

**Amendment:**

**MTA 2005-2009 Capital Program**

**January 2006**



## Introduction

In April 2005, the MTA Board approved a revised 2005-2009 Capital Program totaling \$21.145 billion reflecting legislative actions taken in response to the MTA's original 2005-2009 plan proposal submitted to the CPRB in October 2004. Transit and commuter portions of this plan totaling \$17.987 billion were submitted to the CPRB and approved with minor program modifications in July 2005.

The amendment presented herein adjusts the approved capital program as shown on Table 1 to include federal earmarks, reflect new MTA bus funding as a result of MTA's takeover of private buses, and update project scopes, schedules and budgets. The revised five-year program proposed herein now totals \$21.285 billion.

**Table 1**  
**2005-2009 Capital Program Amendment**  
**(\$ in millions)**

Program Elements	CPRB Approved Plan	Proposed Plan	Change
<b>Core Capital Programs</b>			
New York City Transit	\$11,300.1	\$11,301.1	\$1.0
Long Island Rail Road	2,176.0	2,176.0	\$0.0
Metro-North Railroad	1,382.3	1,383.1	\$0.8
<b>CPRB Core Subtotal</b>	<b>\$14,858.4</b>	<b>\$14,860.2</b>	<b>\$1.8</b>
Security Program	495.0	495.0	0.0
Interagency	159.1	159.1	0.0
<b>Core and Security Subtotal</b>	<b>\$15,512.4</b>	<b>\$15,514.2</b>	<b>\$1.8</b>
ESA/SAS/JFK Link	2,475.0	2,475.0	0.0
<b>Total 2005-2009 CPRB Program</b>	<b>\$17,987.4</b>	<b>\$17,989.2</b>	<b>\$1.8</b>
City #7 Line Extension	1,990.0	1,990.0	0.0
Bridges and Tunnels	1,167.9	1,167.9	0.0
MTA Bus	0.0	138.2	\$138.2
<b>Total 2005-2009 Capital Program</b>	<b>\$21,145.3</b>	<b>\$21,285.3</b>	<b>\$140.0</b>

*Numbers may not total due to rounding*

The overall increase to the program is primarily due to the addition of \$138 million of federal and matching funds to the MTA Bus Company capital program. New federal earmarks and other dedicated federal funding have resulted in a modest increase to the CPRB based program. Within the

agency programs some notable changes have occurred; cost increases and programmatic adjustments have necessitated some project deferrals. These are discussed in the following agency narratives.

### Availability of Funding

The overall program size remains has increased by \$140 million, as shown in Table II, reflecting changes in the fund sources highlighted on the table and as described in the following narrative.

**Table II**  
**2005-2009 MTA Capital Program Funding Sources**  
**(\$ in millions)**

Funding Source	CPRB Approved Plan	Proposed Plan	Change
Federal Formula and Flexible	\$5,093.0	\$5,221.2	\$128.2
Federal New Start	1,000.0	1,000.0	0.0
Federal Security	495.0	495.00	0.0
City	400.0	400.0	0.0
City #7 Line Funds	1,990.0	1,990.0	0.0
City Match for Buses	0.0	27.6	27.6
Asset Sales/Program Income/Carryover	1,400.0	1,384.2	(15.8)
Bond Act	1,450.0	1,450.0	0.0
MTA Bonds (including B&T)	4,217.3	4,217.3	0.0
MTA Bonds New Source	5,100.0	5,100.0	0.0
<b>Total 2005-2009 Capital Program</b>	<b>\$21,145.3</b>	<b>\$21,285.3</b>	<b>\$140.0</b>
<b>Less # 7 Line Extension</b>	<b>(\$1,990.0)</b>	<b>(\$1,990.0)</b>	<b>\$0.0</b>
<b>Less Bridges and Tunnels</b>	<b>(\$1,167.9)</b>	<b>(\$1,167.9)</b>	<b>\$0.0</b>
<b>Less MTA Bus</b>	<b>\$0.0</b>	<b>(138.2)</b>	<b>(\$138.2)</b>
<b>Total 2005-2009 CPRB Program</b>	<b>\$17,987.4</b>	<b>\$17,989.2</b>	<b>\$1.8</b>

*Numbers may not total due to rounding*

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**Federal Formula and Flexible****\$128.2 million**

Due to the merger of the New York City private bus companies into the MTA there will be additional formula funds available for MTA Bus. These funds are estimated at \$110.6 million from 2006-2009. In addition, MTA received two new federal earmarks: \$4 million for New York City Transit's (NYCT) Bay Ridge 86<sup>th</sup> St. Station (a new project), \$0.4 million for NYCT's Myrtle/Wyckoff Transit hub (existing project), and \$0.8 million for NYCT's Bus Rapid Transit study (existing project). Westchester County transferred \$12 million of federal funds to the MTA for the installation of MetroCard fareboxes in Westchester County buses (Bee-Line), and New York State DOT allocated \$0.4 million of federal funds to the MTA for a Metro-North Railroad (MNR) project in Croton.

**City/State Match For Buses****\$27.6 million**

The City will match the additional federal formula funds that MTA is receiving for the MTA Bus Company by drawing down a 10 percent match from the State and providing their local 10 percent match for a total of a 20 percent match to the federal funds. The total estimated match for 2006-2009 is \$27.6 million.

**Asset Sales/Program Income/Carryover****(\$15.8 million)**

The decrease to this funding category results primarily from the transfer of \$15 million of capital funding from the 2005-2009 NYCT Capital Program back to the 2000-2004 NYCT Capital Program to consolidate all project funding for the construction of the new Staten Island Charleston Depot in the 2000-2004 Capital Program.

## DISCUSSION OF AGENCY PROGRAMS

### MTA New York City Transit

NYC Transit's revised 2005-2009 Capital Program is \$11.301 billion, an increase of \$1 million from the approved level of \$11.300 billion. The increase in the overall budget reflects \$12.0 million of federal funds from Westchester County for the purchase of fareboxes for the BeeLine and a \$4.0 million federal earmark for station improvements at the 86<sup>th</sup> St. station Brooklyn. Offsetting these additions is the transfer of \$15.0 million to the 2000-2004 Capital Program for the Staten Island (Charleston) depot project. NYCT's proposed amendment adjusts project budgets throughout the program to reflect refined scopes, cost estimates, bid experience, and schedule changes since the last update to the Board. 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 2005-2009 Capital Program by Investment Category**  
 (\$ in millions)

<b>Category</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Subway Cars	\$1,805	\$1,805	\$0
Buses	824	834	10
Passenger Stations	1,686	1,655	(31)
Track	1,138	1,142	4
Line Equipment	977	963	(14)
Line Structures	616	627	11
Signals and Communications	1,844	1,882	39
Power	553	585	32
Shops	271	290	19
Yards	350	272	(78)
Depots	636	613	(23)
Service Vehicles	99	114	15
Miscellaneous	416	434	18
Staten Island Railway	86	86	0
<b><i>New York City Transit Total</i></b>	<b>\$11,300</b>	<b>\$11,301</b>	<b>\$1</b>

*Numbers may not total due to rounding*

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**New Cars****No Change**

There is no change in the subway car purchase category. The plan includes the normal replacement of 912 B Division cars and fleet growth for the A Division with the purchase of 47 cars.

**Buses****\$10 million**

The increase in this category mainly reflects the addition of \$12.0 million for the procurement of fareboxes for the Westchester Bee-Line, the bus service in Westchester County. NYC Transit is procuring the units via an existing contract with its farebox manufacturer on behalf of the Bee-Line, and will be reimbursed by Westchester County for all expenses. This was approved by the Board in October 2005.

The overall bus purchase program remains the same, though the schedules of certain purchases have been adjusted. A total of 1,360 new buses will be ordered, including 1,010 standard (all using clean fuel technology), 112 articulated, and 238 express buses. The new bus purchases represent a fleet growth of approximately four percent in “standard bus equivalents” (SBEs) over the current fleet. In addition, 948 new paratransit vehicles will be purchased to replace older units and to expand the total fleet by approximately 33 percent. Other bus-related investments include the replacement of ticket processing units and coin modules on all NYCT Integrated Farebox Units and research to reduce bus emissions.

**Passenger Stations****(\$31 million)**

The decrease in this category primarily reflects the deferral of most of the Times Square Shuttle reconstruction project. A portion of it remains in the program to improve and add new entrances on the northern side of the Times Square station complex in coordination with NYCDOT plans to reconfigure sidewalks in the Times Square area. In addition, the project to make only key repairs at the Smith-9<sup>th</sup> St. station in Brooklyn has been restored to a comprehensive station rehabilitation. Thus, NYCT’s plan continues to fund the rehabilitation of 44 stations. Favorable bids on the Columbus Circle project also contributed to the reduction in this category’s budget.

Several projects are added to the category, including: the initial phase to retrofit station gates with emergency release bars (\$15.0 million); a station condition survey (\$3.0 million); platform / canopy improvements at the Dyckman St. station on the Broadway/7<sup>th</sup> Ave. line (\$9.8 million); normal replacement improvements at the Pelham Bay Park station on the Pelham line (\$3.8

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million); improvements to the 86<sup>th</sup> St. station on the 4<sup>th</sup> Ave. line (\$4.0 million through a federal earmark); and additional high entry/exit turnstiles to be installed via station rehabilitation projects (\$1.5 million). Also, design funds (\$7.5 million) are transferred from the program-wide design reserve to the rehabilitation / ADA projects at ten stations on the West End line. The condition survey, the Pelham Bay Park work and the West End line station designs previously were funded in the 2000-2004 Capital Program. The rest of the Stations category is largely unchanged and still funds full accessibility / ADA investments at 17 key stations, replacement of 25 escalators at four stations, and new passenger transfers at Bleecker St. in Manhattan and Jay St. in Brooklyn.

**Track**

**\$4 million**

A \$5.0 million increase in the 2005 mainline track replacement project is the main change in this category to better address program support costs. The program funds normal replacement of approximately 49 miles of mainline track and 177 mainline switches. The largest share of work is panel track installed in prefabricated sections on elevated and open-cut/at-grade structures. The remaining track work is in the subway where a concrete invert is poured with embedded ties. The number of switches is reduced from 180 to 177; two switches are transferred to the Culver Viaduct repair project and a third was deferred due to bus G.O. scheduling issues. The program includes installation of 50 track miles of welded rail, which is expected to significantly lower occurrences of rail breaks and cracks.

