG URT Phase 1 - Electronic Security	SI	0.0	21.3	2.1	0.0	0.9	0.4	24.7
02 '10TSG Boro Hall-Court St - Electronic Security	SI	0.0	0.0	1.8	16.4	0.0	2.6	20.8
03 '10TSG Atlantic / Pacific St - Electronic Security	SI	0.0	0.0	1.7	0.7	19.1	0.2	21.6
04 '11TSG NYCT Wall Street ESS Design	SI	0.0	0.0	0.8	0.0	0.0	0.0	0.8
05 '11TSG URT Phase 2 - Electronic Security	SI	0.0	0.0	2.3	24.7	0.3	0.0	27.4
07 '13TSG NYCT Wall Street ESS	SI	0.0	0.0	0.0	0.0	7.7	0.0	7.7
09 '12TSG 580 Help Pts, Chasis & UPS Battery Backbox	SI	0.0	0.0	0.0	0.0	2.3	0.0	2.3
10 Emergency Exit Alarm Repair/182 Subway Tunn Exits SGR	SGR	0.0	0.0	0.0	0.0	0.0	1.6	1.6
11 PID CCTV Installation - 2 High Risk Subway Locs	SI	0.0	0.0	0.0	0.0	0.0	1.5	1.5
12 IESS Wrap Up Design	SI	0.0	0.0	0.0	0.0	0.0	2.4	2.4
13 Electronic Security: Columbus Circle (Design)	SI	0.0	0.0	0.0	0.0	0.0	2.3	2.3
14 OMEGA Security Booths at Lex Ave Station	SI	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Element Total 04		\$0.0	\$21.3	\$8.7	\$41.8	\$30.3	\$11.3	\$113.5
05 All Agency Cap Sec Initiatives								
02 All Agency Cap Security Initiatives Reserve	SI	0.0	0.0	0.0	0.0	0.0	94.8	94.8
Element Total 05		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$94.8	\$94.8

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Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
08 MTACC Cap Sec Initiatives								
01 East Side Access TVRA 2016	SI	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Element Total 08		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.1
Category Total	614	\$0.0	\$22.0	\$11.4	\$55.0	\$30.6	\$133.7	\$252.6

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

PASSENGER STATIONS
E - T04

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 STATION REPAIRS: SANDY								
01 So Ferry Rest - Clean Up, Loop Opening, and DES	SGR	0.0	0.0	1.0	21.5	0.0	0.0	22.5
02 Recovery: Beach 116 St Station-RKY	SGR	0.0	0.0	0.0	2.5	0.0	0.0	2.5
04 Station Restoration: Various Locations DES	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
06 Beach 116 St. Station:SBFP RKY	SGR	0.0	0.0	0.0	0.5	0.0	0.0	0.5
08 Beach 116 St: Employee Facilities Track SBFP RKY	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
10 Sandy Repair:Stillwell Terminal Employee Facilty.	SGR	0.0	0.0	0.0	11.5	3.0	0.1	14.7
11 Sandy Repair:DO#34 Stillwell Terminal	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9
12 Repair: South Ferry Terminal Early Demolition	SGR	0.0	0.0	0.0	0.0	3.8	0.4	4.2
13 Repair: South Ferry Complex	SGR	0.0	0.0	0.0	0.0	149.6	18.4	168.0
17 Sandy Repairs: Purchase and Install AFC Equip	SGR	0.0	0.0	0.0	0.0	10.9	1.1	12.0
18 Purchase Emergency Alarms: South Ferry BW7	SGR	0.0	0.0	0.0	0.0	0.1	0.0	0.1
19 South Ferry Station Rooms I (SBFP)	SGR	0.0	0.0	0.0	0.0	0.0	3.5	3.5
21 South Ferry Station Rooms II (SBFP)	SGR	0.0	0.0	0.0	0.0	0.0	3.2	3.2
22 Sandy Repairs: Shaft Excavation - 1 Ave / Canarsie	SGR	0.0	0.0	0.0	0.0	0.0	13.9	13.9
Element Total 02		\$0.0	\$0.0	\$1.0	\$38.7	\$167.5	\$40.7	\$247.9
03 STATION MITIGATION: SANDY								
01 Seal System Openings from Floodwaters	SI	0.0	0.0	0.0	0.0	0.0	50.0	50.0
03 South Ferry Short Term Mitigation Work	SI	0.0	0.0	0.0	5.8	0.0	0.0	5.8
04 Mitigation: Removable Stair Cover Prototype SBFP	SI	0.0	0.0	0.0	1.8	0.0	0.0	1.8
05 Removable Ventilator Covers SBFP	SI	0.0	0.0	0.0	1.2	0.0	0.0	1.2
06 Mitigation Studies for 6 Manhattan Locations	SI	0.0	0.0	0.0	0.1	0.0	0.0	0.1
07 L. Manh. Flood Drs/Hatch @Old S Ferry/Bowling SBFP	SI	0.0	0.0	0.0	0.0	1.6	1.4	3.0
08 L. Manhattan: Hatch Installation, Rector St SBFP	SI	0.0	0.0	0.0	0.0	1.3	0.0	1.3
09 Mitigation: Manhole Casting & Duct/Cable SBFP	SI	0.0	0.0	0.0	0.0	1.7	0.0	1.7
10 Mitigation:Sidewalk Vent Covers 6 Locs L Manh SBFP	SI	0.0	0.0	0.0	0.0	2.9	0.0	2.9
11 Mitigation: 8 stations (L & U Manhattan) DEO	SI	0.0	0.0	0.0	1.0	1.3	1.2	3.5
13 Mitigation: Stair Covers Marine doors 'B' LM SBFP	SI	0.0	0.0	0.0	0.0	0.4	5.1	5.5
14 Mitigation: Stairwell Prot (Flexgates 6 of 8 Stns)	SI	0.0	0.0	0.0	0.0	0.1	18.6	18.7
15 Mitigation: Hatches (5 of 8 Stations) SBFP	SI	0.0	0.0	0.0	0.0	0.1	3.7	3.8
16 Mitigation: Stair Covers Marine doors 'A' LM	SI	0.0	0.0	0.0	0.0	0.0	3.6	3.6
17 Upgrade Emergency Booth Comm System (EBCS)	SI	0.0	0.0	0.0	0.4	0.0	74.3	74.7
18 Sandy Mitigation: Coastal Storm MCD	SI	0.0	0.0	0.0	0.0	0.0	10.4	10.4
20 Sandy Mitigation: Critical Room Resiliency	SI	0.0	0.0	0.0	0.0	0.0	22.7	22.7
22 Sandy Mitigation: Surface/Facility Hardening 8 Stn	SI	0.0	0.0	0.0	0.0	0.0	45.9	45.9
23 Backup Command Center (BCC) Upgrade	SI	0.0	0.0	0.0	0.0	0.0	10.9	10.9
24 Mitigation: Internal Stn Hardening (7 of 8 Stns)	SI	0.0	0.0	0.0	0.0	0.0	5.0	5.0
25 Mitigation: Internal Stn Hardening - Various Locs	SI	0.0	0.0	0.0	0.0	0.0	19.2	19.2
26 Mitigation: Design Only - 6 Critical Stations	SI	0.0	0.0	0.0	6.2	0.0	0.0	6.2
27 Sandy Mitigation: 7 Stations (M/Q/Bx)	SI	0.0	0.0	0.0	0.0	1.5	66.7	68.2
28 Sandy Mitigation: 9 Stations (Bk/Q)	SI	0.0	0.0	0.0	0.0	3.3	57.1	60.4
29 Mitigation: Internal Station Hardening (7 Stn)	SI	0.0	0.0	0.0	0.0	0.0	2.1	2.1
30 Sandy Mitigation: Design Support	SI	0.0	0.0	0.0	0.0	4.2	0.0	4.2
31 Sandy Mitigation: 8 Stations DEO (M/Q/Bx)	SI	0.0	0.0	0.0	2.3	0.1	2.0	4.4
Element Total 03		\$0.0	\$0.0	\$0.0	\$18.7	\$18.5	\$399.8	\$437.0
Category Total T04		\$0.0	\$0.0	\$1.0	\$57.4	\$186.0	\$440.5	\$684.8

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

TRACK
E - T05

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Post 2014	Total All Years
		2010	2011	2012	2013	2014			
02 TRACK/SWITCH REPAIRS: SANDY									
02 Rockaway Line Restoration (Initial)	SGR	0.0	0.0	0.0	12.5	0.0	0.0	12.5	
06 Track: Montague Tube	SGR	0.0	0.0	0.0	15.3	0.1	0.0	15.4	
07 Track: Greenpoint Tube	SGR	0.0	0.0	0.0	11.6	3.0	0.0	14.5	
08 Switches Montague Tube	SGR	0.0	0.0	0.0	2.3	0.0	0.0	2.3	
09 Track: Canarsie Tube	SGR	0.0	0.0	0.0	0.0	0.0	39.9	39.9	
10 Track: Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	8.1	8.1	
11 Track: Clark St Tube	SGR	0.0	0.0	0.0	0.0	0.0	9.6	9.6	
12 Track: 53rd St Tube QBL	SGR	0.0	0.0	0.0	0.0	0.0	12.0	12.0	
13 South Ferry Track	SGR	0.0	0.0	0.0	0.0	16.8	2.0	18.8	
14 Track: Steinway Tube	SGR	0.0	0.0	0.0	11.5	0.0	0.0	11.5	
16 South Ferry Switch Replacement	SGR	0.0	0.0	0.0	0.0	6.7	0.0	6.7	
17 Sandy Repairs: ML Track & Switches 200-207 St/8AVE	SGR	0.0	0.0	0.0	0.0	0.0	38.1	38.1	
Element Total 02		\$0.0	\$0.0	\$0.0	\$53.1	\$26.6	\$109.7	\$189.5	
Category Total T05		\$0.0	\$0.0	\$0.0	\$53.1	\$26.6	\$109.7	\$189.5	

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Security / Disaster Recovery
New York City Transit

