

# MTA Capital Program

## *2010-2014*



Amendment as submitted to the  
MTA Board  
July 2013



Metropolitan Transportation Authority



## **Background: 2010-2014 Capital Program Plan Adoption and Prior Amendments**

On April 28, 2010, the MTA Board approved a proposed \$23.812 billion 2010-2014 Capital Plan. The Capital Program Review Board (CPRB) approved the plan on June 1, 2010.

On December 21, 2011, the MTA Board approved an amendment that reduced the Plan to \$22.195 billion. This amendment, approved by the CPRB on March 27, 2012, provided full funding for the Plan 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 Plan, which does not require CPRB approval, was revised to \$2.079 billion. Together, these capital plans total \$24.274 billion for 2010-2014.)

On December 19, 2012, the MTA Board approved an amendment to the CPRB 2010-2014 Capital Plan 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, which do not require CPRB approval, were added as well. Together, the current capital plan totals \$29.029 billion.)

### **Proposed Amendment:**

The proposed amendment contains (a) specific revisions to Plan projects to reflect cost savings/efficiency initiatives being implemented to obtain funding savings in accordance with the March 27, 2012 CPRB approved amendment; (b) modifications to ensure timing of projects reflects updated priorities; (c) new mitigation initiatives in response to damage as a result of Superstorm Sandy, which struck the region on October 29, 2012.

Revisions to Reflect Project Cost Savings and Other Project Changes. The MTA Board approval of the 2010-2014 Capital Plan amendment on December 21, 2011 provided full funding for the plan through efficiency initiatives to be achieved without impacts to customer benefits.

Since then, a comprehensive review of all projects has been conducted to improve productivity of work along the right-of-way, maximize component replacement over full asset renewal, and ensure that projects deliver the intended benefit for the least cost. This plan amendment identifies the revisions to the program of projects which enable these efficiencies to be realized, specifying proposed changes to the projects to reflect cost reductions since the plan was originally approved in April 2010. The body of the amendment identifies project changes to achieve full funding of the plan.

In addition, the amendment identifies project changes to reflect changes in planned commitments, including the first phase of NYCT's New Fare Payment System; replacement of the joint NYCT/MTA Bus Command Center and Bus Radio system; the first phase of LIRR's Second Track from Farmingdale to Ronkonkoma; new elevators in Grand Central Terminal as part of the East Side Access project (\$2.2 million); and MNR telephone interconnection upgrades on the New Haven Line (\$0.7 million). Amending these elements will re-balance the Capital Program to reflect these current priorities and allow planned projects to proceed.

Pursuant to the Public Authorities Law, changes to elements greater than 10% require approval of the Capital Program Review Board (CPRB) in order to be progressed (except changes to MTA Bridges and Tunnels projects, which are not subject to CPRB approval). The body of the amendment includes a list of elements that grow by greater than 10% of the amounts set forth in the January 2013 Amendment, the last-approved by CPRB.

Addition of Sandy Mitigation Projects. The proposed amendment also adds projects totaling \$5.770 billion for mitigation initiatives in response to damage as a result of Superstorm Sandy, which struck the region on October 29, 2012. This includes \$5.137 billion in mitigation projects for the transit programs and \$537 million for the commuter rail programs. (An additional \$96 million in mitigation projects, added for MTA Bridges and Tunnels, are not subject to CPRB approval.) In light of the substantial damage caused by Superstorm Sandy, these mitigation measures are intended to help the MTA operating agencies to better prepare for future storms and reduce impacts to service, preserving the long-term reliability of the MTA's network. To better prepare for potential future storm impacts and minimize the impacts resulting from such an

event, it is critical that this mitigation work move forward and it is not tenable to substitute existing funds supporting ongoing capital projects for these mitigation projects.

The following tables summarize the proposed 2010-2014 Capital Plan amendment including the mitigation projects (Table I) and the distribution of the proposed plan increase for mitigation project by agency (Table II).