**Line Equipment**

**(\$14 million)**

Project repackaging in tunnel lighting and budget increases in the vent and pump areas combine for the net decrease in this category's budget. The tunnel lighting program decreases by \$34.9 million, mainly reflecting two projects. For efficiency, the scope of the Carroll St. – Cranberry Junction project was redistributed among other tunnel lighting projects in this program and the 2000-2004 program, and so this project no longer needs to be carried in this program. Also, the Times Square Shuttle project is deferred to coincide with the deferral of the Shuttle station reconstruction. The program now funds replacement of approximately 48 track miles of tunnel lighting, a reduction of five track miles from the approved plan.

The vent plant program increases by \$11.9 million, mainly reflecting a higher estimate for the wrap-up project at Archer Ave. The scopes of two other projects are changed. The Astoria / QBL project originally was to replace in-kind three existing units and add one new unit. Instead, two existing plants will be replaced with a single larger unit and the third existing unit will be



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replaced in-kind. In turn, this eliminates the need for the new fan plant, saving \$35.7 million while still meeting safety needs. The project to replace five fan plants on the 6<sup>th</sup> Ave. line has been divided into two projects, one to replace two plants at 30<sup>th</sup> St. and the other to replace two plants at other locations. Given their locations along a main thoroughfare in Manhattan, all locations are difficult construction sites requiring considerable utility relocation and additional cost. As a result, one location is deferred because its worksite is exceptionally difficult and its priority is low according to NYCT's earlier study of ventilation needs. Overall, the program changes from replacing 13 and adding four new fan plants to replacing 12 and adding three new fan plants.

The pump program increases by \$9.2 million, reflecting a high bid on the Queens Boulevard Line project and the transfer of the rehabilitation of one other pump room from the 2000-2004 Capital Program. Work on this pump room, located in Lower Manhattan along the 8<sup>th</sup> Ave. line at Fulton St., was delayed due to the attack on the World Trade Center and the subsequent repairs occurring in the area. This program now funds state of good repair work at 17 pump rooms (an increase of one) on four lines and deep well normal replacement work to control water tables on three lines.

### **Line Structures**

**\$11 million**

The increase in this category mainly reflects the addition of a project to install intrusion detection alarms at emergency exits throughout the system, a high bid on a painting project, and revised estimates for two other projects. There are no other significant changes in the category. Various line structure repairs, painting, and related work are addressed, including:

- 9.0 route miles of subway structures on four lines: Joralemon Tube, 8<sup>th</sup> Ave., BMT Broadway, and Nassau.
- 8.0 route miles of elevated structure on the West End line and the Culver, Ocean Parkway, Rockaway, and Far Rockaway and Rockaway Park viaducts.
- 3.8 route miles of retaining walls and overpasses on the at-grade Sea Beach line.
- Painting projects on the Jerome, White Plains Road, Pelham, Jamaica, Rockaway, Broadway-7<sup>th</sup> Ave., Flushing, Culver, and Astoria lines.
- Rehabilitation of 125 emergency exits throughout the subway system.

### **Signals and Communications**

**\$39 million**

The net increase in this category results from scope and budget increases in several projects. In

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the signals area, an increase in the Chambers interlocking scope of work has been offset by the deferral of other interlocking work on the Crosstown Line. The scope of the Chambers St. Interlocking project is expanded to address two more interlockings for a total of three on the 8<sup>th</sup> Ave. line to achieve greater project implementation efficiencies and to reduce the long-term impact on service. In addition, the Stop Cable Replacement budget has experienced increases in unit costs. In the communication systems area the mix of projects remains unchanged though the budgets of two projects have notable increases. The Antenna Cable Replacement-Phase 2 project increases by \$13.7 million, reflecting completion of project master plan as well as the experience gained in Phase 1 (funded in the 2000-2004 program). The Data Network Phase 2 budget has increased by \$46.8 million due to higher contract and in-house costs. As an option to an ongoing contract, this is the final step in extending NYCT's fiber optic network to all stations and ultimately providing improved service announcements.

**Power**

**\$32 million**

This category's increase mainly reflects higher estimates for a transformer replacement project and the Rockwell Place Substation project, bid experience for several recently awarded substation modernization projects, and the transfer of a project for miscellaneous repairs at various substation enclosures (\$13.6 million) from the 2000-2004 Capital Program. The budget for a control cables project is reduced by \$14.2 million, reflecting a lower revised estimate. The work in this category generally remains unchanged and includes modernizing nine substations, rehabilitating three IRT and three IND substation enclosures, replacing substation equipment at various locations, rehabilitating eight circuit breaker houses, and other improvements to the power distribution system.

**Shops**

**\$19 million**

The increase in the category is due to two new projects and the increase in a third project budget. The first new project is the roof replacement at the 207<sup>th</sup> St. Overhaul Shop (\$15 million). Though budgeted separately, the roof will be addressed as part of the general rehabilitation of the overhaul shop. The second project -- an overhead crane (\$1.5 million) at the Pitkin Shop -- is added to support maintenance of new technology subway cars. The budget for the 38<sup>th</sup> St. Yard Shop project increases due to a high bid. The remainder of this category is unchanged.

**Yards**

**(\$78 million)**

The decrease in this category mainly reflects the reduction of the Jamaica Yard Expansion

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project; a portion of it (\$20.0 million) remains funded for design and initial work. Completed project master plans result in increased budgets for the 38<sup>th</sup> St Yard Viaduct and the Yard Fencing Upgrade projects. Also, a project is added to survey and design improvements to yard perimeter security systems. There are no changes to the yard track and switch budgets. The program will replace approximately seven miles of yard and non-revenue track and replace 100 yard switches.

**Depots**

**(\$23 million)**

The principal change in the category is the transfer of \$15.0 million for the new Charleston Depot on Staten Island from this program to the 2000-2004 Capital Program. This and other budget actions related to Charleston (discussed in the December 2005 amendment to the 2000-2004 Capital Program) combine to fully fund the depot project in the 2000-2004 Capital Program. In addition, budgets for several small depot improvement projects are lowered, reflecting favorable bids and revised engineering estimates. The remainder of the category remains unchanged.

**Service Vehicles**

**\$15 million**

The increase in this category reflects the bid experience to purchase a total of 28 locomotives. The contract was awarded in 2005 with 9 units funded in the 2000-2004 Capital Program and 19 in the 2005-2009 Capital Program. The rest of the category is unchanged. The program will replace a total of 212 heavy-duty rubber-tire vehicles and 22 work train vehicles.

**Miscellaneous**

**\$18 million**

This category includes funds to support the overall program, including program contingency, insurance, engineering and environmental services, and scope-development. In addition, improvements to employee facilities across the system as well as certain management information systems are funded in this category. The increase in the category primarily is due to the addition of a project for the purchase of the Tiffany St. Warehouse, which currently is leased. Ultimately, this facility will be upgraded through future capital projects to replace NYCT's existing central warehouse in Queens. Program contingency is added to address unforeseen needs.

**Staten Island Railway**

**No change**

There are no changes to report in the category.

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### Elements Exceeding 10 Percent of the Approved Plan

In the proposed capital program amendment, the budgets in certain 2005-2009 Capital Program elements are greater than the 10 percent margin allowed by the Public Authorities Law without approval by the Capital Program Review Board (CPRB). These “10 percent” items are shown in Table IV. These items will require CPRB approval in order to progress at the proposed plan funding levels.

**TABLE IV**  
**NYC Transit Elements with Increases Exceeding 10 Percent**  
**(\$ in millions)**

<b>Element</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Communications Systems	\$419	\$477	\$58
Substations	\$243	\$282	\$40
Service Vehicles	\$99	\$114	\$15
Employee Facilities	\$114	\$127	\$15

*Numbers may not total due to rounding*

## MTA Long Island Rail Road

The Long Island Rail Road (LIRR) 2005-2009 Capital Program total remains unchanged at \$2.176 billion.

In this amendment, several projects are added, including the initial phase of the rehabilitation of the Atlantic Avenue Viaduct. Additional funds are needed for increased M-7 delivery costs and cost increases to the signals program. Budget adjustments are also made to account for an increase in overhead costs affecting projects with in-house labor components. To offset these increases, the LIRR will defer the rehabilitation of Hunterspoint Avenue Station, signal improvements at Jay and Hall Interlockings and design/property acquisition for a new mid-Suffolk yard to the next capital program. The concrete tie program is also deferred to help fund other priority needs without impact on track state of good repair.

Table V and the discussion following summarize the proposed changes to the LIRR 2005-2009 Capital Program by investment category.

**TABLE V**  
**LIRR 2005-2009 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Rolling Stock	\$359	\$376	\$17
Passenger Stations	135	114	(21)
Track	726	637	(89)
Line Structures	156	251	95
Communications & Signals	347	363	16
Shops & Yards	111	108	(3)
Power	159	145	(14)
Miscellaneous	185	183	(2)
<b><i>Long Island Rail Road Total</i></b>	<b>\$2,176</b>	<b>\$2,176</b>	<b>\$0</b>

*Numbers may not total due to rounding*

### Rolling Stock

**\$17 million**

The rolling stock investment for the LIRR electric fleet includes the purchase of 158 new M-7 electric cars, continuing the normal life cycle replacement of M-1 electric multiple units nearing

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the end of their useful life. Capital funding is reprogrammed to support M-7 project budget adjustments – reflecting minor scope changes as well as rising escalation costs due to adjustments in economic indices and increased material costs, most notably steel (\$19 million). The M-9 specification development project has been deferred to help support this need (\$2 million).

**Passenger Stations** **(\$21 million)**

Station investments include platform rehabilitations, replacement of stairs, escalators, elevators and overpasses at locations system-wide and the construction/rehabilitation of parking spaces. Also included is the purchase and installation of up to 87 ticket vending machines (TVMs) for stations throughout the system, expanding the number already in service. The rehabilitation of the Hunterspoint Avenue Station in Queens and the design of the coordinated signage initiative with Amtrak and New Jersey Transit at Penn Station are deferred, and the budget for some infrastructure work in Penn Station is reduced.

**Track** **(\$89 million)**

The ongoing track rehabilitation work consists of the normal replacement of track components. Also included is phase one of design and construction of grade crossing eliminations and track capacity improvements on the Main Line from Queens Village to Hicksville. The annual track programs are being reduced to reflect the deferral of the concrete tie work to help fund increases in other areas. State of good repair of the track network is not affected by this deferral. Also, a project for direct track fixation work on the Babylon Branch (at Amityville, Copiague and Lindenhurst) and a project to rehabilitate Amott culvert are added.

The initial construction phase for the reconfiguration of Jay Interlocking is deferred to the next capital program, in coordination with revisions to the Signals program (discussed below). A portion of the project to double track the Main Line from Farmingdale to Ronkonkoma (design and property acquisition) is also deferred. The EIS will, however, be progressed.