LINE EQUIPMENT
E - T06

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
02 LINE EQUIPMENT REPAIRS: SANDY									
06 Line Equipment Restoration: Various Locations DES	SGR	0.0	0.0	0.0	14.8	0.3	0.2	15.4	
07 Tunnel Lighting: Montague Tube	SGR	0.0	0.0	0.0	17.2	0.3	0.0	17.6	
08 2 Pump Rooms: Montague Tube	SGR	0.0	0.0	0.0	8.3	0.0	0.0	8.3	
09 Fan Plant: Montague Tube	SGR	0.0	0.0	0.0	3.9	0.0	0.0	3.9	
10 Tunnel Lighting: Greenpoint Tube	SGR	0.0	0.0	0.0	32.7	4.3	0.1	37.0	
11 1 Pump Room: Greenpoint Tube	SGR	0.0	0.0	0.0	4.2	0.1	0.4	4.7	
12 1 Fan Plant: Greenpoint Tube	SGR	0.0	0.0	0.0	9.9	0.1	0.5	10.5	
13 Tunnel Lighting: Canarsie Tube	SGR	0.0	0.0	0.0	0.0	0.0	54.0	54.0	
14 Tunnel Lighting: Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	4.4	4.4	
16 Tunnel Lighting: Joralemon Tube	SGR	0.0	0.0	0.0	0.0	0.0	44.5	44.5	
17 1 Pump Room: South Ferry	SGR	0.0	0.0	0.0	0.0	5.4	0.0	5.4	
18 2 Pump Rooms: Southern Manhattan	SGR	0.0	0.0	0.0	0.0	7.1	0.1	7.2	
19 Sandy Repairs: Pump Room #1035 Canarsie Tube	SGR	0.0	0.0	0.0	0.0	0.0	19.9	19.9	
20 Pump Room (#2057) 8 Ave	SGR	0.0	0.0	0.0	0.0	4.0	0.1	4.1	
21 Pump Room: Steinway Tube - FLS	SGR	0.0	0.0	0.0	20.5	0.3	0.2	21.0	
23 1 Fan Plant: South Ferry	SGR	0.0	0.0	0.0	0.0	7.3	0.0	7.3	
24 3 Fan Plants: Southern Manhattan	SGR	0.0	0.0	0.0	0.1	25.4	0.2	25.7	
25 3 Fan Plants: Crnbry, 14 St, Rutgers Tubes	SGR	0.0	0.0	0.0	0.1	0.0	0.0	0.1	
26 1 Fan Plant: Old Slip	SGR	0.0	0.0	0.0	0.0	0.0	5.2	5.2	
27 South Ferry Tunnel Lighting	SGR	0.0	0.0	0.0	0.0	9.2	0.0	9.2	
28 200th to 207th Street Tunnel Lighting	SGR	0.0	0.0	0.0	0.0	18.0	0.9	18.9	
30 2 Pump Rooms: Cranberry Tube	SGR	0.0	0.0	0.0	0.0	12.5	0.0	12.5	
31 2 Fan Plants (#6330,#6332): Cranberry Tube	SGR	0.0	0.0	0.0	0.0	16.5	0.1	16.6	
32 2 Pump Rooms: Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	6.7	6.7	
33 1 Fan Plant (#6375): Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	4.4	4.4	
34 Clark St Tube: Pump Room #3166	SGR	0.0	0.0	0.0	0.0	0.0	8.0	8.0	
Element Total 02		\$0.0	\$0.0	\$0.0	\$111.7	\$110.8	\$149.9	\$372.4	

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Security / Disaster Recovery
New York City Transit

LINE EQUIPMENT
E - T06

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
03 LINE EQUIPMT MITIGATION: SANDY									
04	Conversion of two Pump Trains	SI	0.0	0.0	0.0	11.1	2.8	0.0	13.9
05	Mitigation: 17 Fan Plants	SI	0.0	0.0	0.0	3.5	0.3	42.7	46.5
06	14 Fan Plants, NT Above Grade Protection 6 Locs	SI	0.0	0.0	0.0	0.0	0.0	6.9	6.9
07	14 Fan Plants, NT - Deployable Vent CvrS SBFP	SI	0.0	0.0	0.0	0.0	3.5	0.1	3.6
08	14 Fan Plants, NT -Hatch Repl/MCD Prttype "A" SBFP	SI	0.0	0.0	0.0	0.0	0.3	4.8	5.2
09	14 Fan Plants, NT - Hatch Repl "B" SBFP	SI	0.0	0.0	0.0	0.0	0.4	4.3	4.7
10	14 Fan Plants, NT Conduit/Duct Pen - Fac&Man SBFP	SI	0.0	0.0	0.0	0.0	0.0	2.9	2.9
11	Pumping System Improvement : 7 Under river Tubes	SI	0.0	0.0	0.0	0.0	1.1	3.0	4.0
12	Flood Mitigation: Purchase of Backup Generators	SI	0.0	0.0	0.0	0.0	0.0	3.5	3.5
13	Joralemon Tube 2 Pump Rooms 3190 3191	SI	0.0	0.0	0.0	0.0	0.0	8.3	8.3
16	Pumping Capacity Improvements: Annex Pumps	SI	0.0	0.0	0.0	0.0	0.0	1.4	1.4
17	Sandy Resiliency: Conversion of 2 Pump Trains	SI	0.0	0.0	0.0	0.0	0.0	16.6	16.6
18	Sandy Pumping Sys Improv - 7 URT Lwr Mnhtn&Bklyn	SI	0.0	0.0	0.0	0.0	1.4	3.2	4.6
19	Sandy Mitigation: DOB Mobile Pumps and Generators	SI	0.0	0.0	0.0	0.0	0.0	1.7	1.7
20	14 Fan Plants, LT - 11 Locations	SI	0.0	0.0	0.0	0.0	0.0	27.4	27.4
21	14 Fan Plants, LT - 4 Locations	SI	0.0	0.0	0.0	0.0	0.0	33.0	33.0
22	Sandy Mitigation: ROW Equipment Hardening	SI	0.0	0.0	0.0	0.0	0.0	26.6	26.6
23	Sandy Resiliency: 2 Pump Rooms (Cranberry Tube)	SI	0.0	0.0	0.0	0.0	0.0	3.1	3.1
24	Sandy Resiliency: 3 Pump Rooms (Clark Tube)	SI	0.0	0.0	0.0	0.0	0.0	6.1	6.1
25	Sandy Mitigation: 14 Fan Plants, LT - 2 Locations	SI	0.0	0.0	0.0	0.0	0.0	20.7	20.7
26	Sandy Mitigation: 14 Fan Plants, LT - 1 Loc SBFP	SI	0.0	0.0	0.0	0.0	0.0	0.2	0.2
27	Existing Pump Room Enhancements	SI	0.0	0.0	0.0	0.0	0.0	45.0	45.0
28	Sandy Mitigation: DOS Mobile Pumps and Generators	SI	0.0	0.0	0.0	0.0	0.0	0.2	0.2
29	14 Fan Plants DEO	SI	0.0	0.0	0.0	3.6	0.5	7.3	11.4
Element Total 03			\$0.0	\$0.0	\$0.0	\$18.2	\$10.3	\$269.0	\$297.5
Category Total T06			\$0.0	\$0.0	\$0.0	\$129.9	\$121.1	\$418.9	\$669.9

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

LINE STRUCTURES
E - T07

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
02 LINE STRUCTURE REPAIRS: SANDY									
02 Rockaway Line Restoration (Initial)	SGR	0.0	0.0	0.0	24.5	0.0	0.0	24.5	
06 Line Structure Repairs: Various Locations DES	SGR	0.0	0.0	0.0	0.2	0.0	0.0	0.2	
09 Sandy Repairs: Rockaway Line Wrap Up	SGR	0.0	0.0	0.0	0.0	0.0	30.0	30.0	
Element Total 02		\$0.0	\$0.0	\$0.0	\$24.7	\$0.0	\$30.0	\$54.7	
03 LINE STRUCTRE MITIGATION:SANDY									
02 Rockaway Line Realignment/Reconstruction Ph 1	SI	0.0	0.0	0.0	3.3	1.5	174.4	179.1	
06 Internal Tunnel Sealing: N/O Spring St/8AV	SI	0.0	0.0	0.0	0.0	0.0	7.4	7.4	
07 Sandy Mitigation: Internal Tunnel Sealing	SI	0.0	0.0	0.0	0.0	0.0	0.5	0.5	
08 Sandy Mitigation: Steinway Portal	SI	0.0	0.0	0.0	0.0	0.0	15.0	15.0	
09 Long-Term Flood Protection: Hammels Wye	SI	0.0	0.0	0.0	0.0	0.0	2.6	2.6	
10 ROW Washout Protection RKY	SI	0.0	0.0	0.0	0.0	0.0	40.0	40.0	
Element Total 03		\$0.0	\$0.0	\$0.0	\$3.3	\$1.5	\$239.8	\$244.5	
Category Total T07		\$0.0	\$0.0	\$0.0	\$28.0	\$1.5	\$269.8	\$299.2	

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

SIGNALS & COMMUNICATIONS
E - T08

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Post 2014	Total All Years
		2010	2011	2012	2013	2014			
02 SIGNAL/COMM REPAIRS: SANDY									
01 South Ferry Restoration	SGR	0.0	0.0	0.0	0.4	57.6	8.4	66.5	
02 Rockaway Line Restoration (Initial)	SGR	0.0	0.0	0.3	24.7	0.0	0.0	25.0	
06 Signal/Comm Restoration: Various Locations DES	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9	
07 Signals: 200 St - 207 St / 8th Ave	SGR	0.0	0.0	0.0	3.0	0.0	40.2	43.2	
08 Security Equipment Replacement URT1	SGR	0.0	0.0	0.0	4.0	2.7	0.7	7.5	
09 Signals: Greenpoint Tube	SGR	0.0	0.0	0.0	6.9	0.1	0.0	7.0	
10 Whitehall Interlocking Modernization	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*	
11 Signals: Canarsie Tube	SGR	0.0	0.0	0.0	0.0	0.0	35.6	35.6	
12 Signals: Clark St Tube	SGR	0.0	0.0	0.0	0.0	0.0	9.2	9.2	
13 Signals: Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	10.0	10.0	
14 Signals: Cranberry Tube	SGR	0.0	0.0	0.0	0.0	18.0	0.0	18.0	
15 Signals: 53rd St Tube QBL	SGR	0.0	0.0	0.0	0.0	0.1	10.3	10.4	
16 Signals: Montague Tube	SGR	0.0	0.0	0.0	30.4	1.7	0.7	32.8	
17 Terminal Station Signal Mods: Montague Tube	SGR	0.0	0.0	0.0	1.2	0.0	0.0	1.2	
18 PLC Signal Equip Rockaway	SGR	0.0	0.0	0.0	5.4	0.1	0.0	5.5	
19 Revenue Facility Microwave Communications System	SGR	0.0	0.0	0.0	0.5	0.0	0.0	0.5	
20 Rockaway Signal Modernization and Interlocking	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*	
21 Rutgers Tube: CCTV Support	SGR	0.0	0.0	0.0	0.0	2.0	0.0	2.0	
22 Cranberry Tube: CCTV Support	SGR	0.0	0.0	0.0	0.0	2.2	0.0	2.2	
28 South Ferry Risk Reserve	SGR	0.0	0.0	0.0	0.0	0.0	22.9	22.9	
Element Total 02		\$0.0	\$0.0	\$0.3	\$77.6	\$84.7	\$138.0	\$300.6	
Category Total T08		\$0.0	\$0.0	\$0.3	\$77.6	\$84.7	\$138.0	\$300.6	