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

<b>Plan</b>	<b>Original Approved Plan</b>	<b>December 2012 Approved Plan</b>	<b>Proposed Plan</b>	<b>Change from Original Plan</b>
<b>Core Capital Plan</b>				
New York City Transit	\$12,841	\$11,649	\$11,642	(\$1,199)
Long Island Rail Road	2,554	2,316	2,314	(240)
Metro-North Railroad	1,703	1,544	1,544	(159)
MTA Bus	325	297	297	(28)
MTA Wide Security/Disaster Recovery Program (Core CPRB Agencies)				
Security	335	335	335	0
Disaster Recovery – Repair	0	3,977	3,977	3,977
Disaster Recovery – Mitigation	0	0	5,674	5,674
MTA Interagency	315	315	202	(113)
<b>Core Subtotal</b>	<b>\$18,073</b>	<b>\$20,433</b>	<b>\$25,984</b>	<b>\$7,911</b>
Network Expansion Projects	5,739	5,739	5,865	126
<b>Total 2010-2014 CPRB Plan</b>	<b>\$23,812</b>	<b>\$26,172</b>	<b>\$31,849</b>	<b>\$8,037</b>
Bridges and Tunnels	2,453	2,079	2,078	(375)
MTA Wide Security/Disaster Recovery Program (Bridges and Tunnels)				
Disaster Recovery – Repair	0	778	778	778
Disaster Recovery – Mitigation	0	0	96	96
<b>Total 2010-2014 Capital Plan</b>	<b>\$26,265</b>	<b>\$29,029</b>	<b>\$34,801</b>	<b>\$8,536</b>

*Numbers may not total due to rounding*

**Table II**  
**MTA 2010-2014 Capital Plan Amendment**  
**Proposed Plan Increase for Superstorm Sandy Mitigation by Agency**  
**(\$ in millions)**

<b>Agency</b>	<b>Proposed Plan</b>
New York City Transit	\$5,091
Long Island Rail Road	409
Metro-North Railroad	128
MTA Bus Company	46
Bridges and Tunnels	96
<b>Mitigation Projects: 2010-2014 Plan</b>	<b>\$5,770</b>

*Numbers may not total due to rounding*

**Availability of Funding**

Since the MTA Board approved amendment in December 2012, the overall program size has increased by \$5.773 billion as discussed above and shown in Table III, reflecting changes in the fund sources highlighted on the table and described in the following narrative.

**Table III**  
**MTA 2010-2014 Capital Plan Amendment**  
**Funding Plan for Superstorm Sandy Recovery**  
**(\$ in millions)**

<b>Funding Plan</b>	<b>December 2012 Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
Federal Formula, Flexible and Misc.	\$5,783	\$5,827	44
Federal High Speed Rail	295	295	-
Federal Security	225	221	(4)
Federal RRIF Loan	2,200	2,200	-
MTA Bus Federal Formula/Match	167	148	(19)
City Capital Funds	762	762	-
State Assistance	770	770	-
MTA Bonds	10,503	10,503	-
Other	1,490	1,472	(18)
Superstorm Sandy Recovery Funds			
• Insurance and federal reimbursement (including interim MTA borrowing) *	3,185	8,732	5,547
• Pay-as-you-go capital	0	160	160
• MTA Bonds	792	758	(34)
<b>Total 2010-2014 CPRB Plan</b>	<b>\$26,172</b>	<b>\$31,849</b>	<b>\$5,676</b>
Bridges and Tunnels Bonds	\$2,079	\$2,079	-
B&T Superstorm Sandy Recovery Funds			
• Insurance and federal reimbursement (including interim TBTA borrowing) *	620	699	79
• B&T Bonds	158	175	17
<b>Total 2010-2014 Capital Plan</b>	<b>\$29,029</b>	<b>\$34,801</b>	<b>\$5,773</b>

\* Subject to future federal appropriation and guidance.

Numbers may not total due to rounding.

**Federal Formula, Flexible and Miscellaneous** **\$44 million**

New York City Transit and MTA Bus are allocated an additional \$42 million for previously planned work to be funded by the FTA Flexible and Discretionary grant programs – offset by adjustments to federal formula and MTA local funding assumptions. FTA Discretionary funding is further increased by \$2.24 million to reflect new scope (and funding) for elevators in Grand Central Terminal as part of the East Side Access project.

**Federal High Speed Rail** **No change**

This category of the funding plan remains unchanged.

**Federal Security** **(\$4 million)**

Due to the transfer of \$4 million of MTA operating funds to support capital security initiatives, the federal security assumption is reduced by \$4 million.

**Federal RRIF Loan** **No change**

This category of the funding plan remains unchanged.

**MTA Bus Federal Formula/Match** **(\$19 million)**

MTA Bus federal formula grant assumption reduced to reflect the allocation of FTA bus discretionary grant funding to the Federal Formula, Flexible and Miscellaneous funding category.

**City Capital Funds** **No change**

This category of the funding plan remains unchanged.

**State Assistance** **No change**

This category of the funding plan remains unchanged.