**Line Structures** **\$95 million**

Investments in line structures consist of the rehabilitation of bridges and viaducts. A \$78 million project for the first phase of the rehabilitation of the Atlantic Avenue Viaduct is added to the program. (The viaduct is used for service between Jamaica and Atlantic Terminal.) Several smaller bridge projects are broken out from the base bridge rehabilitation program.

Work on the East River Tunnel fire and life safety project also continues, though the budget increases to incorporate additional testing and control features.

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**Communications and Signals****\$16 million**

LIRR's communications investments include the continued expansion of the fiber optic network and redesign of the communication network operations center. LIRR's VHF radio system will be modernized and Audio/Visual Paging systems (AVPS) will be deployed at 80 additional stations. The LIRR will continue its normal replacement of deteriorated communications poles system-wide.

Signal projects rehabilitate interlockings, invest in signals as far east as Speonk, begin work on the centralized train control system and continue cyclical normal replacement. The budgets for the signal program reflect revised estimates-to-complete. Construction for the Jay and Hall Interlocking projects is deferred although design remains and will be progressed under a separate project. A portion of the Babylon to Patchogue project is also deferred to the next capital program.

**Shops and Yards****(\$3 million)**

Investments in shops and yards include the replacement of rolling stock support equipment, infrastructure improvements to accommodate maintenance and repair of the new electric diesel fleets, soil remediation at Long Island City yard and reconfiguration of Babylon yard to increase lay-up storage capacity. The project to reconfigure shops to support Life Cycle Maintenance (LCM) is now split into two projects: one project for construction of a new HVAC shop and a second project for LCM design/construction at remaining locations system-wide. A new project is added to upgrade LIRR's diesel locomotive shops, including replacement of the turntable at Morris Park (\$9 million). This plan defers \$14.1 million for the Mid-Suffolk Yard design and property acquisition into the next plan.

**Power****(\$14 million)**

The power category includes the replacement and upgrade of the systems necessary to support the movement of electric trains. The budget for the power system upgrade project has been reduced, deferring some of the initiatives to increase the supply of traction power to help fund increases in other areas.

**Miscellaneous****(\$2 million)**

This category of investment includes various program administrative costs, including program contingency. Program Development (designs for future capital program work) and Program Administration (administrative costs to manage the capital program) are reduced slightly.

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### Elements Exceeding 10 Percent of the Approved Plan

In the proposed capital program amendment, the budgets in certain 2005-2009 Capital Program elements are greater than the 10 percent margin allowed by the Public Authorities Law without approval by the Capital Program Review Board (CPRB). These “10 percent” items are shown in Table VI. These items will require CPRB approval in order to progress at the proposed plan funding levels.

**TABLE VI**  
**LIRR Elements with Increases Exceeding 10 Percent**  
**(\$ in millions)**

<b>Element</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Bridges	\$86.3	\$160.2	\$73.9
Tunnels	\$69.7	\$90.5	\$20.8

*Numbers may not total due to rounding*



## Metro-North Railroad

The MNR 2005-2009 Capital Program total increases to \$1.383 billion.

In this amendment, MNR eliminates the \$128 million project to overhaul 140 M-3 electric cars. Instead, MNR will increase ongoing maintenance levels for the M-3's to be funded by its operating budget. Funds made available by this action help fund cost increases in the program for the M-7 car deliveries and the Harmon Shop Master Plan.

Table VII and the discussion following summarize the proposed changes to the MNR 2005-2009 Capital Program by investment category.

**TABLE VII**  
**MNR 2005-2009 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Rolling Stock	\$364	\$284	(\$80)
Stations	238	234	(5)
Track and Structures	256	256	0
Communications and Signals	73	73	0
Power	103	103	0
Shops and Yards	260	340	80
Miscellaneous	88	93	5
<b><i>Metro-North Railroad Total</i></b>	<b>\$1,382</b>	<b>\$1,383</b>	<b>\$1</b>

*Numbers may not total due to rounding*

### **Rolling Stock** **(\$80 million)**

MNR investments in this area continue the modernization of the fleet with the completion of the M-2 overhaul, the purchase of 100 M-8 electric cars to begin the replacement of the New Haven Line's M-2 fleet (w/ CDOT) and the purchase of 36 M-7 electric cars to complete the replacement and expansion of the M-1 fleet.

MNR will forego an extensive capital remanufacture of the 140 car M-3 fleet in favor of maintaining the fleet at enhanced levels through the operating budget. This change avoids the high per car cost of a full remanufacture. Approximately one third of this capital funding is

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reprogrammed to fund M-7 project budget adjustments – reflecting minor scope changes, as well as rising escalation costs due to adjustments in economic indices and increased material costs, most notably steel (\$47 million). A new project is also added to allow for the development of a specification for an M-3 replacement car, the M-9 (\$1 million). The balance of the M-3 project budget is transferred to the Shops and Yards category to support needs there.

**Passenger Stations** **(\$ 5 million)**

The stations category includes the continued structural rehabilitation of Grand Central Terminal, the rehabilitation of select stations on the Hudson, Harlem and New Haven Lines (in New York State), the advancement of strategic intermodal station/parking facilities and expansion of parking facilities at locations system-wide. This category is reduced by \$5 million as a result of a favorable bid and slight change in scope to the GCT Exterior Rehabilitation project. The remainder of this category remains unchanged.

**Track and Structures** **No Change**

The ongoing track program provides for replacement of ties and rail along with cyclical surfacing and interlocking/switch replacement throughout the entire MNR territory in New York State. It includes the repair of undergrade/overhead bridges throughout the territory, work on welfare, storage and other facilities and West of Hudson track improvements. This category remains unchanged from the current approved plan with one exception: The project for Bridge Preservation (\$0.8 million) is deferred and the funding will be reallocated to the Beacon Line Bridge project.

**Communications and Signals** **No Change**

Investments in communications and signals replace the aging signal system with the latest technology and provide for the optimization of train capacity at locations system-wide. This category remains unchanged from the current approved plan.

**Power** **No Change**

Power investments maintain the condition of existing assets and increase traction power capacity system-wide. This category remains unchanged from the current approved plan.

**Shops and Yards** **\$80 million**

The shops and yards investment for MNR include upgrades to three facilities to accommodate additions to the rolling stock fleet and support for the Reliability Centered Maintenance philosophy. Funds are transferred from the Rolling Stock category to fund significant cost

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increases in the ongoing Croton-Harmon Shop Master Plan (\$81 million). In addition, the Harmon scope is expanded to fund critical needs for wheel truing, priority repairs, and utility upgrades for M-7 Shop equipment. Finally, the Highbridge Yard Car Wash project cost estimate has been increased to reflect refined estimates-to-complete (\$3.6 million).

This plan defers \$3 million from the rehabilitation and expansion of Brewster Yard and \$3 million for miscellaneous building rehabilitations into the next plan.

**Miscellaneous**

**\$5 million**

This category of investment includes various program administrative costs, including program contingency. The \$5 million increase is the result of the surplus funds moving from the Stations category into program contingency.

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## Elements Exceeding 10 Percent of the Approved Plan

In the proposed capital program amendment, the budgets in certain 2005-2009 Capital Program elements are greater than the 10 percent margin allowed by the Public Authorities Law without approval by the Capital Program Review Board (CPRB). These “10 percent” items are shown in Table VIII. These items will require CPRB approval in order to progress at the proposed plan funding levels.

**TABLE VIII**  
**MNR Elements with Increases Exceeding 10 Percent**  
**(\$ in millions)**

<b>Element</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Shops and Yards	\$260	\$340	\$80

*Numbers may not total due to rounding*

## MTA Bridges and Tunnels

The Bridges and Tunnels (B&T) 2005-2009 Capital Program total remains unchanged at \$1.168 billion. Overall, the capital program objectives remain consistent with the approved plan.

Approximately 91 percent of the program is allocated for the normal replacement of assets which have reached their expected useful life, including two major deck rehabilitation projects at the Bronx-Whitestone and Triborough bridges.

Table IX and the discussion following summarize the proposed changes to the B&T 2005-2009 Capital Program by investment category.

**TABLE IX**  
**MTA B&T 2005-2009 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>MTA Board Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Structures	\$221	\$190	(\$31)
Roadways & Decks	695	703	8
Toll Plazas	74	84	11
Utilities	17	25	7
Buildings & Sites	144	144	0
Miscellaneous	17	22	5
<b>MTA B&amp;T Total</b>	<b>\$1,168</b>	<b>\$1,168</b>	<b>\$0</b>

*Numbers may not total due to rounding*

### Structures

**(\$31 million)**

The budget for the structures category decreases primarily due to the reallocation of program contingency to fund work elsewhere in the program and transfer of work at the Throgs Neck Bridge to two projects in the Roadways and Decks category. There were increases totaling \$17 million to three projects, substructure and underwater repair at the Cross Bay Bridge, structural steel repairs at the Marine Parkway Bridge and anchorage rehabilitation and dehumidification at the Triborough Bridge.

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**Roadways and Decks****\$8 million**

The budget for this category increases to reflect an increase in the estimate for the replacement of the lower level deck at the Henry Hudson Bridge and the transfer of work at the Throgs Neck Bridge from the Structures category. Offsetting these increases is a good bid for the deck replacement at the Randall's Island Junction of the Triborough Bridge.

**Toll Plazas****\$11 million**

Toll Plaza and Traffic Management investments include the replacement of the upper level toll plaza decks at the Henry Hudson bridge, design of a new toll plaza at the Bronx Whitestone Bridge and various ITS and Traffic Management/Safety System initiatives. A new project is added for the design of a new toll plaza at the Verrazano-Narrows Bridge.

**Utilities****\$7 million**

Projects in this category include the replacement, rehabilitation or upgrade of mechanical, electrical and lighting systems and tunnel ventilation equipment. The budget increase results mainly from the addition of fiber installation and cameras for CCTV at the Brooklyn Battery Tunnel Control Center. A new project is added for the rehabilitation and upgrade of the tunnel ventilation buildings' electrical system at the Queens Midtown Tunnel. Also, the design for the replacement of the supply fan house is deferred.

**Buildings and Sites****No Change**

This category includes the construction of new buildings and shops to accommodate tenants that will be relocated as a result of the deck replacement projects at the Triborough Bridge, the continued rehabilitation of ventilation buildings at the Brooklyn-Battery Tunnel and the rehabilitation of the service building at the Queens Midtown Tunnel. A decision was made to expand the new service building on Randall's Island to include some of the relocated B&T employees, and the central shops and warehouse.