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

TRACTION POWER
E - T09

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 TRACTION POWER REPAIRS: SANDY								
02 Rockaway Line Restoration (Initial)	SGR	0.0	0.0	0.0	13.4	0.0	0.0	13.4
06 Traction Power Restoration: Various Locations DES	SGR	0.0	0.0	0.0	21.2	0.0	0.0	21.2
07 3 Circuit Breaker Houses: Montague Tube	SGR	0.0	0.0	0.0	6.4	0.0	0.0	6.4
08 Cable/Ducts/Rust Coating: Montague Tube	SGR	0.0	0.0	0.0	88.8	1.2	10.4	100.4
09 2 Substations: Montague Tube	SGR	0.0	0.0	0.0	1.4	0.0	0.0	1.4
10 Power/Cable/Ducts: Greenpoint Tube	SGR	0.0	0.0	0.0	19.8	3.7	0.0	23.5
11 2 Circuit Breaker Houses: Canarsie Tube	SGR	0.0	0.0	0.0	0.9	0.8	36.5	38.2
12 Power/Cable/Ducts: Canarsie Tube	SGR	0.0	0.0	0.0	9.5	2.8	305.7	318.0
18 Substation Equip: Joralemon Tube	SGR	0.0	0.0	0.0	0.0	0.0	5.6	5.6
19 Comm/Power Cable Repl: Rutgers Tube	SGR	0.0	0.0	0.0	3.2	0.1	51.7	55.0
20 Comm/Power Cable Repl: Cranberry Tube	SGR	0.0	0.0	0.0	4.2	44.8	1.7	50.7
21 Comm/Power Cable & Ducts: Joralemon Tube	SGR	0.0	0.0	0.0	4.1	0.1	56.4	60.6
24 Comm/Power Cable Repl: Clark S Tube	SGR	0.0	0.0	0.0	6.7	0.2	71.7	78.6
25 Comm/Power Cable Repl: 53rd St Tube QBL	SGR	0.0	0.0	0.0	3.0	0.0	46.7	49.7
26 Circuit Breaker Houses (#565 & 603) 53rd St Tube Q	SGR	0.0	0.0	0.0	0.9	0.0	4.8	5.6
27 Circuit Breaker Houses: Various Locations DES	SGR	0.0	0.0	0.0	2.8	1.6	0.1	4.4
31 Independent Integrity Monitor	SGR	0.0	0.0	0.0	0.0	3.0	0.0	3.0
32 Circuit Breaker House (#502) Cranberry Tube	SGR	0.0	0.0	0.0	0.0	2.2	0.0	2.3
33 Substation Equipment (#90) Cranberry Tube	SGR	0.0	0.0	0.0	0.0	3.9	0.0	3.9
34 Circuit Breaker House (#596) Rutgers Tube	SGR	0.0	0.0	0.0	0.0	0.0	1.5	1.5
35 South Ferry CBH 367, 368	SGR	0.0	0.0	0.0	0.0	18.9	0.0	18.9
36 2 CBHs 207/8 and 209	SGR	0.0	0.0	0.0	0.0	5.5	0.5	6.1
37 2 CBHs 206 and 212	SGR	0.0	0.0	0.0	0.0	5.5	0.5	6.0
38 Substation Equipment (#216): 53rd St. Tube	SGR	0.0	0.0	0.0	0.0	0.0	20.1	20.1
40 Purchase Emergency Alarms: 6 Tubes	SGR	0.0	0.0	0.0	0.0	3.9	0.0	3.9
Element Total 02		\$0.0	\$0.0	\$0.0	\$186.3	\$98.3	\$613.9	\$898.5
03 TRACTIONPOWER MITIGATION:SANDY								
02 Sandy Mitigation Cable/Duct - Montague Tube	SI	0.0	0.0	0.0	56.4	0.0	0.0	56.4
04 Mitigation: Montague Substations - Various Locs	SI	0.0	0.0	0.0	0.0	0.0	7.5	7.5
05 Hardening of Substations in Flood Prone Areas	SI	0.0	0.0	0.0	0.0	0.0	26.4	26.4
06 Hardening of Substations at 11 Locs	SI	0.0	0.0	0.0	0.0	0.0	45.6	45.6
07 Hardening of Substations at 12 Locs	SI	0.0	0.0	0.0	0.0	0.0	45.7	45.7
08 Sandy Mitigation: Deployable Substations	SI	0.0	0.0	0.0	0.0	0.0	32.2	32.2
09 Sandy Mitigation: Power / Cables/ Ducts: Canarsie	SI	0.0	0.0	0.0	0.0	0.0	189.6	189.6
10 Sandy Mitigation: Back-up Power Control Center	SI	0.0	0.0	0.0	0.0	0.0	10.3	10.3
Element Total 03		\$0.0	\$0.0	\$0.0	\$56.4	\$0.0	\$357.3	\$413.7
Category Total T09		\$0.0	\$0.0	\$0.0	\$242.7	\$98.3	\$971.2	\$1,312.2

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

SHOPS & YARDS
E - T10

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 SHOPS & YARDS REPAIRS: SANDY								
08 Facilities Restoration	SGR	0.0	0.0	0.0	1.5	0.0	0.0	1.5
09 Power Cable Replacement- 148th Street Yard	SGR	0.0	0.0	0.0	0.8	0.0	17.2	18.1
10 Power Cable Replacement- 207th Street Yard	SGR	0.0	0.0	0.0	1.3	0.2	32.7	34.2
11 Power Cable/Comm. Equipt. Repl- Coney Island Yard	SGR	0.0	0.0	0.0	6.7	0.1	191.5	198.3
12 Power Cable Replacement- Rockaway Park Yard	SGR	0.0	0.0	0.0	0.6	13.0	1.1	14.8
13 Yard Assessment- Rockaway Park Yard	SGR	0.0	0.0	0.0	0.4	0.5	0.0	0.9
14 Yard Assessment- Coney Island	SGR	0.0	0.0	0.0	0.5	1.8	0.0	2.4
15 Yard Assessment- 148th Street Yard	SGR	0.0	0.0	0.0	0.4	0.3	0.0	0.6
16 Yard Assessment- 207th Street Yard	SGR	0.0	0.0	0.0	0.8	0.4	0.0	1.2
18 Sandy Repairs: 207th St Yard Signals	SGR	0.0	0.0	0.0	0.0	0.0	325.9	325.9
19 Sandy Repairs: 207 St Yard Track	SGR	0.0	0.0	0.0	0.0	0.0	72.3	72.3
20 Sandy Repairs: 207 St Yard Switches	SGR	0.0	0.0	0.0	0.0	0.0	59.2	59.2
Element Total 02		\$0.0	\$0.0	\$0.0	\$13.1	\$16.3	\$699.9	\$729.3
03 SHOPS&YARDS MITIGATION: SANDY								
04 Rockaway Yard Mitigation	SI	0.0	0.0	0.0	1.0	0.2	0.0	1.2
06 Coney Island Yd Near Term Perimeter Protection	SI	0.0	0.0	0.0	0.0	12.0	1.2	13.2
07 Coney Island Yd - Long Term Perimeter Protection	SI	0.0	0.0	0.0	1.3	6.1	508.6	516.0
08 Near-Term Flood Protection: 207th St Yard	SI	0.0	0.0	0.0	0.0	0.0	0.7	0.7
09 Long Term Perimeter Protection, 148th St Yard	SI	0.0	0.0	0.0	0.0	0.0	103.9	103.9
10 Long Term Perimeter Protection, 207th St Yard	SI	0.0	0.0	0.0	0.0	0.0	174.1	174.1
11 Sandy Mitigation: 148th Street Yard Portal	SI	0.0	0.0	0.0	0.0	0.0	6.8	6.8
12 Sandy Mitigation: 207th Street Yard Portal	SI	0.0	0.0	0.0	0.0	0.0	23.1	23.1
13 Sandy Mitigation: 148th St Yard 207th St Yard	SI	0.0	0.0	0.0	4.9	2.6	0.3	7.8
Element Total 03		\$0.0	\$0.0	\$0.0	\$7.2	\$20.9	\$818.7	\$846.8
Category Total T10		\$0.0	\$0.0	\$0.0	\$20.2	\$37.3	\$1,518.6	\$1,576.1

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

DEPOTS
E - T12

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
03 DEPOTS MITIGATION: SANDY									
07 Flood Mitigation at 4 NYCT Depots	SI	0.0	0.0	0.0	0.1	0.0	59.6	59.7	
Element Total 03		\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$59.6	\$59.7	
Category Total T12		\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$59.6	\$59.7	

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

MISCELLANEOUS/EMERGENCY
E - T16

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 MISCELLANEOUS REPAIRS: SANDY								
08 Facilities Restoration (initial)	SGR	0.0	0.0	0.0	3.9	0.0	0.0	3.9
09 Procure 2 Keene Machines & Audit System	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
11 Repairs: Employee Facilities at Whitehall Sta BWY	SGR	0.0	0.0	0.0	0.0	2.8	0.0	2.8
12 South Ferry - Leak Remediation	SGR	0.0	0.0	0.0	0.0	8.4	2.9	11.3
13 Sandy Restoration Reserve	SGR	0.0	0.0	0.0	0.0	0.0	194.1	194.1
Element Total 02		\$0.0	\$0.0	\$0.0	\$3.9	\$12.3	\$197.0	\$213.2
03 MISCELLANEOUS MITIGATION:SANDY								
07 Analysis of Best World Wide Approaches	SI	0.0	0.0	0.0	0.6	0.0	0.0	0.6
08 Near-Term Flood Protection: Hammels Wye	SI	0.0	0.0	0.0	0.0	0.0	0.8	0.8
09 Near-Term Flood Protect Stillwell Av Term Fac SBFP	SI	0.0	0.0	0.0	0.0	0.0	2.7	2.7
10 Sandy Mitigation: Consolidated Revenue Facility	SI	0.0	0.0	0.0	0.0	0.0	11.5	11.5
11 Sandy Mitigation: Zerega Maintenance Facility	SI	0.0	0.0	0.0	0.0	0.0	11.2	11.2
12 Sandy Mitigation: Tiffany Central Warehouse	SI	0.0	0.0	0.0	0.0	0.0	11.6	11.6
13 Sandy Mitigation: Consolidated Revenue Fac SBFP	SI	0.0	0.0	0.0	0.0	0.0	3.5	3.5
14 Sandy Mitigation: Zerega Maintenance Facility SBFP	SI	0.0	0.0	0.0	0.0	0.0	3.5	3.5
15 Sandy Mitigation: Tiffany Central Warehouse SBFP	SI	0.0	0.0	0.0	0.0	0.0	3.5	3.5
Element Total 03		\$0.0	\$0.0	\$0.0	\$0.6	\$0.0	\$48.3	\$48.8
Category Total T16		\$0.0	\$0.0	\$0.0	\$4.4	\$12.3	\$245.2	\$262.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
New York City Transit