**MTA Bonds** **No change**

This category of the funding plan remains unchanged (apart from MTA Bonds as a source separately addressed below, under the heading “Superstorm Sandy Recovery Funds”).



**Other****(\$18 million)**

Operating funds totaling \$4 million added to support the capital security program, offsetting the need for federal funding as noted above. Also included are adjustments to MTA local cash need as partial offset to newly allocated federal discretionary funding for New York City Transit and MTA Bus.

An additional \$0.75 million added to the program envelope for MNR upgrade of Connecticut DOT Administrative Assets (telephone interconnection system) on the New Haven line.

**Superstorm Sandy Recovery Funds****\$5,770 million**

The proposed amendment adds \$5.770 billion to the program envelope for Superstorm Sandy mitigation initiatives: \$5.674 billion for MTA Core/CPRB agencies, \$96 million for MTA Bridges and Tunnels. The MTA expects that the proposed mitigations will predominantly be funded through reimbursements obtained from the federal government (including the Federal Transit Administration/FTA and Federal Emergency Management Agency/FEMA). It is expected that the local share for these mitigation projects will be funded by previously approved bonding and additional pay-as-you-go (PAYGO) capital of up to \$160 million. Insurance proceeds will supplement the Superstorm Sandy repair, recovery and mitigation efforts. The federal government's adoption of a higher federal reimbursement percentage for the FTA Sandy Emergency Relief program (for both restoration and mitigation projects that receive funding)<sup>1</sup> means that the net local funding share for Sandy projects will be lower than originally projected. In addition, MTA anticipates earlier receipt of federal Sandy Relief monies than was originally projected, further reducing its reliance on debt for the early funding of Sandy project needs. As a result, the additional bonding authority that was approved in the recent Program amendment addressing Sandy Recovery restoration projects is expected to be available to support much of the local share of funding for Sandy mitigation projects. In addition, business interruption insurance proceeds and federal operating expense reimbursements (up to \$331 million, the maximum Superstorm Sandy recovery impact on the operating budget), which were initially

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<sup>1</sup> The FTA is providing 100% reimbursement for certain operating expenses and up to 90% reimbursement for funded repair, restoration and mitigation projects versus the previously assumed 75% standard FEMA reimbursement.

projected to be received over three years, are now expected to be received earlier. This will allow the MTA to repay the \$75 million OPEB loan (taken to fund Sandy-related expenses) earlier than projected, and will also free-up additional monies for PAYGO capital.

Given the amendment's predominant reliance on federal governmental programs as the funding source for Superstorm Sandy mitigation efforts, MTA's ability to carry out specific proposed mitigations contained in the proposed amendment will depend upon the future award of federal grants to provide funding for specific proposed mitigation projects.

## **DISCUSSION OF AGENCY PROGRAMS**

### **MTA New York City Transit**

This proposed amendment adjusts New York City Transit's 2010-2014 Capital Plan from \$12.841 billion (the level approved by the MTA Board in April 2010) to \$11.642 billion to capture \$1.192 billion in net savings and efficiency initiatives and \$7 million in a transfer of NYCT's share of the administrative budget for the Small Business Mentoring Program (SBMP) to the MTA Interagency portion of the program. Adjustments for the remaining work in the plan reflect refined project scopes and cost estimates, bid experiences, schedule changes, and market conditions since the last update to the Board. These impacts result in decreased costs for many projects identified through a comprehensive review of the program to implement projects more efficiently. To better align project budgets with implementation schedules and priorities, this amendment also moves some projects to future capital plans.

This amendment also reflects the addition of new projects. These include some that were added in previous Board actions, such as new subway car design, repairs to the Steinway Tube, and installation of passenger station local area networks (PSLAN), as well as several that are proposed now and discussed in the following category sections.

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 Plan. Specifically, projects have been split out to identify scopes and/or locations under the station renewal program, the station component program, and the mainline and yard track and switch programs. Previously, such work was budgeted in programmatic reserves. Similarly, a number of projects are added that reflect the transfer of scope from selected projects to packages that are being implemented under the SBMP; to date, these mentoring projects have mainly involved work in stations and depots. It is expected that additional administrative split outs of approved scope in these areas will occur.