**Miscellaneous****\$5 million**

The budget for this category increases to reflect increased costs for the management of the capital program.

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## MTA Bus Company

The MTA Bus Company was established in 2004 to merge operations of seven private bus services that were operated under an agreement with the City of New York. Agreements for the merger of all the private bus lines into the MTA Bus Company are now complete, and the mergers are expected to be finished by the end of February 2006. When creating the MTA Bus Company, the Board also amended the 2000-2004 Capital Program to provide capital funding targeted for the replacement of overage buses previously operated by the private companies. Those purchases are now underway.

As part of the transition of the private bus operations from the City of New York to the MTA, the City and the MTA have agreed to a reallocation of federal urbanized formula funds that the City had received for the benefit of the private bus companies. This reallocation is expected to provide \$138.2 million over the MTA 2005-2009 Capital Program, and is comprised of \$110.6 million in federal funds and \$27.6 million in City and State matching funds. Reflecting the anticipated availability of this new funding, a capital budget totaling \$138.2 million now is proposed to be established for MTA Bus in the 2005-2009 Capital Program (Table X). The funding will support investments to bring bus maintenance facilities up to a state of good repair, thereby ensuring efficient and economical maintenance practices as well as improving employee safety at the facilities. In addition, the need to replace heavy-duty, non-revenue vehicles will be addressed.

**Table X**  
**MTA Bus Company 2005-2009 Capital Program by Investment Category**  
**(\$ in millions)**

<b>Category</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Bus Company Projects	\$0	\$138	\$138
<b>Total</b>	<b>\$0</b>	<b>\$138</b>	<b>\$138</b>

*Numbers may not total due to rounding*

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## MTA Security

The value of the MTA 2005-2009 Capital Security Program total remains unchanged at \$495 million. Security program objectives remain consistent with the approved plan.

**TABLE XI**  
**MTA Security 2005-2009 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Vulnerability Assessment Projects	\$478	\$478	\$0
Security Readiness Support Initiatives	17	17	0
<b><i>MTA Security Total</i></b>	<b>\$495</b>	<b>\$495</b>	<b>\$0</b>

*Numbers may not total due to rounding*

### **Vulnerability Assessment Projects**

**No Change**

The approved MTA 2005-2009 Capital Program allocated \$478 million to fund priority security initiatives, expecting to secure funding from Homeland Security and other federal sources for these critical projects. The MTA has secured \$33 million for 2005 from the Federal Office of Domestic Preparedness to help progress this program.

### **Security Readiness Support Initiatives**

**No Change**

This category remains unchanged from the current approved plan.



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**MTA Interagency:**  
**Customer Service Projects**

There is no change in this area of the program. Funds are included to support a broad range of smaller initiatives to enhance customer amenities and services throughout the MTA region.

**TABLE XII**  
**Customer Service Projects 2005-2009 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Customer Service Projects	\$50	\$50	\$0
<i>Customer Service Project Total</i>	<b>\$50</b>	<b>\$50</b>	<b>\$0</b>

*Numbers may not total due to rounding*

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**MTA Interagency:**

**MTA Police Department**

The MTA Police department (PD) 2005-2009 Capital Program total remains unchanged at \$64 million. Overall, the capital program objectives remain consistent with the approved plan. There have been no changes to any of the projects in the Police capital program, as shown on Table XIII.

**TABLE XIII**  
**MTA Police Department 2005-2009 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Suffolk County District Office	\$5	\$5	\$0
Nassau County District Office	1	1	0
K-9 Training Facility	2	2	0
Emergency Services Units	1	1	0
Public Safety Radio	45	45	0
Communications Center Backup	2	2	0
Integrated Incident Management	0	0	0
Access Control	1	1	0
Enhanced 911	2	2	0
Engineering/Consulting Services	2	2	0
Program Administration/Contingency	4	4	0
<b>MTA Police Department Total</b>	<b>\$64</b>	<b>\$64</b>	<b>\$0</b>

*Numbers may not total due to rounding*

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**MTA Interagency:**

**MTA Integrated Systems Initiative**

The 2005-2009 Capital Program for Integrated Systems remains unchanged at \$45 million. Overall, the capital program objectives remain consistent with the approved plan. Within this category a new project has been created to fund the design and implementation plan for the creation of an MTA-wide Shared Services organization.

**TABLE XIV**  
**MTA Integrated Systems Initiative 2005-2009 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Integrated Systems	\$45	\$45	\$0
<b><i>Integrated Systems Total</i></b>	<b>\$45</b>	<b>\$45</b>	<b>\$0</b>

*Numbers may not total due to rounding*

## MTA Capital Construction Company

The MTA Capital Construction Company's (CCC) 2005-2009 Capital Program will focus on the following system expansion projects:

- Construct East Side Access (ESA), which will bring Long Island Rail Road commuters into Grand Central Terminal, creating a terminal on Manhattan's East Side to complement Penn Station on the West Side.
- Construct the initial phase of Second Avenue Subway (SAS), which will relieve the pressure on New York City Transit's overcrowded Lexington Avenue Line and improve access to downtown Manhattan.
- Design and construct a direct rail link between Lower Manhattan, Jamaica and JFK International Airport.
- Construct an extension of New York City Transit's Flushing (#7) subway line (to be funded by the City of New York) in coordination with plans to develop Manhattan's Far West side.

The budget for the system expansion program remains at the approved level of \$4.465 billion, funding the above projects and CCC administration costs. In November 2005, a \$2.9 billion state-wide Transportation Bond Act was approved, from which MTA will receive \$1.45 billion, including funding for the 2005-2009 phases of the system expansion projects. Discussions between the MTA, state, and the Federal Transit Administration (FTA) are now underway to finalize the federal new starts funding for ESA and SAS. The #7 Line Extension project, funded 100 percent by the City of New York, remains in the plan at its full \$1.990 billion value.

**TABLE XV**  
**MTA Capital Construction Company Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>CPRB Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
ESA / SAS / JFK Link	\$2,400	\$2,400	\$0
#7 Line Extension	1,990	1,990	0
CCC Administration	75	75	0
<b><i>Capital Construction Company Total</i></b>	<b>\$4,465</b>	<b>\$4,465</b>	<b>\$0</b>

*Numbers may not total due to rounding*

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**2005-2009**

**MTA CAPITAL PROGRAM**

**PROJECT DETAIL**

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MTA Capital Construction Company	Page 77

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)					Total
		2005	2006	2007	2008	2009	2005 - 2009
<b>01 NEW SUBWAY CARS</b>							
01 Purchase 47 A-Div Cars	SI	.0	.0	75.9	.0	.0	75.9
02 Purchase 620 B Div Cars	NR	.0	.0	1,162.1	.0	.0	1,162.1
03 Purchase 292 B Div Cars	NR	.0	.0	.0	566.6	.0	566.6
<b>Element Total 01</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,238.0</b>	<b>\$566.6</b>	<b>\$0</b>	<b>\$1,804.6</b>
<b>Category Total 501</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,238.0</b>	<b>\$566.6</b>	<b>\$0</b>	<b>\$1,804.6</b>

\* Represents values less than \$50,000

# New York City Transit

# BUSES T - 503

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>02 BUS REPLACEMENT</b>							
01 116 Hybrid Electric Buses 2005	NR	61.6	.0	.0	.0	.0	61.6
03 181 Paratransit Vehicles 2005	NR	9.1	.0	.0	.0	.0	9.1
04 IFU: Replace Main Components	NR	.0	22.8	.0	.0	.0	22.8
06 284 Hybrid Electric Buses 2006	NR	.0	136.8	.0	.0	.0	136.8
07 283 Paratransit Vehicles 2006	NR	.0	22.3	.0	.0	.0	22.3
09 56 Hi-Cap Express 2007	NR	.0	.0	28.6	.0	.0	28.6
10 250 Standard Buses 2007	NR	.0	.0	129.5	.0	.0	129.5
12 112 Articulated Buses 2008	NR	.0	.0	.0	69.3	.0	69.3
13 250 Standard Buses 2008	NR	.0	.0	.0	133.9	.0	133.9
15 NOx Emission Initiative	SI	.0	.0	.0	6.0	.0	6.0
16 268 Paratransit Vehicles 2008	NR	.0	.0	.0	22.8	.0	22.8
17 182 Hi-Cap Express 2009	NR	.0	.0	.0	.0	99.1	99.1
18 110 Standard Buses 2009	NR	.0	.0	.0	.0	61.0	61.0
19 216 Paratransit Vehicles 2009	NR	.0	.0	.0	.0	19.0	19.0
20 Fareboxes Westchester County	SI	.0	12.0	.0	.0	.0	12.0
<b>Element Total 02</b>		<b>\$70.7</b>	<b>\$194.0</b>	<b>\$158.1</b>	<b>\$232.0</b>	<b>\$179.2</b>	<b>\$834.0</b>
<b>Category Total 503</b>		<b>\$70.7</b>	<b>\$194.0</b>	<b>\$158.1</b>	<b>\$232.0</b>	<b>\$179.2</b>	<b>\$834.0</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>04 FARE COLLECTION</b>							
01 Smart Card Implementation	SI	.0	.0	43.9	.0	.0	43.9
02 AFC Replacement Ph 2	NR	.0	.0	46.2	.0	.0	46.2
03 Replace H.P.E.M	NR	.0	.0	.0	6.5	.0	6.5
04 HEETs For Station Rehabs	SI	.0	1.5	.0	.0	.0	1.5
<b>Element Total 04</b>		<b>\$0.0</b>	<b>\$1.5</b>	<b>\$90.1</b>	<b>\$6.5</b>	<b>\$0.0</b>	<b>\$98.1</b>
<b>07 STATION ESCALATORS/ELEVATORS</b>							
01 8 Escalators Roosevelt Island	NR	21.7	.0	.0	.0	.0	21.7
02 10 Escalators Parsons Blvd ARC	NR	32.4	.0	.0	.0	.0	32.4
04 5 Escalators Van Wyck ARC	NR	.7	31.6	.0	.0	.0	32.3
05 2 Escalators Roosevelt Ave QBL	NR	.0	.0	.0	.0	10.7	10.7
<b>Element Total 07</b>		<b>\$54.8</b>	<b>\$31.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$10.7</b>	<b>\$97.0</b>