STATEN ISLAND RAILWAY
E - S07

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 SIR REPAIRS: SANDY								
09 Staten Island Railway Restoration: DES	SGR	0.0	0.0	0.0	7.7	0.0	0.0	7.7
10 Flood Repairs- Clifton Shop (Short-Term)	SGR	0.0	0.0	0.0	2.6	0.0	0.0	2.6
11 Flood Repairs- Clifton Shop (Long-Term)	SGR	0.0	0.0	0.0	0.0	0.0	35.1	35.1
12 Flood Repairs- St George Term Tower B (Short-Term)	SGR	0.0	0.0	0.0	0.5	0.0	0.0	0.5
13 Flood Repairs- St George Term Tower B (Long-Term)	SGR	0.0	0.0	0.0	0.0	6.4	0.2	6.6
14 SIR Restoration - St George Interlocking	SGR	0.0	0.0	0.0	0.0	99.9	2.5	102.4
15 Repairs- Tower B Employee Fac- Long Term	SGR	0.0	0.0	0.0	0.0	0.0	2.1	2.1
Element Total 02		\$0.0	\$0.0	\$0.0	\$10.8	\$106.4	\$39.9	\$157.1
03 SIR MITIGATION: SANDY								
02 SIR Mitigation: Clifton Shop / Yard	SI	0.0	0.0	0.0	0.5	0.5	166.8	167.7
03 SIR Mitigation: St. George	SI	0.0	0.0	0.0	0.9	0.0	72.6	73.4
Element Total 03		\$0.0	\$0.0	\$0.0	\$1.3	\$0.5	\$239.4	\$241.2
Category Total S07		\$0.0	\$0.0	\$0.0	\$12.2	\$106.8	\$279.3	\$398.2

AGENCY SUMMARY: SANDY

Repairs:Sandy	\$0.0	\$0.0	\$1.3	\$520.0	\$622.8	\$2,019.0	\$3,163.1
Mitigation:Sandy	\$0.0	\$0.0	\$0.0	\$105.6	\$51.7	\$2,431.8	\$2,589.1
TOTAL New York City Transit	\$0.0	\$0.0	\$1.3	\$625.6	\$674.5	\$4,450.8	\$5,752.2

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

TRACK
E - L03

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
03 TRACK MITIGATION: SANDY									
ZH Emergency Management Equipment Mitigation	SI	0.0	0.0	0.0	0.0	1.9	18.1	20.0	
ZR Gateway 11th Ave Extension	SI	0.0	0.0	0.0	0.0	0.0	5.5	5.5	
Element Total 03		\$0.0	\$0.0	\$0.0	\$0.0	\$1.9	\$23.6	\$25.5	
Category Total	L03	\$0.0	\$0.0	\$0.0	\$0.0	\$1.9	\$23.6	\$25.5	

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

LINE STRUCTURES
E - L04

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 LINE STRUCTURE REPAIRS: SANDY								
ZA East River Tunnel Signal Sys & Infra Restoration	SGR	0.0	0.0	0.0	0.0	0.0	121.8	121.8
ZB Wreck Lead Bridge Systems Restoration	SGR	0.0	0.0	0.0	3.4	0.6	10.9	14.9
Element Total 02		\$0.0	\$0.0	\$0.0	\$3.4	\$0.6	\$132.7	\$136.7
03 LINE STRUCTRE MITIGATION:SANDY								
ZJ Atlantic Avenue Tunnels Mitigation	SI	0.0	0.0	0.0	0.0	6.6	3.3	9.9
Element Total 03		\$0.0	\$0.0	\$0.0	\$0.0	\$6.6	\$3.3	\$9.9
Category Total L04		\$0.0	\$0.0	\$0.0	\$3.4	\$7.2	\$136.0	\$146.6

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

COMMUNICATIONS & SIGNALS
E - L05

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 COMM/SIGNAL REPAIRS: SANDY								
ZC Long Beach Branch - Systems Restoration	SGR	0.0	0.0	0.0	52.0	4.3	12.4	68.7
Element Total 02		\$0.0	\$0.0	\$0.0	\$52.0	\$4.3	\$12.4	\$68.7
Category Total L05		\$0.0	\$0.0	\$0.0	\$52.0	\$4.3	\$12.4	\$68.7

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

SHOPS AND YARDS
E - L06

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
02 SHOP & YARD REPAIRS: SANDY									
ZD West Side Storage Yard Restoration	SGR	0.0	0.0	0.0	42.4	0.1	0.8	43.3	
ZL Long Island City Yard Restoration	SGR	0.0	0.0	0.0	3.3	0.2	17.0	20.5	
Element Total 02		\$0.0	\$0.0	\$0.0	\$45.6	\$0.3	\$17.9	\$63.8	
03 SHOP & YARD MITIGATION: SANDY									
ZK Long Island City Yard Resiliency - LPR	SI	0.0	0.0	0.0	1.3	0.0	0.0	1.3	
ZP West Side Yard & East River Tunnel Mitigation	SI	0.0	0.0	0.0	0.0	0.0	108.0	108.0	
ZS Long Island City Yard Resiliency - CR	SI	0.0	0.0	0.0	0.0	0.0	17.9	17.9	
Element Total 03		\$0.0	\$0.0	\$0.0	\$1.3	\$0.0	\$125.9	\$127.2	
Category Total L06		\$0.0	\$0.0	\$0.0	\$46.9	\$0.3	\$143.8	\$191.1	

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

POWER
E - L07

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Post 2014	Total All Years
		2010	2011	2012	2013	2014			
02 POWER REPAIRS: SANDY									
ZE Systemwide Substation Restoration	SGR	0.0	0.0	0.0	27.0	6.2	17.0	50.2	
ZM 1st Avenue Substation Restoration	SGR	0.0	0.0	0.0	0.9	7.5	0.0	8.4	
ZN Long Island City G00 Substation Restoration	SGR	0.0	0.0	0.0	0.9	0.0	0.0	0.9	
Element Total 02		\$0.0	\$0.0	\$0.0	\$28.8	\$13.7	\$17.0	\$59.5	
Category Total	L07	\$0.0	\$0.0	\$0.0	\$28.8	\$13.7	\$17.0	\$59.5	

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Long Island Rail Road

MISCELLANEOUS
E - L09

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
02 MISCELLANEOUS REPAIRS: SANDY									
TG Reconstruction Reserve	SGR	0.0	0.0	0.0	0.0	0.0	22.4	22.4	
ZF Infrastructure/System Upgrades (Various Locs)	SGR	0.0	0.0	0.0	0.9	5.0	1.7	7.5	
Element Total 02		\$0.0	\$0.0	\$0.0	\$0.9	\$5.0	\$24.1	\$29.9	
Category Total L09		\$0.0	\$0.0	\$0.0	\$0.9	\$5.0	\$24.1	\$29.9	

AGENCY SUMMARY: SANDY

Repairs:Sandy	\$0.0	\$0.0	\$0.0	\$130.7	\$23.9	\$204.0	\$358.6
Mitigation:Sandy	\$0.0	\$0.0	\$0.0	\$1.3	\$8.5	\$152.8	\$162.6
TOTAL Long Island Rail Road	\$0.0	\$0.0	\$0.0	\$132.0	\$32.4	\$356.8	\$521.3

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Metro-North Railroad

ROLLING STOCK
E - M01

Commitments
(\$ in millions)

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

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Metro-North Railroad

TRACK AND STRUCTURES
E - M03

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 TRACK/STRUCTURES REPAIRS								
02 Right of Way Restoration: Various Locations	SGR	0.0	0.0	0.0	5.8	1.2	1.0	8.0
Element Total 02		\$0.0	\$0.0	\$0.0	\$5.8	\$1.2	\$1.0	\$8.0
03 TRACK/STRUCTURES MITIGATION								
01 Rail Vacuum Mitigation	SI	0.0	0.0	0.0	0.0	0.0	6.0	6.0
Element Total 03		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0	\$6.0
Category Total M03		\$0.0	\$0.0	\$0.0	\$5.8	\$1.2	\$7.0	\$14.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Metro-North Railroad

COMMUNICATIONS AND SIGNALS
E - M04

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
02 COMM/SIGNAL REPAIRS: SANDY									
05	Comm & Signal Infrastructure Restoration-Ph1	SGR	0.0	0.0	0.0	1.9	0.0	44.7	46.6
06	Comm & Signal Infrastructure Restoration-Ph2	SGR	0.0	0.0	0.0	0.0	0.0	35.0	35.0
07	Comm & Signal Infrastr Restoration-Eqpmt Replcmt	SGR	0.0	0.0	0.0	5.2	0.0	0.0	5.2
08	MNR Comm & Signal Infrastr Restoration	SGR	0.0	0.0	0.0	0.0	0.0	21.9	21.9
Element Total 02			\$0.0	\$0.0	\$0.0	\$7.1	\$0.0	\$101.6	\$108.7
03 COMM/SIGNAL MITIGATION: SANDY									
01	Power and Signals Mitigation	SI	0.0	0.0	0.0	0.0	0.0	50.0	50.0
02	Hudson Line Power and Signal Resiliency	SI	0.0	0.0	0.0	0.0	0.0	31.0	31.0
03	MNR Comm & Signal Infrastr Resiliency	SI	0.0	0.0	0.0	0.0	0.0	8.8	8.8
Element Total 03			\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$89.8	\$89.8
Category Total M04			\$0.0	\$0.0	\$0.0	\$7.1	\$0.0	\$191.4	\$198.5