\* Represents values less than \$50,000



Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>11 STATION REHABILITATION</b>							
AW 2005 2009 Station Artwork	SI	.0	1.1	.3	.6	1.3	3.3
01 Water Condition Remedy 2005	SGR	3.5	.0	.0	.0	.0	3.5
02 Rehab Chambers St BW7	SGR	.0	7.0	.0	.0	.0	7.0
03 Rehab Avenue M BRT	SGR	.0	.0	20.8	.0	.0	20.8
04 Rehab Neck Road BRT	SGR	.0	.0	18.9	.0	.0	18.9
05 Rehab Avenue H BRT	SGR	.0	.0	22.9	.0	.0	22.9
06 Rehab Avenue J BRT	SGR	.0	.0	21.3	.0	.0	21.3
07 Rehab Avenue U BRT	SGR	.0	.0	20.8	.0	.0	20.8
08 Rehab Bleecker St LEX	SGR	.0	9.2	.0	.0	.0	9.2
09 Rehab 59th St BW7	SGR	34.0	.0	.0	.0	.0	34.0
10 Rehab 59th St 8AV	SGR	50.2	.0	.0	.0	.0	50.2
12 Railings 2005-2006 Rehabs	SGR	1.9	.0	.0	.0	.0	1.9
13 Kings Highway BRT	NR	.0	.0	19.1	.0	.0	19.1
14 Newkirk Av Plaza Ph 2 BRT	NR	.0	.0	22.8	.0	.0	22.8
15 Rehab Wall St LEX	NR	45.6	.0	.0	.0	.0	45.6
16 Times Square Shuttle	SGR	3.1	.0	15.0	.0	.0	18.1
17 Rehab Ft Hamilton Parkway WST	SGR	.0	.8	.0	14.4	.0	15.2
18 Rehab 71 St WST	SGR	.0	.8	.0	15.0	.0	15.9
19 Rehab 79 St WST	SGR	.0	.8	.0	13.7	.0	14.4
20 Rehab 18 Av WST	SGR	.0	.8	.0	13.4	.0	14.2
21 Rehab 20 Av WST	SGR	.0	.8	.0	13.7	.0	14.5
23 Rehab Jay St FUL	SGR	.0	41.5	.0	.0	.0	41.5
24 Rehab 62 St WST	SGR	.0	.6	.0	11.5	.0	12.1
25 Rehab Bay Parkway WST	SGR	.0	.7	.0	12.7	.0	13.4
26 Rehab 9 Av WST	SGR	.0	.6	.0	12.2	.0	12.8
27 Rehab 96 St BW7	SGR	.0	.0	51.2	.0	.0	51.2
31 Rehab Bay 50 St WST	SGR	.0	.7	.0	13.3	.0	14.0
32 Rehab 25 Av WST	SGR	.0	.7	.0	13.1	.0	13.9
36 Rehab Smith-9th St CUL	SGR	.0	.0	24.0	.0	.0	24.0
37 Water Condition Remedy 2007	SGR	.0	.2	3.9	.0	.0	4.2
38 Rehab Morrison-Sound Vw Av PEL	SGR	.8	.0	1.2	.0	17.1	19.1
42 Repair Chambers St NAS	SGR	.3	.6	9.1	.0	.0	10.0
43 Rehab Buhre Av PEL	SGR	.0	.0	1.7	.0	14.8	16.5
44 Rehab Middletown Rd PEL	SGR	.0	.0	1.6	.0	13.6	15.2
45 Rehab Zerega Av PEL	SGR	.0	.0	1.7	.0	14.6	16.3
46 Rehab Castle Hill Av PEL	SGR	.0	.0	1.8	.0	15.3	17.0
47 Rehab Parkchester-E 177 St PEL	SGR	.9	.0	1.3	.0	19.3	21.5
48 Rehab St Lawrence Av PEL	SGR	.0	.0	1.7	.0	14.7	16.4
49 Rehab Elder Av PEL	SGR	.0	.0	1.7	.0	14.2	15.8
50 Rehab Whitlock Av PEL	SGR	.6	.0	.9	.0	12.7	14.2
51 Railings 2007-09 Rehabs	SGR	.0	.2	1.8	.0	.0	2.0
52 Grand Central-42 St Mez LEX	NR	.0	.0	16.5	.0	.0	16.5

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>11 STATION REHABILITATION</b>							
55 Rehab Beach 67 St RKY	SGR	.0	.4	.0	6.5	.0	6.9
56 Rehab Beach 60 St RKY	SGR	.0	.4	.0	6.7	.0	7.0
57 Rehab Beach 44 St RKY	SGR	.0	.4	.0	6.5	.0	6.9
58 Rehab Beach 36 St RKY	SGR	.0	.4	.0	6.2	.0	6.6
59 Rehab Beach 25 St RKY	SGR	.0	.4	.0	6.2	.0	6.6
60 Rehab Mott Av RKY	SGR	.0	.4	.0	6.0	.0	6.4
61 Rehab Beach 90 St RKY	SGR	.0	1.3	.0	6.3	.0	7.6
62 Rehab Beach 98 St RKY	SGR	.0	1.4	.0	6.9	.0	8.3
63 Rehab Beach 105 St RKY	SGR	.0	1.4	.0	7.2	.0	8.6
74 Rehab East 180 St WPR	SGR	.0	.0	.0	31.0	.0	31.0
75 Water Condition Remedy 2009	SGR	.0	.0	.0	.3	4.2	4.5
84 Rehab 8th Av SEA	SGR	.0	.0	.0	.0	30.0	30.0
85 Rehab Ft Ham Pkwy SEA	SGR	.0	.0	.0	.0	30.0	30.0
86 Rehab 18th Av SEA	SGR	.0	.0	.0	.0	30.0	30.0
88 Rehab New Utrecht SEA	SGR	.0	.0	.0	.0	30.0	30.0
92 Reconstruct Cortlandt St BW7	NR	.0	.0	80.0	.0	.0	80.0
93 Pelham Bay Park PEL	NR	.0	.0	.0	.0	3.8	3.8
<b>Element Total 11</b>		<b>\$140.9</b>	<b>\$73.4</b>	<b>\$361.9</b>	<b>\$223.3</b>	<b>\$265.5</b>	<b>\$1,064.9</b>

<b>13 DISABLED ACCESSIBILITY</b>							
01 ADA Chambers St BW7	SI	.0	15.5	.0	.0	.0	15.5
02 ADA Bleecker-Bwy/Lafayette	SI	.0	8.9	.0	.0	.0	8.9
03 ADA 59 St-Columbus Crl Cmplx	SI	2.4	.0	.0	.0	.0	2.4
04 ADA 135th St LNX	SI	16.3	.0	.0	.0	.0	16.3
05 ADA Kings Highway BRT	SI	.0	.0	6.9	.0	.0	6.9
06 ADA Bowling Green LEX	SI	13.1	.0	.0	.0	.0	13.1
07 ADA Church Av CUL	SI	23.9	.0	.0	.0	.0	23.9
08 ADA Union Turnpike QBL	SI	.0	15.7	.0	.0	.0	15.7
09 ADA Jay St FUL	SI	.0	13.7	.0	.0	.0	13.7
10 ADA Bay Parkway WST	SI	.0	.2	.0	15.4	.0	15.6
11 ADA 96 St BW7	SI	.0	.0	25.7	.0	.0	25.7
12 ADA Jay-Lawrence Transfer	SI	.0	13.5	.0	.0	.0	13.5
14 ADA 47-50 St Rock Ctr 6AV	SI	.0	14.9	.0	.0	.0	14.9
17 ADA Mott Av RKY	SI	.0	.0	.0	2.1	.0	2.1
19 ADA East 180 St WPR	SI	.0	.0	.0	6.7	.0	6.7
<b>Element Total 13</b>		<b>\$55.6</b>	<b>\$82.4</b>	<b>\$32.7</b>	<b>\$24.2</b>	<b>\$0</b>	<b>\$194.9</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>14 OTHER STATION IMPROVEMENTS</b>							
01 Station Signage 2005	NR	2.8	.0	.0	.0	.0	2.8
02 Xfer Bleecker-Bwy/Lafayette	SI	.0	31.9	.0	.0	.0	31.9
03 Intermodal: Myrtle-Wyckoff	SI	.5	.5	1.1	.0	.0	2.1
05 Bowling Green Entrance Canopy	SI	2.6	.0	.0	.0	.0	2.6
06 Xfer Lawrence St/Jay St	SI	.0	60.8	.0	.0	.0	60.8
07 Replace Canopies 5 Stns BW7	SGR	.0	.0	15.8	.0	.0	15.8
08 Repl 9 Gap Fillers 14 St LEX	SGR	.0	1.7	.0	34.3	.0	36.0
09 Station Signage 2008	NR	.0	.0	.0	2.7	.0	2.7
10 Scrubber Rooms 4 Stations	NR	.0	.0	.1	1.3	.0	1.4
11 Platform Rehab Various Locs	SGR	.0	.0	5.0	.0	.0	5.0
14 Customer Communication Systems	SI	2.0	.0	5.2	.0	.0	7.2
15 Service Gate Release Retrofit	SI	.0	15.0	.0	.0	.0	15.0
16 Station Condition Survey	SGR	.0	3.0	.0	.0	.0	3.0
17 Dyckman St Station Impr BW7	NR	.0	.0	9.8	.0	.0	9.8
18 86 St 4AV Station Improvements	SGR	.0	4.0	.0	.0	.0	4.0
<b>Element Total 14</b>		<b>\$7.9</b>	<b>\$116.9</b>	<b>\$37.1</b>	<b>\$38.3</b>	<b>\$0</b>	<b>\$200.2</b>
<b>Category Total 504</b>		<b>\$259.2</b>	<b>\$305.7</b>	<b>\$521.7</b>	<b>\$292.3</b>	<b>\$276.1</b>	<b>\$1,655.1</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>02 TRACK REHABILITATION</b>							
01 Mainline Track Repl 2005	NR	133.9	.0	.0	.0	.0	133.9
02 Track Force Account 2005	NR	35.0	.0	.0	.0	.0	35.0
03 Welded Rail 2005	NR	10.3	.0	.0	.0	.0	10.3
04 Mainline Track Repl 2006	NR	.6	133.2	.0	.0	.0	133.7
05 Track Force Account 2006	NR	.0	35.0	.0	.0	.0	35.0
06 Welded Rail 2006	NR	.0	10.6	.0	.0	.0	10.6
07 Mainline Track Repl 2007	NR	.0	1.2	137.0	.0	.0	138.2
08 Track Force Account 2007	NR	.0	.0	35.0	.0	.0	35.0
09 Welded Rail 2007	NR	.0	.0	11.0	.0	.0	11.0
10 Mainline Track Repl 2008	NR	.0	.0	1.2	141.7	.0	142.9
11 Track Force Account 2008	NR	.0	.0	.0	35.0	.0	35.0
12 Welded Rail 2008	NR	.0	.0	.0	11.3	.0	11.3
13 Mainline Track Repl 2009	NR	.0	.0	.0	1.2	146.6	147.8
14 Track Force Account 2009	NR	.0	.0	.0	.0	35.0	35.0
15 Welded Rail 2009	NR	.0	.0	.0	.0	11.7	11.7
16 Mainline Track Repl 2010 DES	NR	.0	.0	.0	.0	1.3	1.3
<b>Element Total 02</b>		<b>\$179.7</b>	<b>\$180.0</b>	<b>\$184.2</b>	<b>\$189.3</b>	<b>\$194.6</b>	<b>\$927.7</b>
<b>03 SWITCH REPLACEMENT</b>							
01 33 Mainline Switches I/H 2005	NR	37.3	.0	.0	.0	.0	37.3
02 36 Mainline Switches I/H 2006	NR	.9	40.6	.0	.0	.0	41.5
03 36 Mainline Switches I/H 2007	NR	.0	1.9	41.0	.0	.0	42.9
04 36 Mainline Switches I/H 2008	NR	.0	.0	1.9	42.4	.0	44.3
05 36 Mainline Switches I/H 2009	NR	.0	.0	.0	2.0	43.9	45.9
06 Mainline Switches I/H 2010 DES	NR	.0	.0	.0	.0	2.1	2.1
<b>Element Total 03</b>		<b>\$38.2</b>	<b>\$42.5</b>	<b>\$42.9</b>	<b>\$44.4</b>	<b>\$46.0</b>	<b>\$214.0</b>
<b>Category Total 505</b>		<b>\$217.9</b>	<b>\$222.4</b>	<b>\$227.1</b>	<b>\$233.7</b>	<b>\$240.5</b>	<b>\$1,141.7</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>02 TUNNEL LIGHTING</b>							
01 Tun Ltg Boro Hall-Chambers CLK	SGR	21.1	9.4	.0	.0	.0	30.5
02 Tun Ltg Bowling Gr-Bkln Br LEX	SGR	15.0	2.7	.0	.0	.0	17.7
04 Tun Ltg Jay St-Chmbrs CRAN	SGR	19.3	.0	.0	.0	.0	19.3
06 Tun Ltg 42 St -96 St BW7	SGR	.5	41.5	.0	.0	.0	42.0
07 Tun Ltg 168 St - 207 St 8AV	SGR	.4	48.2	.0	.0	.0	48.6
08 Tun Ltg Local Tracks 6AV	SGR	.0	.0	23.1	.0	.0	23.1
09 Tun Ltg Jay St.-Bwy Laf 6AV	SGR	.4	.0	38.2	.0	.0	38.6
10 Tun Ltg Brooklyn Br-33 St LEX	SGR	.0	.0	.0	54.4	.0	54.4
<b>Element Total 02</b>		<b>\$56.8</b>	<b>\$101.8</b>	<b>\$61.2</b>	<b>\$54.4</b>	<b>\$0</b>	<b>\$274.2</b>
<b>03 VENTILATION FACILITIES</b>							
01 Fan Rehab 30th St. 6AV	SGR	.0	66.5	.0	.0	.0	66.5
02 Fan Wrap-up ARC	NR	.0	44.0	.0	.0	.0	44.0
03 Fans 2 Locs QBL AST	SGR	3.4	5.0	66.6	.0	.0	75.0
04 Fans 4 Locs 8AV	SGR	.4	9.0	.0	.0	131.2	140.5
05 New Fan n/o W 4 St 8AV	SI	.3	2.3	.0	35.3	.0	37.8
06 New Fan QBL	SI	.2	2.3	.0	35.0	.0	37.6
07 Fans 3 Locs 8AV	SGR	.4	5.1	.0	.0	76.7	82.2
08 Fan Rehab 2 Locs 6AV	SGR	.0	8.5	.0	82.5	.0	91.0
<b>Element Total 03</b>		<b>\$4.6</b>	<b>\$142.7</b>	<b>\$66.6</b>	<b>\$152.8</b>	<b>\$207.9</b>	<b>\$574.6</b>
<b>04 PUMPING FACILITIES</b>							
01 Pumps 10 Locs QBL	SGR	40.0	.0	.0	.0	.0	40.0
02 Pumps 3 Locs 6AV 53 ST	SGR	.0	13.6	.0	.0	.0	13.6
03 Deep Well Rehab FUL	SGR	1.0	.0	12.5	.0	.0	13.5
04 Wrap-Up 5 Deep Wells NOS	NR	.0	8.8	.0	.0	.0	8.8
05 Pumps 3 Locs PPK	SGR	.8	15.9	.0	.0	.0	16.8
07 Add Deep Wells XTN	NR	.0	.9	8.2	.0	.0	9.1
08 Rehab Deep Wells LNX	NR	.0	.7	5.9	.0	.0	6.6
09 Pump Room- Fulton St 8AV	SGR	.0	6.3	.0	.0	.0	6.3
<b>Element Total 04</b>		<b>\$41.9</b>	<b>\$46.2</b>	<b>\$26.6</b>	<b>\$0</b>	<b>\$0</b>	<b>\$114.8</b>
<b>Category Total 506</b>		<b>\$103.3</b>	<b>\$290.7</b>	<b>\$154.5</b>	<b>\$207.2</b>	<b>\$207.9</b>	<b>\$963.5</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>03 LINE STRUCTURE REHABILITATION</b>							
01 Rehab 50 Emergency Exits 05-06	SGR	5.6	6.2	.0	.0	.0	11.8
02 EPK Joralemon Tube-Nevins	SGR	.9	31.1	.0	.0	.0	32.0
03 Overcoat Bx Pk East-241 St WPR	NR	.0	21.2	.0	.0	.0	21.2
04 Overcoat 162 St-190 St JER	NR	.0	10.7	.0	.0	.0	10.7
05 Strip-Repaint End of Line JER	NR	12.6	.0	.0	.0	.0	12.6
06 WST 9 Av-Bay 50 St	SGR	.0	.0	.9	25.0	.0	25.9
07 Rehab Culver Viaduct Ph 2	SGR	.0	4.4	.0	106.2	.0	110.6
08 8AV n/o 168-n/e 207, Yard Lead	SGR	1.4	26.9	.0	.0	.0	28.3
09 BWY BMT Whitehall-Canal	SGR	1.7	32.6	.0	.0	.0	34.3
11 Rehab 75 Emergency Exits 07-09	SGR	.0	.0	18.7	.0	.0	18.7
12 Ocean Parkway Sta Viaduct BRT	NR	.0	15.3	9.1	.0	.0	24.4
14 BWY BMT Lexington-42 St	SGR	.0	.0	.0	26.0	.0	26.0
15 Overcoat Portal-E180 St WPR	NR	.0	.0	14.3	.0	.0	14.3
16 Overcoat Cypress Hills-121 JAM	NR	.0	.0	13.2	.0	.0	13.2
17 Overcoat Whitlock Prtl-EOL PEL	NR	.0	21.4	.0	.0	.0	21.4
18 Rockaway Viaduct Ph 2	NR	.0	4.4	.0	63.6	.0	67.9
19 Far Rockwy & Rockwy Pk Viaduct	NR	.0	.0	.0	38.2	.0	38.2
22 Ovrct 125 St Arch Dknn-215 BW7	NR	.0	.0	.0	7.9	.0	7.9
23 Strip-Rpnt Bridges & Wye RKY	NR	.0	.0	.0	1.9	.0	1.9
24 Ovrct Junction-Main St Ptl FLS	NR	.0	.0	10.9	.0	.0	10.9
25 Ovrct Church St Prtl-W8 St CUL	NR	.0	.0	.0	19.0	.0	19.0
26 SBC Retaining Wall Overpasses	NR	.0	.0	.0	.0	26.2	26.2
29 Strip-Repaint Portal-41 Av AST	NR	.0	.0	1.0	.0	16.5	17.6
30 Ovrct E Pkwy-Cypress Hills JAM	NR	.0	.0	.0	12.5	.0	12.5
31 Chambers St NAS	SGR	.3	.5	11.7	.0	.0	12.5
32 Subway Emergency Exit Alarms	SGR	.0	7.0	.0	.0	.0	7.0
<b>Element Total 03</b>		<b>\$22.5</b>	<b>\$181.5</b>	<b>\$79.8</b>	<b>\$300.3</b>	<b>\$42.7</b>	<b>\$626.9</b>
<b>Category Total 507</b>		<b>\$22.5</b>	<b>\$181.5</b>	<b>\$79.8</b>	<b>\$300.3</b>	<b>\$42.7</b>	<b>\$626.9</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>03 SIGNAL MODERNIZATION</b>							
02 Signal Control Mods Ph 3	SGR	.0	43.3	.0	.0	.0	43.3
03 Stop Cable Replacement	NR	19.6	16.8	16.8	16.8	.0	70.0
05 Middle Track Signalization JER	SGR	42.3	.0	.0	.0	.0	42.3
06 ATS B-Division Ph 1	SI	.0	.0	135.0	.0	.0	135.0
07 Signal Key-By Circuit Mod Ph 2	SGR	.0	.0	27.8	.0	.0	27.8
08 CBTC Flushing Line	NR	6.5	.0	259.1	.0	.0	265.5
09 Stn Time Signal Enhance LEX	SI	.0	.0	5.0	.0	.0	5.0
11 WPR Ph 3: E 180 St	SGR	.0	185.3	.0	.0	.0	185.3
12 Interlockings Bergen - W 8 CUL	SGR	.0	.0	.0	222.0	.0	222.0
14 Interlockings 5th Av, Lex QBL	SGR	.8	.0	105.4	.0	.0	106.2
16 3 Interlockings 8AV	SGR	2.2	135.8	.0	.0	.0	138.0
17 Sig Rewire/Fire Suppress	SGR	.0	.0	25.0	.0	.0	25.0
18 Interlockings 2 Locs QBL	SGR	.0	.0	140.0	.0	.0	140.0
<b>Element Total 03</b>		<b>\$71.4</b>	<b>\$381.2</b>	<b>\$714.0</b>	<b>\$238.8</b>	<b>\$0</b>	<b>\$1,405.4</b>
<b>06 COMMUNICATIONS SYSTEMS</b>							
01 Data Network 2 IND/BMT-ATM Opt	SI	.0	181.0	.0	.0	.0	181.0
02 SysWide Appl Migration Ph 2	SI	9.2	40.0	.0	.0	.0	49.2
04 Upgrade Copper Cable for SONET	NR	.0	.0	.0	8.8	.0	8.8
06 SysWide Time Synch-Mastr Clock	NR	.0	.0	.0	1.7	.0	1.7
08 Ant Cable Replacement Ph 2	NR	.0	45.3	.0	.0	.0	45.3
09 Platform Edge CCTV 9 Stns XTN	SI	3.0	.0	.0	.0	.0	3.0
10 Systemwide Wireless Cts	NR	2.4	.0	.0	129.0	.0	131.3
13 Station Agent Comm	NR	.0	.0	.0	.0	56.7	56.7
<b>Element Total 06</b>		<b>\$14.6</b>	<b>\$266.3</b>	<b>\$0</b>	<b>\$139.5</b>	<b>\$56.7</b>	<b>\$477.1</b>
<b>Category Total 508</b>		<b>\$85.9</b>	<b>\$647.5</b>	<b>\$714.0</b>	<b>\$378.3</b>	<b>\$56.7</b>	<b>\$1,882.5</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>02 SUBSTATIONS</b>							
01 Repl Power Transformers 3 locs	SGR	.0	.0	16.9	.0	.0	16.9
02 Modernize 70th Av Substn	SGR	22.1	.0	.0	.0	.0	22.1
03 Modernize Green St Substn	SGR	21.6	.0	.0	.0	.0	21.6
04 Modernize Greenwich Substation	SGR	28.6	.0	.0	.0	.0	28.6
05 Modernize Dyckman Substation	SGR	.0	22.1	.0	.0	.0	22.1
06 Rockwell Place Substation	SI	.0	18.3	.0	.0	.0	18.3
07 Modernize Caton Av Substn	SGR	.8	22.1	.0	.0	.0	22.9
08 Modernize E193 St Substn	SGR	1.2	18.5	.0	.0	.0	19.8
09 Rehab 3 IRT Enclosures	NR	.0	.0	8.2	.0	.0	8.2
10 Modernize S Railroad Av Substn	SGR	.0	1.1	.0	20.6	.0	21.7
11 Modernize Meserole Av Substn	SGR	.7	.5	25.6	.0	.0	26.9
12 Rehab Undgrnd Sbstn Hatchways	NR	.0	.0	.0	14.7	.0	14.7
13 Rehab 3 IND Enclosures	NR	.0	.0	.0	.0	8.5	8.5
16 Switchgr/Trnsfrmrs 6 IND Sbstn	SGR	.0	.0	9.3	.0	.0	9.3
17 DC Feeder Sys 4 IND Substn	NR	.0	.0	.0	.0	7.2	7.2
18 Substation Enclosures	SGR	.0	.0	13.6	.0	.0	13.6
<b>Element Total 02</b>		<b>\$75.1</b>	<b>\$82.6</b>	<b>\$73.6</b>	<b>\$35.3</b>	<b>\$15.7</b>	<b>\$282.3</b>
<b>04 POWER DISTRIBUTION</b>							
01 Circuit Breaker Houses 5 Locs	SGR	33.2	.0	.0	.0	.0	33.2
02 Power Cable Cranberry Tube	NR	.0	5.0	.0	.0	.0	5.0
03 Cntrl & Bat Cables 4 Sbstn CZs	NR	2.5	.0	.0	42.5	.0	45.0
04 Rehabilitate Emergency Alarms	NR	.0	.0	22.7	.0	.0	22.7
06 Repl Negative Cables RKY	NR	.0	1.3	.0	44.0	.0	45.4
07 Repl Negatives 4AV	NR	.0	1.5	.0	.0	44.2	45.7
08 Rehab 2 Circuit Breaker Houses	SGR	.0	.3	.5	10.6	.0	11.3
11 SCADA Upgrade IRT	NR	.0	.0	.0	.0	88.1	88.1
12 Circuit Breaker House E180	SGR	.0	6.0	.0	.0	.0	6.0
<b>Element Total 04</b>		<b>\$35.7</b>	<b>\$14.2</b>	<b>\$23.2</b>	<b>\$97.1</b>	<b>\$132.2</b>	<b>\$302.4</b>
<b>Category Total 509</b>		<b>\$110.9</b>	<b>\$96.8</b>	<b>\$96.8</b>	<b>\$132.4</b>	<b>\$148.0</b>	<b>\$584.8</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>04 MAINTENANCE SHOPS</b>							
01 207 St O/H-Central AC Shop	SGR	.0	242.3	.0	.0	.0	242.3
02 207 St O/H Shop Roof	NR	.0	15.0	.0	.0	.0	15.0
04 Atlantic Av Cable Shop Ph 1	SGR	.0	.0	10.6	.0	.0	10.6
05 Car Washer: Coney Island Yd	NR	.0	1.3	.0	.0	.0	1.3
09 Heavy Shop Equipment	NR	.2	.0	6.8	.0	.0	7.0
15 Rehab 38 St Yd Shp Retain Wall	NR	11.9	.0	.0	.0	.0	11.9
16 Overhead Crane-Pitkin Shop	SI	.0	1.5	.0	.0	.0	1.5
<b>Element Total 04</b>		<b>\$12.1</b>	<b>\$260.1</b>	<b>\$17.4</b>	<b>\$0</b>	<b>\$0</b>	<b>\$289.6</b>
<b>Category Total 510</b>		<b>\$12.1</b>	<b>\$260.1</b>	<b>\$17.4</b>	<b>\$0</b>	<b>\$0</b>	<b>\$289.6</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>02 YARD IMPROVEMENTS</b>							
01 Yard Lighting: Cnr ENY PTKN	SGR	.0	10.0	.0	.0	.0	10.0
02 38 St Yd Prtl Viaduct Ret Wall	SGR	.0	.0	21.0	.0	.0	21.0
03 Corona Yd Ph 3 Signals, Track	NR	2.9	113.4	.0	.0	.0	116.3
04 Yard CCTV	SGR	.0	7.7	.0	.0	.0	7.7
06 Yard Fencing Upgrades	NR	.3	5.1	.0	.0	.0	5.4
07 Yard Hydrants Ph 1	SGR	13.5	.0	.0	.0	.0	13.5
08 Jamaica Yard Expansion Ph 1	SI	.0	.0	.0	20.0	.0	20.0
10 Yard Hydrants Ph 2	SGR	.0	1.6	15.6	.0	.0	17.2
11 Yard Perimeter Survey/Design	NR	.0	1.0	.0	.0	.0	1.0
<b>Element Total 02</b>		<b>\$16.7</b>	<b>\$138.8</b>	<b>\$36.5</b>	<b>\$20.0</b>	<b>\$0</b>	<b>\$212.0</b>
<b>05 YARD TRACK REHABILITATION</b>							
01 Yard Track 2005	SGR	2.5	.0	.0	.0	.0	2.5
02 Yard Track 2006	SGR	.1	2.7	.0	.0	.0	2.8
03 Yard Track 2007	SGR	.0	.2	2.7	.0	.0	2.9
04 Yard Track 2008	SGR	.0	.0	.2	2.8	.0	3.0
05 Yard Track 2009	SGR	.0	.0	.0	.2	2.9	3.1
06 Yard Track 2010 DES	SGR	.0	.0	.0	.0	.3	.3
<b>Element Total 05</b>		<b>\$2.6</b>	<b>\$2.9</b>	<b>\$2.9</b>	<b>\$3.0</b>	<b>\$3.1</b>	<b>\$14.6</b>
<b>06 YARD SWITCH REPLACEMENT</b>							
01 Repl 20 Yard Switches 2005	SGR	9.0	.0	.0	.0	.0	9.0
02 Repl 20 Yard Switches 2006	SGR	.3	8.2	.0	.0	.0	8.5
03 Repl 20 Yard Switches 2007	SGR	.0	.6	8.1	.0	.0	8.8
04 Repl 20 Yard Switches 2008	SGR	.0	.0	.7	8.4	.0	9.1
05 Repl 20 Yard Switches 2009	SGR	.0	.0	.0	.7	8.7	9.4
06 Yard Switches 2010 DES	SGR	.0	.0	.0	.0	.7	.7
<b>Element Total 06</b>		<b>\$9.3</b>	<b>\$8.8</b>	<b>\$8.8</b>	<b>\$9.1</b>	<b>\$9.4</b>	<b>\$45.4</b>
<b>Category Total 511</b>		<b>\$28.6</b>	<b>\$150.6</b>	<b>\$48.3</b>	<b>\$32.1</b>	<b>\$12.6</b>	<b>\$272.1</b>