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Metro-North Railroad

POWER
E - M05

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Post 2014	Total All Years
		2010	2011	2012	2013	2014			
02 POWER REPAIRS: SANDY									
06	Power Infrastructure Restoration-Phase 1	SGR	0.0	0.0	0.0	17.4	0.0	70.7	88.1
07	Power Infrastructure Restoration-Phase 2	SGR	0.0	0.0	0.0	0.0	0.0	72.5	72.5
08	Power Infrastructure Restoration-Substations	SGR	0.0	0.0	0.0	2.4	38.5	3.5	44.4
09	Power Infrastructure Restoration-HRLB	SGR	0.0	0.0	0.0	0.7	4.1	2.4	7.1
10	Power Infrastr Restoration-Remote Terminal Houses	SGR	0.0	0.0	0.0	0.0	0.0	1.3	1.3
11	MNR Power Restoration	SGR	0.0	0.0	0.0	0.0	0.0	36.6	36.6
Element Total 02			\$0.0	\$0.0	\$0.0	\$20.5	\$42.5	\$186.9	\$249.9
Category Total M05			\$0.0	\$0.0	\$0.0	\$20.5	\$42.5	\$186.9	\$249.9

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Metro-North Railroad

MISCELLANEOUS
E - M08

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
02 MISC REPAIRS: SANDY									
CC Restoration Reserve	SGR	0.0	0.0	0.0	0.0	0.0	23.6	23.6	
Element Total 02		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$23.6	\$23.6	
Category Total M08		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$23.6	\$23.6	

AGENCY SUMMARY: SANDY

Repairs:Sandy		\$0.0	\$0.0	\$0.0	\$34.5	\$43.7	\$313.1	\$391.3	
Mitigation:Sandy		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$95.8	\$95.8	
TOTAL Metro-North Railroad		\$0.0	\$0.0	\$0.0	\$34.5	\$43.7	\$408.9	\$487.1	

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
MTA Bus Company

BUS COMPANY PROJECTS
E - U03

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
02 BUS COMPANY REPAIRS: SANDY									
01 Far Rockaway Depot Rehabilitation	SGR	0.0	0.0	0.0	0.0	0.0	15.0	15.0	
Element Total 02		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0	\$15.0	
Category Total U03		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0	\$15.0	

AGENCY SUMMARY: SANDY

Repairs:Sandy		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0	\$15.0
TOTAL MTA Bus Company		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0	\$15.0

* Represents values less than \$50,000

Numbers may not add due to rounding

**Security / Disaster Recovery
Capital Construction Company**

**MISCELLANEOUS
E - G16**

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 MISCELLANEOUS REPAIRS: SANDY								
09 East Side Access Impacts	NE	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
10 Second Subway Impacts	NE	0.0	0.0	0.0	0.0	0.1	0.0	0.1
12 Fulton Center Impacts	NE	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
14 IESS East River Tunnel Impacts	NE	0.0	0.0	0.0	1.4	3.9	17.8	23.1
Element Total 02		\$0.0	\$0.0	\$0.0	\$1.4	\$3.9	\$17.8	\$23.2
Category Total G16		\$0.0	\$0.0	\$0.0	\$1.4	\$3.9	\$17.8	\$23.2

AGENCY SUMMARY: SANDY

Repairs:Sandy		\$0.0	\$0.0	\$0.0	\$1.4	\$3.9	\$17.8	\$23.2
TOTAL Capital Construction Company		\$0.0	\$0.0	\$0.0	\$1.4	\$3.9	\$17.8	\$23.2

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 MTA MENTORING PROGRAM ADMIN								
01 MTA MENTORING PROGRAM ADMINISTRATION	SI	0.0	25.3	0.2	0.5	0.3	2.3	28.5
Element Total 01		\$0.0	\$25.3	\$0.2	\$0.5	\$0.3	\$2.3	\$28.5
Category Total	600	\$0.0	\$25.3	\$0.2	\$0.5	\$0.3	\$2.3	\$28.5

* Represents values less than \$50,000

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 MTA BSC / FACILITIES REHAB								
01 MTA Business Service Center	SI	75.0	0.0	0.0	0.0	0.0	0.0	75.0
02 Jay Street Building Rehabilitation	NR	0.0	0.0	0.0	32.9	3.7	23.4	60.0
03 Biltmore Room Connection	NE	0.0	0.0	0.8	0.0	0.7	20.3	21.8
Element Total 01		\$75.0	\$0.0	\$0.8	\$32.9	\$4.4	\$43.7	\$156.8
Category Total 611		\$75.0	\$0.0	\$0.8	\$32.9	\$4.4	\$43.7	\$156.8

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 MTA PLANNING INITIATIVES								
01 Core Planning Support	SI	0.0	0.0	5.0	0.3	7.3	13.3	25.9
02 Corridor Planning Support	SI	0.0	0.0	0.0	0.4	0.0	8.1	8.5
03 Tappan Zee Bridge Rail Study	SI	0.0	0.7	0.2	0.0	0.0	0.0	0.9
04 Penn Station Access Study (cont'd)	SI	0.0	0.0	2.0	0.0	0.0	0.0	2.0
Element Total 01		\$0.0	\$0.7	\$7.2	\$0.7	\$7.3	\$21.3	\$37.3
Category Total 612		\$0.0	\$0.7	\$7.2	\$0.7	\$7.3	\$21.3	\$37.3
TOTAL		\$75.0	\$26.0	\$8.2	\$34.1	\$12.0	\$67.3	\$222.6

* Represents values less than \$50,000

Numbers may not add due to rounding

MTA INTERAGENCY SUMMARY

		Commitments (\$ in millions)						Total All Years
AGENCY		2010	2011	2012	2013	2014	Post 2014	
TOTAL	MTA MENTORING PROGRAM ADMIN	\$0.0	\$25.3	\$0.2	\$0.5	\$0.3	\$2.3	\$28.5
TOTAL	MTA BSC / FACILITIES REHAB	\$75.0	\$0.0	\$0.8	\$32.9	\$4.4	\$43.7	\$156.8
TOTAL	MTA PLANNING INITIATIVES	\$0.0	\$0.7	\$7.2	\$0.7	\$7.3	\$21.3	\$37.3
TOTAL	MTA Interagency	\$75.0	\$26.0	\$8.2	\$34.1	\$12.0	\$67.3	\$222.6

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
01 EAST SIDE ACCESS								
01 Program Management	NE 0.0	21.6	8.3	12.8	25.6	0.0	68.4	
02 Engineering	NE 0.0	48.2	0.0	27.2	10.0	0.0	85.4	
03 MTA Management	NE 0.0	0.0	0.0	26.4	0.1	2.0	28.4	
05 Manh Structures 1-MNR Forc Acct	NE 0.0	16.7	0.0	0.0	0.0	0.0	16.7	
11 Owner Controlled Insurance Program (OCIP)	NE 0.0	4.2	0.0	46.7	28.9	32.6	112.4	
12 55th Street Ventilation Facility	NE 0.0	0.0	56.9	0.0	0.0	0.0	56.9	
13 Construction Management	NE 0.0	52.5	45.2	53.5	69.4	9.8	230.4	
14 GCT Concourse & Facilities (14A)	NE 0.0	52.0	0.0	6.3	0.0	0.0	58.2	
15 Vertical Circulation Elements	NE 0.0	0.0	0.0	0.0	0.0	3.7	3.7	
16 General Conditions	NE 0.0	29.5	0.0	0.0	19.9	0.0	49.5	
18 Harold Interlocking Force Acct	NE 0.0	75.4	1.4	0.0	24.4	8.0	109.2	
20 Plaza Substation & Structures (CQ032)	NE 0.0	107.1	150.8	0.0	0.0	0.0	258.0	
21 Mid-Day Storage Yard Facility	NE 0.0	0.0	0.0	0.0	0.0	19.4	19.4	
22 Harold Structures (Part 1)	NE 0.0	0.0	78.0	0.0	0.0	0.0	78.0	
23 Harold Structures - Part 3A	NE 0.0	0.0	0.0	8.0	0.0	69.6	77.6	
25 Amtrak Access & Protection	NE 0.0	4.5	0.0	13.0	0.0	0.0	17.5	
26 LIRR Access & Protection	NE 0.0	3.5	0.0	2.2	0.0	0.0	5.7	
27 System Testing & Commissioning	NE 0.0	0.0	0.0	0.0	3.1	1.7	4.8	
28 Rolling Stock Procurement	NE 0.0	0.0	0.0	0.0	0.0	194.5	194.5	
29 Real Estate	NE 0.0	0.0	3.6	0.0	0.0	54.3	57.9	
30 GCT Concourse Civil & Structural	NE 0.0	261.7	0.0	0.0	0.0	0.0	261.7	
31 250 Hz Track Circuit	NE 0.0	0.0	0.0	0.0	0.0	17.8	17.8	
32 Management Reserve (ELPEP)	NE 0.0	0.0	0.0	0.0	0.0	75.0	75.0	
33 Program Contingency	NE 0.0	0.0	0.0	0.0	0.0	34.6	34.6	
35 Facility Systems	NE 0.0	0.0	0.0	350.1	0.4	18.4	368.8	
37 Signal Equipment	NE 0.0	0.0	0.0	21.8	0.0	0.0	21.8	
38 Force Account Warehouse	NE 0.0	0.0	0.0	3.4	0.0	0.0	3.4	
39 Manhattan Utilities Relocations	NE 0.0	0.0	3.8	2.0	11.8	0.2	17.7	
40 Queens Bored Tunnel & Structures	NE 0.0	0.0	0.0	22.1	0.0	0.0	22.1	
41 Manhattan South Structures	NE 0.0	0.0	0.0	244.8	0.0	5.0	249.8	
42 Manhattan North Structures	NE 0.0	0.0	0.0	0.0	361.6	0.0	361.6	
43 Traction Power Systems (CS084)	NE 0.0	0.0	0.0	0.0	79.7	0.0	79.7	
44 Harold Trackwork (Part 3B-CH057B)	NE 0.0	0.0	0.0	0.0	1.5	0.0	1.5	
46 GCT Concourse & Facilities (CM014B)	NE 0.0	0.0	0.0	0.0	0.0	434.2	434.2	
47 Harold Trackwork (CH057C)	NE 0.0	0.0	0.0	0.0	4.1	0.0	4.1	
48 Arts for Transit	NE 0.0	0.0	0.0	0.0	0.2	0.0	0.2	
49 Preparatory Work at 415 Madison Ave	NE 0.0	0.0	0.0	0.0	0.0	11.9	11.9	
54 Park & Madison Building Owner Work	NE 0.0	0.0	0.0	0.0	0.0	0.3	0.3	
56 48th St Entrance - 415 Madison (3rd Party)	NE 0.0	0.0	0.0	0.0	0.0	2.7	2.7	
Element Total 01		\$0.0	\$677.1	\$348.1	\$840.3	\$640.7	\$995.5	\$3,501.6
Category Total 609		\$0.0	\$677.1	\$348.1	\$840.3	\$640.7	\$995.5	\$3,501.6