\* Represents values less than \$50,000

# New York City Transit

# DEPOTS T - 512

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>03 DEPOT REHAB AND RECONSTR</b>							
02 Rehab Castleton Depot	NR	.5	.0	13.5	.0	.0	14.0
03 Rehab Ulmer Park Depot	NR	.0	.0	.0	25.0	.0	25.0
04 Rehab Flatbush Depot	NR	.0	1.5	.0	19.7	.0	21.2
05 Jamaica Depot Replacement	SGR	.0	.0	.0	124.9	.0	125.0
06 Reconstruct Clara Hale Depot	NR	.0	.0	63.2	.0	.0	63.2
07 ENY Depot Rehab Base Shop Conv	SGR	.0	.0	.0	82.3	.0	82.3
08 Rehab Yukon Depot	NR	.0	.0	.0	8.0	.0	8.0
<b>Element Total 03</b>		<b>\$5.5</b>	<b>\$1.5</b>	<b>\$76.7</b>	<b>\$260.0</b>	<b>\$0.0</b>	<b>\$338.7</b>
<b>04 DEPOT IMPROVEMENTS</b>							
02 Fluid Application System	SI	.0	5.4	.0	.0	.0	5.4
03 Repl Roofs CS JG	NR	5.9	.0	.0	.0	.0	5.9
04 Misc Property Acquisition	NR	.0	10.0	.0	.0	.0	10.0
05 Bus Locator System	SI	.0	18.0	67.0	.0	.0	85.0
06 Replace Bus Radio System	NR	.0	.0	.0	88.7	.0	88.7
07 Lifts,Compressors CS,MV	NR	.5	15.1	.0	.0	.0	15.6
08 Bus Rapid Transit Ph 1	SI	.0	.0	21.9	.0	.0	21.9
09 Refurbish Keene Systems	NR	.0	.0	.0	3.4	.0	3.4
10 10 Bus Washers KB GH MV CS	NR	2.0	.1	1.7	.0	16.6	20.4
11 Bus Lifts Various Locations	NR	.0	.0	.0	8.8	.0	8.8
13 Depot Equipment	NR	.0	.0	.0	.0	8.8	8.8
<b>Element Total 04</b>		<b>\$8.4</b>	<b>\$48.7</b>	<b>\$90.6</b>	<b>\$100.9</b>	<b>\$25.4</b>	<b>\$274.0</b>
<b>Category Total 512</b>		<b>\$8.9</b>	<b>\$50.2</b>	<b>\$167.4</b>	<b>\$360.9</b>	<b>\$25.4</b>	<b>\$612.7</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>02 SERVICE VEHICLES</b>							
01 Rubber Tire Vehicles 2006-2007	NR	.0	12.7	.0	.0	.0	12.7
03 Purchase 2 Ballast Regulators	NR	.4	7.3	.0	.0	.0	7.8
04 Rubber Tire Vehicles 2008-2009	NR	.0	.0	.0	12.6	.0	12.6
05 Purch 19 Diesel-Elec Locos	NR	70.5	.0	.0	.0	.0	70.5
08 Trk Geometry-Rail Insp Option	SI	10.0	.0	.0	.0	.0	10.0
<b>Element Total 02</b>		<b>\$80.9</b>	<b>\$20.0</b>	<b>\$0.0</b>	<b>\$12.6</b>	<b>\$0.0</b>	<b>\$113.5</b>
<b>Category Total 513</b>		<b>\$80.9</b>	<b>\$20.0</b>	<b>\$0.0</b>	<b>\$12.6</b>	<b>\$0.0</b>	<b>\$113.5</b>