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 FULL LENGTH SECOND AVE SUBWAY								
01 2B/C: Shell/Finishes/MEP 96th Street	NE	0.0	0.0	374.4	6.3	0.1	26.9	407.7
02 4C: Station Finishes/MEP 72nd Street	NE	0.0	0.0	0.0	300.2	0.1	20.8	321.1
03 5B: Mining/Lining 86th Street	NE	0.0	261.1	0.0	0.2	0.0	3.1	264.4
04 5C: Station Finishes/MEP 86th Street	NE	0.0	0.0	0.0	234.5	0.0	22.5	257.1
06 SAS Construction Management	NE	0.0	0.0	0.0	20.3	0.0	54.1	74.4
07 2A: 96th Street Station Structures	NE	0.0	0.0	12.5	0.0	0.0	0.0	12.5
08 Contract 3: 63rd St Station Rehab	NE	0.0	0.0	0.0	0.0	25.5	0.0	25.5
09 2010-2014 Final Design	NE	0.0	0.0	0.0	0.0	5.0	16.9	21.9
10 AFC Equipment	NE	0.0	0.0	0.0	0.0	0.8	0.0	0.8
11 Eng Services: Concrete Cylinder Testing	NE	0.0	0.0	0.0	0.0	0.0	0.6	0.6
12 Eng Services: Concrete Batch Testing	NE	0.0	0.0	0.0	0.0	0.0	0.5	0.5
13 Contract 6: SAS Systems	NE	0.0	0.0	0.0	0.0	0.0	16.1	16.1
14 SAS Station Signage	NE	0.0	0.0	0.0	0.0	0.0	0.5	0.5
15 SAS Misc Furnishings - SBFP	NE	0.0	0.0	0.0	0.0	0.0	1.8	1.8
95 2010-2014 SAS Project Support	NE	0.0	0.0	0.1	0.6	1.7	5.4	7.8
96 2010-2014 Unallocated AFI Reserve	NE	0.0	0.0	0.0	0.0	0.0	0.2	0.2
97 Owner Controlled Insurance Program (OCIP)	NE	0.0	0.0	0.0	0.0	0.0	29.0	29.0
98 SAS Real Estate	NE	0.0	0.0	0.0	0.0	0.0	11.8	11.8
99 Executive Reserve	NE	0.0	0.0	0.0	0.0	0.0	28.3	28.3
AW Artwork	NE	0.0	0.0	0.1	2.6	0.1	2.2	5.0
Element Total 01		\$0.0	\$261.1	\$387.2	\$564.7	\$33.3	\$240.7	\$1,487.1
Category Total 610		\$0.0	\$261.1	\$387.2	\$564.7	\$33.3	\$240.7	\$1,487.1

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
01 REGIONAL INVESTMENTS									
01	WBBP & EBRR F/A Connections	NE	0.0	0.0	0.0	5.1	37.2	29.1	71.3
02	Harold Structures Part 3B: E-Bound Re-Route	NE	0.0	0.0	0.0	0.0	0.0	102.7	102.7
03	Harold Structures Part 3A: W-Bound By-Pass	NE	0.0	0.0	0.0	151.3	0.0	40.0	191.4
04	Loop & T Interlockings	NE	0.0	2.6	6.2	0.0	8.0	11.9	28.7
05	Amtrak Buildings	NE	0.0	12.1	0.0	0.0	0.0	14.9	27.0
06	Rolling Stock Procurement	NE	0.0	0.0	0.0	0.0	0.0	50.0	50.0
07	Elevators and Escalators	NE	0.0	0.5	0.0	0.0	0.0	2.3	2.8
09	Design	NE	0.0	0.0	0.0	15.8	8.6	0.0	24.4
10	Owner Controlled Insurance Program (OCIP)	NE	0.0	0.0	0.0	16.9	0.0	0.0	16.9
11	Construction Management	NE	0.0	0.0	0.0	3.0	21.2	3.8	28.0
12	Harold Structures- Part 3	NE	0.0	0.0	0.0	0.0	0.0	22.1	22.1
Element Total 01			\$0.0	\$15.3	\$6.2	\$192.1	\$75.0	\$276.7	\$565.3
Category Total 614			\$0.0	\$15.3	\$6.2	\$192.1	\$75.0	\$276.7	\$565.3

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
01 ESA RS / LIABILITY RESERVE								
01 Rolling Stock Reserve	NE	0.0	0.0	0.0	0.0	0.0	463.0	463.0
02 Liability Reserve	NE	0.0	39.9	3.5	0.0	0.0	129.5	172.8
Element Total 01		\$0.0	\$39.9	\$3.5	\$0.0	\$0.0	\$592.5	\$635.8
Category Total 615		\$0.0	\$39.9	\$3.5	\$0.0	\$0.0	\$592.5	\$635.8

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
01 MISCELLANEOUS								
01 Misc Engineering/Program Support		0.0	53.3	6.4	11.5	0.0	56.2	127.4
02 MTA Independent Engineering Consultant		0.0	0.0	0.0	3.2	5.1	3.4	11.7
Element Total 01		\$0.0	\$53.3	\$6.4	\$14.8	\$5.1	\$59.6	\$139.2
Category Total 616		\$0.0	\$53.3	\$6.4	\$14.8	\$5.1	\$59.6	\$139.2
TOTAL		\$0.0	\$1,046.6	\$751.3	\$1,611.9	\$754.2	\$2,165.1	\$6,329.0

* Represents values less than \$50,000

Numbers may not add due to rounding

ALL CPRB AGENCY SUMMARY

AGENCY		Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
Total	New York City Transit	\$1,015.9	\$1,749.5	\$2,328.9	\$2,099.4	\$1,644.1	\$2,537.5	\$11,375.2
Total	Long Island Rail Road	\$169.2	\$206.7	\$297.6	\$846.8	\$216.5	\$606.8	\$2,343.5
Total	Metro-North Railroad	\$44.1	\$325.1	\$268.3	\$188.7	\$455.5	\$251.8	\$1,533.5
Total	MTA Bus Company	\$0.0	\$41.5	\$41.6	\$7.1	\$89.0	\$117.8	\$297.0
Total	Security/Disaster Recovery: (Core+Superstorm Sandy)	\$0.0	\$22.0	\$12.6	\$848.5	\$785.2	\$5,468.0	\$7,136.4
	Security(Core)	\$0.0	\$22.0	\$11.4	\$55.0	\$30.6	\$218.7	\$337.6
	Disaster Recovery:REPAIRS	\$0.0	\$0.0	\$1.3	\$686.6	\$694.4	\$2,568.9	\$3,951.2
	Disaster Recovery:MITIGATION	\$0.0	\$0.0	\$0.0	\$106.9	\$60.2	\$2,680.4	\$2,847.6
Total	MTA Interagency	\$75.0	\$26.0	\$8.2	\$34.1	\$12.0	\$67.3	\$222.6
Core Subtotal		\$1,304.2	\$2,370.8	\$2,957.2	\$4,024.6	\$3,202.2	\$9,049.2	\$22,908.1
Total	Capital Construction Company	\$0.0	\$1,046.6	\$751.3	\$1,611.9	\$754.2	\$2,165.1	\$6,329.0
Total 2010-2014 CPRB Program		\$1,304.2	\$3,417.4	\$3,708.5	\$5,636.5	\$3,956.3	\$11,214.3	\$29,237.2

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Structures D - 601

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
AW Agency-wide								
98 Feasibility Study:BBT/QMT Improve/Modernize	NR	0.8	2.5	0.0	0.0	0.0	0.0	3.4
Element Total AW		\$0.8	\$2.5	\$0.0	\$0.0	\$0.0	\$0.0	\$3.4
BB Brooklyn-Battery Tunnel								
28 Rehab. Walls, Roadway, Firelines, Ceiling Repair	NR	0.0	0.0	3.9	0.0	60.3	1.4	65.6
Element Total BB		\$0.0	\$0.0	\$3.9	\$0.0	\$60.3	\$1.4	\$65.6
BW Bronx-Whitestone Bridge								
07 Tower and Pier Fender Protection	NR	0.0	0.0	0.0	3.6	0.0	0.0	3.6
14 Miscellaneous Structural Rehabilitation	NR	0.0	0.0	0.0	2.8	0.8	0.0	3.6
84 Cable Investigation / Monitoring	NR	0.0	0.0	0.0	2.6	0.2	0.0	2.8
97 Concrete Anchorage Repairs	NR	0.0	0.0	7.3	0.0	0.0	0.4	7.7
Element Total BW		\$0.0	\$0.0	\$7.3	\$9.1	\$1.0	\$0.4	\$17.7
CB Cross Bay Bridge								
09 Substructure & Underwater Work	NR	17.0	0.0	0.0	0.0	0.0	0.0	17.0
Element Total CB		\$17.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$17.0
HH Henry Hudson Bridge								
07 Structural Rehabilitation - Phase I	NR	0.0	0.3	7.9	0.0	0.0	0.0	8.2
81 Replace Lower Level South Approach	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
89 Skewbacks Retrofit	NR	0.0	0.0	0.0	5.4	0.4	0.0	5.7
Element Total HH		\$0.0	\$0.3	\$7.9	\$5.4	\$0.4	\$0.0	\$13.9
MP Marine Parkway Bridge								
06 Substructure & Underwater Scour Protection	NR	3.5	0.0	0.0	17.3	1.6	0.0	22.4
16 Miscellaneous Steel Repairs	NR	0.0	0.0	0.8	1.7	0.0	0.0	2.5
XB Miscellaneous Structural Rehab	NR	0.0	0.0	0.0	0.0	0.0	28.0	28.0
Element Total MP		\$3.5	\$0.0	\$0.8	\$19.0	\$1.6	\$28.0	\$52.9
QM Queens Midtown Tunnel								
18 Entrance and Exit Plazas Structural Rehabilitation	NR	0.0	3.5	0.0	0.7	4.0	8.3	16.5
40 Tunnel Wall and Ceiling Repairs and Leak Control	NR	0.0	0.0	0.9	5.4	6.7	49.7	62.7
Element Total QM		\$0.0	\$3.5	\$0.9	\$6.1	\$10.7	\$58.0	\$79.2
RK Robert F. Kennedy Bridge								
19 Seismic and Wind Study	NR	0.0	0.0	5.4	0.0	0.0	0.0	5.4
23 Miscellaneous Rehab - Manhattan Approach Ramps	NR	0.0	2.5	9.9	7.4	80.4	2.7	102.9
76 Miscellaneous Structural Repair	NR	0.0	0.0	0.0	0.0	5.9	5.2	11.2
Element Total RK		\$0.0	\$2.5	\$15.3	\$7.4	\$86.3	\$7.9	\$119.5

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Structures D - 601

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
TN Throgs Neck Bridge									
52	Miscellaneous Structural Rehabilitation	NR	0.0	5.0	0.2	3.8	8.6	9.7	27.3
60	Anchorage Dehumidification	NR	0.0	0.0	0.0	2.2	0.0	0.0	2.2
Element Total TN			\$0.0	\$5.0	\$0.2	\$5.9	\$8.6	\$9.7	\$29.5
VN Verrazano-Narrows Bridge									
34	Verrazano-Narrows Bridge Main Cable Testing	NR	0.0	0.0	0.0	0.0	5.3	0.0	5.4
35	Steel Repair & Concrete Rehab. & Drainage Systems	NR	0.0	0.0	0.5	10.5	0.0	0.0	11.1
Element Total VN			\$0.0	\$0.0	\$0.5	\$10.6	\$5.3	\$0.0	\$16.4
Category Total 601			\$21.3	\$13.9	\$36.8	\$63.4	\$174.2	\$105.5	\$415.1

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Roadways and Decks D - 602

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
BB Brooklyn-Battery Tunnel								
54 Replacement Brooklyn Plaza Structural Slab	NR	0.0	0.0	2.3	0.0	16.1	0.3	18.6
Element Total BB		\$0.0	\$0.0	\$2.3	\$0.0	\$16.1	\$0.3	\$18.6
BW Bronx-Whitestone Bridge								
89 Deck Replacement-Elevated and On Grade Approach	NR	0.0	130.6	0.0	1.7	0.0	0.0	132.3
Element Total BW		\$0.0	\$130.6	\$0.0	\$1.7	\$0.0	\$0.0	\$132.3
HH Henry Hudson Bridge								
10 Upper Level Sidewalk / Curb Stringers	NR	39.2	0.0	0.0	0.0	0.0	0.0	39.2
88 Replace Upper & Lower Level Plza & Southbnd. Appr.	NR	0.0	0.0	9.9	0.0	31.3	9.8	51.0
Element Total HH		\$39.2	\$0.0	\$9.9	\$0.0	\$31.3	\$9.8	\$90.1
MP Marine Parkway Bridge								
21 Rehabilitate Rockaway Point Blvd Overpass	NR	0.0	0.4	0.2	0.0	10.2	0.2	11.1
Element Total MP		\$0.0	\$0.4	\$0.2	\$0.0	\$10.2	\$0.2	\$11.1
RK Robert F. Kennedy Bridge								
65 Deck Replacement-Bronx/Manhattan Ramps/TollPlaza	NR	4.6	27.3	20.0	16.1	236.3	3.4	307.7
73 Deck Replacement- RFK MQ Ramp	NR	0.0	0.7	53.1	0.0	0.0	0.0	53.8
74 Replace T-48 Wearing Surface	NR	0.6	9.8	0.0	0.0	0.0	0.0	10.3
75 Interim Repairs - Toll Plaza Deck	NR	0.0	2.7	0.0	10.9	18.2	14.8	46.6
XD Construct Harlem River Dr Ramp: Bruckner Ramp	SI	0.0	0.0	0.0	0.0	0.0	15.7	15.7
Element Total RK		\$5.2	\$40.5	\$73.1	\$26.9	\$254.6	\$33.9	\$434.1
TN Throgs Neck Bridge								
49 Suspended Span Replacement - Phase A	NR	0.0	1.7	9.5	2.0	2.3	6.0	21.5
82 Rehabilitate Orthotropic Deck - Phase B	NR	0.0	16.7	0.0	0.0	0.0	0.0	16.7
Element Total TN		\$0.0	\$18.4	\$9.5	\$2.0	\$2.3	\$6.0	\$38.2
VN Verrazano-Narrows Bridge								
03 Toll Plaza-East & West Bound Ramps Improvements	NR	0.0	62.4	0.0	0.0	0.0	1.3	63.7
80 Replace Upper Level Suspended Span	NR	0.0	0.0	266.5	85.0	0.0	1.0	352.6
84 Widening of Belt Parkway Ramps	NR	0.0	0.0	0.0	7.1	0.0	0.6	7.7
Element Total VN		\$0.0	\$62.4	\$266.5	\$92.2	\$0.0	\$2.9	\$424.0
Category Total 602		\$44.4	\$252.4	\$361.4	\$122.8	\$314.4	\$53.0	\$1,148.4

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Toll Plazas & Traffic Mgmt D - 603

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years	
AW Agency-wide									
35	Weather Information Systems	SI	0.0	0.1	0.0	0.0	0.0	3.5	3.5
36	Installation of CCTV / Fiber Optic Cable	NR	0.0	0.0	0.0	9.7	0.0	0.0	9.7
48	2nd Generation E-Zpass In-Lane	NR	7.8	0.8	0.0	4.1	0.7	2.6	16.1
52	Advanced Traffic Detection / Management System	SI	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
57	Advanced Traffic Management Systems	SI	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
Element Total AW			\$7.8	\$0.9	\$0.0	\$13.8	\$0.7	\$6.1	\$29.3
Category Total		603	\$7.8	\$0.9	\$0.0	\$13.8	\$0.7	\$6.1	\$29.3

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Utilities D - 604

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
AW Agency-wide								
80 Advanced Traveler Information Systems	SI	0.0	0.0	0.0	1.7	0.0	8.5	10.3
Element Total AW		\$0.0	\$0.0	\$0.0	\$1.7	\$0.0	\$8.5	\$10.3
BB Brooklyn-Battery Tunnel								
45 Replace Electrical Switchgear & Equipment	NR	51.5	0.1	0.0	0.0	0.0	0.0	51.6
Element Total BB		\$51.5	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$51.6
BW Bronx-Whitestone Bridge								
15 Necklace Lighting	NR	0.0	0.7	0.0	11.4	0.0	0.0	12.1
Element Total BW		\$0.0	\$0.7	\$0.0	\$11.4	\$0.0	\$0.0	\$12.1
MP Marine Parkway Bridge								
03 Programmable Logic Controller & Mechanical Rehab.	NR	0.0	3.8	0.0	0.1	1.1	5.2	10.2
XA Mechanical Systems Rehab	NR	0.0	0.0	0.0	0.0	0.0	38.8	38.8
Element Total MP		\$0.0	\$3.8	\$0.0	\$0.1	\$1.1	\$44.1	\$49.0
QM Queens Midtown Tunnel								
30 Tunnel Ventilation Building Electrical Upgrade	NR	0.0	0.0	53.1	3.0	0.0	0.0	56.2
81 Controls / Communication System	NR	0.0	0.0	0.0	0.8	3.5	0.0	4.3
Element Total QM		\$0.0	\$0.0	\$53.1	\$3.8	\$3.5	\$0.0	\$60.5
VN Verrazano-Narrows Bridge								
87 Substation #1 Rehabilitation	NR	0.0	0.0	0.8	15.3	0.5	0.0	16.6
Element Total VN		\$0.0	\$0.0	\$0.8	\$15.3	\$0.5	\$0.0	\$16.6
Category Total 604		\$51.5	\$4.7	\$53.9	\$32.4	\$5.1	\$52.6	\$200.1

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

Buildings and Sites D - 605

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
AW Agency-wide								
12 Hazardous Materials Abatement	NR	1.6	0.0	0.1	0.3	0.3	0.1	2.3
Element Total AW		\$1.6	\$0.0	\$0.1	\$0.3	\$0.3	\$0.1	\$2.3
BB Brooklyn-Battery Tunnel								
21 Service Building Rehabilitation	NR	0.0	0.0	0.9	0.0	9.0	0.0	9.9
43 Misc. Repairs at BP Garage	NR	0.0	0.0	0.6	0.0	0.1	0.0	0.6
Element Total BB		\$0.0	\$0.0	\$1.4	\$0.0	\$9.1	\$0.0	\$10.6
Category Total	605	\$1.6	\$0.0	\$1.5	\$0.3	\$9.4	\$0.1	\$12.9

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Bridges and Tunnels

Miscellaneous D - 606

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
AW Agency-wide								
15	MTA Independent Engineer	0.0	0.2	0.2	0.4	0.6	1.3	2.5
18	Protective Liability Insurance	0.4	1.7	1.2	0.7	1.2	1.4	6.6
21	Program Administration	3.1	2.5	2.8	2.5	2.3	0.0	13.2
22	Miscellaneous	0.1	0.5	0.1	0.5	2.0	2.1	5.3
28	Scope Development	2.5	1.2	0.6	0.4	1.4	3.6	9.8
85	Traffic Enforcement Support	0.0	0.0	0.6	0.0	0.0	0.1	0.7
Element Total AW		\$6.2	\$6.1	\$5.5	\$4.5	\$7.3	\$8.6	\$38.1
Category Total 606		\$6.2	\$6.1	\$5.5	\$4.5	\$7.3	\$8.6	\$38.1

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Bridges and Tunnels

Structural Painting D - 607

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
HH Henry Hudson Bridge									
10 Paint - Curb Stringers	NR	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Element Total HH		\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8
MP Marine Parkway Bridge									
XC Zone and Spot Painting of Roadway Structures	NR	0.0	0.0	0.0	0.0	0.0	0.0	27.5	27.5
Element Total MP		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$27.5	\$27.5
RK Robert F. Kennedy Bridge									
65 Paint - Plaza and Approach Ramps	NR	0.0	0.0	0.0	1.2	21.8	0.0	0.0	23.0
Element Total RK		\$0.0	\$0.0	\$0.0	\$1.2	\$21.8	\$0.0	\$0.0	\$23.0
TN Throgs Neck Bridge									
82 Paint - Bronx and Queens Approach Spans	NR	0.0	37.3	0.0	0.0	0.0	0.0	0.0	37.3
85 Steel Repairs - Suspended Span	NR	0.9	5.0	0.0	0.1	0.0	0.0	0.0	6.1
87 Paint - Bronx and Queens Tower Fender Systems	NR	6.8	0.0	0.0	0.2	0.0	0.0	0.0	7.0
Element Total TN		\$7.7	\$42.3	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0	\$50.4
VN Verrazano-Narrows Bridge									
35 Paint - Brooklyn&Staten Island Lower Level Ramps	NR	0.0	0.0	0.0	15.9	0.0	0.0	0.0	15.9
80 Paint - Upper Level Superstructure	NR	0.0	0.0	32.9	0.0	0.0	0.0	0.0	32.9
88 Tower Painting - Below Roadway Level	NR	23.5	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Element Total VN		\$23.5	\$0.0	\$32.9	\$15.9	\$0.0	\$0.0	\$0.0	\$72.3
Category Total 607		\$32.0	\$42.3	\$32.9	\$17.4	\$21.8	\$27.5	\$0.0	\$173.9
TOTAL		\$164.6	\$320.3	\$492.1	\$254.6	\$533.0	\$253.2	\$0.0	\$2,017.8