\* Represents values less than \$50,000

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>02 MISCELLANEOUS</b>							
01 Program Contingency 2005-2009		.0	5.1	.0	.0	.0	5.1
02 Capital Revolving Fund		5.0	5.0	5.0	5.0	5.0	25.0
03 Insurance and Deductible		5.0	5.0	5.0	5.0	5.0	25.0
04 Owner Controlled Insurance		5.3	.0	.0	.0	.0	5.3
<b>Element Total 02</b>		<b>\$15.3</b>	<b>\$15.1</b>	<b>\$10.0</b>	<b>\$10.0</b>	<b>\$10.0</b>	<b>\$60.4</b>
<b>04 MANAGEMENT INFORMATION SY</b>							
01 Rehab 9 Node Site Facilities	NR	.0	6.2	.0	.0	.0	6.2
02 HP Server Consolidation/Repl	NR	.0	9.0	.0	.0	.0	9.0
03 Automatic Tele. Travel Info	NR	.0	2.8	.0	.0	.0	2.8
04 Replace PBX Switches	NR	.0	.2	6.8	.0	.0	7.0
06 Token Ring Repl/Ethernet Conv	NR	.0	.0	.0	4.3	.0	4.3
<b>Element Total 04</b>		<b>\$0.0</b>	<b>\$18.2</b>	<b>\$6.8</b>	<b>\$4.3</b>	<b>\$0.0</b>	<b>\$29.4</b>
<b>05 ENGINEERING SERVICES</b>							
01 MTA Engineering Consultants		3.1	12.5	.0	.0	.0	15.6
02 Boring Services BK/Q/SI 2005		1.1	.0	.0	.0	.0	1.1
03 Boring Services M/Bx 2005		1.4	.0	.0	.0	.0	1.4
04 Engineering Services 2005		3.2	.8	.0	.0	.0	4.0
05 Scope Development 2005		9.4	.0	.0	.0	.0	9.4
06 Concrete Batch Plant Insp 2005	NR	.1	1.1	.0	.0	.0	1.1
08 Concrete Cylinder Testing 2006	NR	.0	.6	.0	.0	.0	.6
09 Test Pits 2005		3.0	.0	.0	.0	.0	3.0
10 Engineering Services 2006	NR	.0	4.2	.0	.0	.0	4.2
11 Scope Development 2006		.0	9.6	.0	.0	.0	9.6
12 Boring Services BK/Q/SI 2008	NR	.0	.0	.0	1.9	.0	1.9
13 Boring Services M/Bx 2008	NR	.0	.0	.0	1.6	.0	1.6
15 Engineering Services 2007	NR	.0	.0	4.4	.0	.0	4.4
16 Design Reserve		.0	.0	7.5	15.0	15.0	37.5
17 Scope Development 2007		.0	.0	9.9	.0	.0	9.9
18 Test Pits 2008	NR	.0	.0	.0	2.2	.0	2.2
19 Engineering Services 2008	NR	.0	.0	.0	4.5	.0	4.5
20 Scope Development 2008		.0	.0	.0	10.2	.0	10.2
21 Concrete Batch Plant 2009	NR	.0	.0	.1	.0	1.2	1.2
24 Concrete Cylinder Testing 2009	NR	.0	.0	.1	.0	.6	.6
26 Scope Development 2009		.0	.0	.0	.0	10.6	10.6
27 Construction Support 2006		.0	2.1	.0	.0	.0	2.1
28 Construction Support 2008		.0	.0	.0	2.2	.0	2.2
29 Material Inspection Services	NR	.5	.0	.0	.0	.0	.5
<b>Element Total 05</b>		<b>\$21.9</b>	<b>\$30.8</b>	<b>\$21.9</b>	<b>\$37.6</b>	<b>\$27.3</b>	<b>\$139.5</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>06 ENVIRONMENTAL AND SAFETY</b>							
01 Asbestos Removal IQ 2005	NR	.0	5.8	.0	.0	.0	5.8
02 Groundwater & Soil Remediation	NR	6.2	.0	.0	.0	.0	6.2
03 Consult-USTs, Remediation 2005	NR	6.3	.0	.0	.0	.0	6.3
04 Fire Alarm/Sprinklers 5 Locs	NR	.3	14.3	.0	.0	.0	14.6
05 Asbestos Air Monitor IQ 2006	NR	.0	4.8	.0	.0	.0	4.8
06 Asbestos Disposal IQ 2006	NR	.0	1.0	.0	.0	.0	1.0
07 Fire Alarms 3 Depots	NR	.4	.0	8.5	.0	.0	9.0
08 Asbestos Removal IQ	NR	.0	.0	.0	7.0	.0	7.0
09 Consult-USTs Remediation 2009	NR	.0	.0	.0	7.0	.0	7.0
10 Asbestos Disposal-IQ	NR	.0	.0	.0	.0	1.0	1.0
11 Asbestos/Lead Air Monitor IQ	NR	.0	.0	.0	.0	6.7	6.7
12 Asbestos Abatement Priority VI	SGR	.4	6.5	.0	.0	.0	6.8
<b>Element Total 06</b>		<b>\$13.7</b>	<b>\$32.3</b>	<b>\$8.5</b>	<b>\$14.1</b>	<b>\$7.7</b>	<b>\$76.3</b>
<b>07 EMPLOYEE FACILITIES</b>							
02 EFR 59 St 8 AV	SGR	11.1	.0	.0	.0	.0	11.1
04 (ICC) EFR Jamaica Yard Tower	SGR	.1	4.3	.0	.0	.0	4.4
06 Bus Command Center	SI	.0	.0	.0	10.0	.0	10.0
08 EFR 96 St BW7	SGR	.0	.0	4.0	.0	.0	4.0
15 GPS Revenue Control	SI	.0	.4	.0	.0	.0	.4
19 Fordham Rd AFC Eqp Mnt Qtrs	NR	.1	1.1	.0	.0	.0	1.1
20 Roosevelt/74th AFC Eqp Mnt Qtr	NR	.2	3.2	.0	.0	.0	3.4
21 Atlantic Av AFC Eqp Mnt Qtrs	NR	.0	4.0	.0	.0	.0	4.0
24 EFR Parkchester-E 177 St PEL	SGR	.2	.0	.3	.0	5.6	6.1
25 (ICC) EFR 207th St 8AV	SGR	.0	.0	8.2	.0	.0	8.2
26 EFR East 180 Street WPR	SGR	.0	.4	.0	4.2	.0	4.6
27 (ICC) EFR 21st St XTN	SGR	.0	.0	.0	6.1	.0	6.1
32 (ICC) EFR 6 Av Passage (42-34)	SGR	.0	.0	.0	.0	11.5	11.5
35 DOS Roof Replacement Ph 1	NR	.0	.0	.0	15.0	.0	15.0
36 DOS Roof Replacement Ph 2	NR	.0	.0	.0	15.0	.0	15.0
37 RTO Facilities Hardening	NR	.0	.3	4.5	.0	.0	4.8
42 Tiffany Warehouse Property	SI	.0	.0	19.0	.0	.0	19.0
<b>Element Total 07</b>		<b>\$11.6</b>	<b>\$13.6</b>	<b>\$35.9</b>	<b>\$50.3</b>	<b>\$17.1</b>	<b>\$128.6</b>
<b>Category Total 516</b>		<b>\$62.5</b>	<b>\$110.0</b>	<b>\$83.2</b>	<b>\$116.4</b>	<b>\$62.0</b>	<b>\$434.2</b>
<b>TOTAL PROGRAM</b>		<b>\$1,063.4</b>	<b>\$2,529.6</b>	<b>\$3,506.3</b>	<b>\$2,864.8</b>	<b>\$1,251.1</b>	<b>\$11,215.2</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2005	2006	2007	2008	2009	Total 2005 - 2009
<b>01 MISCELLANEOUS</b>							
01 St George Track/Switch Rehab	SGR	.0	2.0	34.1	.0	.0	36.1
02 Station Structural Repairs	NR	.0	4.9	.0	.0	.0	4.9
03 Rehabilitate 3 Station Houses	NR	.0	1.8	.0	.0	.0	1.8
05 Circuit Breaker House Eqpt	NR	.0	.0	4.6	.0	.0	4.6
06 Work Train Equipment	NR	.0	8.8	.0	.0	.0	8.8
07 Arthur Kill Station	SGR	.0	.0	9.1	.0	.0	9.1
08 Repair 6 Bridges (thru spans)	NR	.5	.3	13.6	.0	.0	14.3
09 Rehabilitate 8 Station Houses	NR	.0	.0	.0	6.2	.0	6.2
<b>Element Total 01</b>		<b>\$.5</b>	<b>\$17.8</b>	<b>\$61.5</b>	<b>\$6.2</b>	<b>\$0</b>	<b>\$85.9</b>
<b>Category Total 507</b>		<b>\$.5</b>	<b>\$17.8</b>	<b>\$61.5</b>	<b>\$6.2</b>	<b>\$0</b>	<b>\$85.9</b>
<b>TOTAL PROGRAM</b>		<b>\$.5</b>	<b>\$17.8</b>	<b>\$61.5</b>	<b>\$6.2</b>	<b>\$0</b>	<b>\$85.9</b>

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