* Represents values less than \$50,000

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Security / Disaster Recovery
Bridges and Tunnels

STRUCTURES
E - D01

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 STRUCTURE REPAIRS: SANDY								
09 Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
28 Restore Hugh L. Carey Tunnel - Structural	SGR	0.0	0.0	0.0	3.4	111.2	36.8	151.4
40 Restore Queens Midtown Tunnel - Structural	SGR	0.0	0.0	0.0	1.7	19.2	124.7	145.5
Element Total 02		\$0.0	\$0.0	\$0.0	\$5.1	\$131.4	\$161.5	\$298.0
03 STRUCTURE MITIGATION: SANDY								
01 Hugh Carey Tunnel Mitigation -Perimeter Work	SI	0.0	0.0	0.0	0.0	0.0	36.2	36.2
04 Queens Midtown Tunnel Mitigation-Flood Gates&Other	SI	0.0	0.0	0.0	0.0	0.0	29.3	29.3
05 MPB Mitigation - Flood Wall & Other	SI	0.0	0.0	0.0	0.0	0.0	1.9	1.9
06 CBB Mitigation - Flood Wall & Other	SI	0.0	0.0	0.0	0.0	0.0	1.9	1.9
07 BWB Mitigation - Flood Wall & Other	SI	0.0	0.0	0.0	0.0	0.0	8.3	8.3
08 TNB Mitigation - Flood Wall & Other	SI	0.0	0.0	0.0	0.0	0.0	1.5	1.5
09 Flood Mitigation Measures at Agency Facilities - R	SI	0.0	0.0	0.0	0.0	0.0	1.5	1.5
10 Flood Mitigation Measures at Agency Facilities - R	SI	0.0	0.0	0.0	0.0	0.0	1.9	1.9
24 MPB / CBB Master Plan & Resiliency Needs (CB-24)	SI	0.0	0.0	0.0	0.0	9.7	0.0	9.7
Element Total 03		\$0.0	\$0.0	\$0.0	\$0.0	\$9.7	\$82.5	\$92.2
Category Total D01		\$0.0	\$0.0	\$0.0	\$5.1	\$141.1	\$244.0	\$390.2

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Security / Disaster Recovery
Bridges and Tunnels

ROADWAYS & DECKS
E - D02

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
02 ROADWAY/DECK REPAIRS: SANDY									
02 Restore Hugh L. Carey Tunnel Roadway	SGR	0.0	0.0	0.0	0.6	6.9	0.0	7.5	
03 Restore Queens Midtown Tunnel Roadway	SGR	0.0	0.0	0.0	0.1	1.4	0.0	1.5	
Element Total 02		\$0.0	\$0.0	\$0.0	\$0.6	\$8.3	\$0.0	\$9.0	
Category Total D02		\$0.0	\$0.0	\$0.0	\$0.6	\$8.3	\$0.0	\$9.0	

* Represents values less than \$50,000

Numbers may not add due to rounding

**Security / Disaster Recovery
Bridges and Tunnels**

**UTILITIES
E - D04**

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Post 2014	Total All Years
		2010	2011	2012	2013	2014			
02 UTILITIES REPAIRS: SANDY									
07	Replace MPB Electrical Equipmt at North Abutment	SGR	0.0	0.0	0.0	0.0	1.4	7.1	8.4
08	Replace MPB Lighting Systems	SGR	0.0	0.0	0.0	0.0	0.0	0.8	0.8
10	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	SGR	0.0	0.0	0.0	0.0	1.4	12.1	13.5
43	Restore Hugh L. Carey Tunnel Utilities	SGR	0.0	0.0	0.0	3.0	134.4	0.0	137.4
81	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	SGR	0.0	0.0	0.0	2.2	103.7	0.0	105.9
Element Total 02			\$0.0	\$0.0	\$0.0	\$5.2	\$240.9	\$20.0	\$266.0
03 UTILITIES MITIGATION: SANDY									
01	Flood Mitigation-Equip.Relocations-BBT (BB21B)	SI	0.0	0.0	0.0	0.0	2.8	0.0	2.8
02	Flood Mitigation-Equip.Relocations QMT (QM01X)	SI	0.0	0.0	0.0	0.0	1.2	0.0	1.2
03	Flood Mitigation-Generator at GIVB	SI	0.0	0.0	0.0	0.0	0.0	5.0	5.0
Element Total 03			\$0.0	\$0.0	\$0.0	\$0.0	\$4.0	\$5.0	\$9.0
Category Total D04			\$0.0	\$0.0	\$0.0	\$5.2	\$244.9	\$25.0	\$275.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Security / Disaster Recovery
Bridges and Tunnels

BUILDINGS & SITES
E - D05

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 BUILDING SITE REPAIRS: SANDY								
01 Restore CBB Service Bldg	SGR	0.0	0.0	0.0	0.0	0.8	4.0	4.7
02 Hugh L. Carey Tunnel Environmental Cleanup	SGR	0.0	0.0	0.0	0.0	16.5	0.0	16.5
03 Queens Midtown Tunnel Environmental Cleanup	SGR	0.0	0.0	0.0	1.8	9.0	0.0	10.8
21 Restore Hugh L. Carey Tunnel Vent Bldgs	SGR	0.0	0.0	0.0	0.2	0.0	0.0	0.2
Element Total 02		\$0.0	\$0.0	\$0.0	\$2.0	\$26.2	\$4.0	\$32.2
03 BUILDING SITE MITIGATION:SANDY								
01 Flood Mitigation-VN backup data center	SI	0.0	0.0	0.0	0.0	0.0	8.2	8.2
02 Flood Mitigation at Agency Facilities	SI	0.0	0.0	0.0	0.0	2.9	2.0	4.9
03 Hugh Carey Tunnel-GIVB Mitigation -Raise Seawalls	SI	0.0	0.0	0.0	0.0	0.3	30.7	31.0
Element Total 03		\$0.0	\$0.0	\$0.0	\$0.0	\$3.2	\$40.9	\$44.1
Category Total D05		\$0.0	\$0.0	\$0.0	\$2.0	\$29.4	\$44.8	\$76.3

* Represents values less than \$50,000

Numbers may not add due to rounding

**Security / Disaster Recovery
Bridges and Tunnels**

**MISCELLANEOUS
E - D06**

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
02 MISCELLANEOUS REPAIRS: SANDY								
01 Sandy Program Administration	SGR	0.0	0.0	0.0	0.0	2.3	13.2	15.5
Element Total 02		\$0.0	\$0.0	\$0.0	\$0.0	\$2.3	\$13.2	\$15.5
Category Total D06		\$0.0	\$0.0	\$0.0	\$0.0	\$2.3	\$13.2	\$15.5

AGENCY SUMMARY: SANDY

Repairs:Sandy	\$0.0	\$0.0	\$0.0	\$12.9	\$409.2	\$198.6	\$620.7
Mitigation:Sandy	\$0.0	\$0.0	\$0.0	\$0.0	\$16.9	\$128.4	\$145.3
TOTAL Bridges and Tunnels	\$0.0	\$0.0	\$0.0	\$12.9	\$426.1	\$327.0	\$766.0

* Represents values less than \$50,000

Numbers may not add due to rounding

ALL AGENCY SUMMARY

AGENCY	Commitments (\$ in millions)						Total All Years
	2010	2011	2012	2013	2014	Post 2014	
Total New York City Transit	\$1,015.9	\$1,749.5	\$2,328.9	\$2,099.4	\$1,644.1	\$2,537.5	\$11,375.2
Total Long Island Rail Road	\$169.2	\$206.7	\$297.6	\$846.8	\$216.5	\$606.8	\$2,343.5
Total Metro-North Railroad	\$44.1	\$325.1	\$268.3	\$188.7	\$455.5	\$251.8	\$1,533.5
Total MTA Bus Company	\$0.0	\$41.5	\$41.6	\$7.1	\$89.0	\$117.8	\$297.0
Total Security/Disaster Recovery: (Core+Superstorm Sandy)	\$0.0	\$22.0	\$12.6	\$848.5	\$785.2	\$5,468.0	\$7,136.4
Security(Core)	\$0.0	\$22.0	\$11.4	\$55.0	\$30.6	\$218.7	\$337.6
Disaster Recovery:REPAIRS	\$0.0	\$0.0	\$1.3	\$686.6	\$694.4	\$2,568.9	\$3,951.2
Disaster Recovery:MITIGATION	\$0.0	\$0.0	\$0.0	\$106.9	\$60.2	\$2,680.4	\$2,847.6
Total MTA Interagency	\$75.0	\$26.0	\$8.2	\$34.1	\$12.0	\$67.3	\$222.6
Core Subtotal	\$1,304.2	\$2,370.8	\$2,957.2	\$4,024.6	\$3,202.2	\$9,049.2	\$22,908.1
Total Capital Construction Company	\$0.0	\$1,046.6	\$751.3	\$1,611.9	\$754.2	\$2,165.1	\$6,329.0
Total 2010-2014 CPRB Program	\$1,304.2	\$3,417.4	\$3,708.5	\$5,636.5	\$3,956.3	\$11,214.3	\$29,237.2
Total Bridges and Tunnels	\$164.6	\$320.3	\$492.1	\$254.6	\$533.0	\$253.2	\$2,017.8
Total Security/Disaster Recovery: Bridges and Tunnels (Superstorm Sandy)	\$0.0	\$0.0	\$0.0	\$12.9	\$426.1	\$327.0	\$766.0
Disaster Recovery:REPAIRS	\$0.0	\$0.0	\$0.0	\$12.9	\$409.2	\$198.6	\$620.7
Disaster Recovery:MITIGATION	\$0.0	\$0.0	\$0.0	\$0.0	\$16.9	\$128.4	\$145.3
Total 2010-2014 CAPITAL PROGRAM	\$1,468.8	\$3,737.7	\$4,200.6	\$5,904.0	\$4,915.4	\$11,794.6	\$32,021.0

* Represents values less than \$50,000

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