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

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

<b>Category</b>	<b>Original Approved Plan</b>	<b>December 2012 Approved Plan</b>	<b>Proposed Plan</b>	<b>Change from Original Plan</b>
Subway Cars	\$1,039.1	\$1,039.1	\$1,020.4	(\$18.7)
Buses	1,766.1	1,587.8	1,459.1	(307.0)
Passenger Stations	2,286.9	2,055.9	2,157.9	(129.0)
Track	1,404.1	1,262.3	1,477.3	73.2
Line Equipment	415.2	373.3	320.2	(95.0)
Line Structures	536.0	481.8	508.9	(27.0)
Signals and Communications	3,191.9	2,869.5	2,792.5	(399.4)
Power	305.6	274.7	231.8	(73.8)
Shops and Yards	395.2	355.3	263.2	(132.0)
Depots	537.7	483.4	470.4	(67.3)
Service Vehicles	124.2	111.7	103.0	(21.2)
Miscellaneous	681.2	612.4	718.2	37.1
Staten Island Railway	157.7	141.8	118.9	(38.7)
<b><i>New York City Transit Total</i></b>	<b>\$12,841.0</b>	<b>\$11,649.0</b>	<b>\$11,642.0</b>	<b>(\$1,199.0)</b>

*Numbers may not total due to rounding*

**New Cars** **(\$19 million)**

The decrease in the category reflects reductions in car purchase projects offset by the addition of a new project.

New York City Transit experienced budget savings in the two ongoing car purchase projects. In the A Division project, NYCT is purchasing 126 R188 railcars and converting existing R142 cars to communications based train control (CBTC) operation for use on the Flushing line, which is being equipped with CBTC signals. The base contract portion for 23 cars is funded in the 2005-2009 Capital Plan. Savings in this Plan in the contract option for 103 cars reflect the revision of

the mix of new and conversion cars (\$19 million). The budget for the conversion cars is located in the Signals and Communications category. In the B Division project, NYCT is purchasing 300 R179 railcars. Originally planned as a purchase of a total of 340 cars via a base contract of 290 cars and an option contract for 50, the quantity was reduced and project structure consolidated to reflect Transit's reassessment of projected ridership growth (\$12 million). The 2010-2014 Plan now funds the purchase of 403 new cars, including 103 A Division cars and 300 B Division cars.

A new project has been added to fund design of the future R211 B Division fleet (\$12 million). The R211 cars will replace NYCT's R46 fleet and are expected to be ordered beginning in the 2015-2019 Capital Plan.

**Buses** **(\$307 million)**

The net decrease in this category reflects the savings on various bus purchases (\$278 million), reduction in the purchase of paratransit vehicles (\$58 million), and the addition of a new project to improve customer communication on buses (\$28 million). The savings in bus purchases is driven by the consolidation of various smaller purchases, good bid savings, and, in the case of certain standard buses, the purchase of less expensive diesel-powered units. Clean diesel offers more cost-effective performance than electric-hybrid models for certain routes and with a minimal emissions impact. NYCT has also worked to identify and qualify new vendors for all three types of buses it operates. Fleets from several vendors have been tested to evaluate the latest fuel-saving and reliability-improving technologies, resulting in qualification of several vendors and providing performance-based data on which to base remaining bus purchases in the Plan.

The total number of buses to be purchased in this Plan increases by 29 buses to 2,119. An additional 14 standard, compressed natural gas-powered buses were ordered via a contract option to maximize NYCT's use of CNG technology. The plan now funds the purchase of 1,055 standard buses - up from 1,041. The number of express buses to be ordered increases by 15 units from 375 to 390; these were to be ordered via a contract option but will be added to the base project to ensure production continuity. The quantity of articulated buses to be purchased remains at 674.

The quantity of paratransit vehicles is reduced by 706 units from 943 to 237 units (\$58 million). This drop in demand reflects changes in NYCT's Access-A-Ride service strategy.

Offsetting the above decreases is the addition of a project for On-Board Audio Visual systems (OBAV), an automated wireless announcement system intended to provide prerecorded announcements and planned and real-time service alerts on buses (\$28 million). The system would be deployed after pilot-testing in 2013 and fully implemented in coordination with bus purchases in 2013 and 2014.

**Passenger Stations** **(\$129 million)**

The decrease for this category primarily reflects savings from favorable bids (especially for elevator and escalator work) and scope efficiencies and reprogramming of some scope to coordinate with future projects. In addition, this amendment reflects the rollout of the Station Component and Station Renewal programs with the administrative creation of a number of new, location-specific projects.

Responding to the slow pace and high cost of the station rehabilitation program of previous capital plans, this Plan features the more cost-effective Station Component and Station Renewal programs, targeted and component-based programs that address the most deficient station elements. When the Plan was first established, these initiatives were budgeted in programmatic reserves; since then, a number of projects have been added via administrative transfers from these reserves to identify specific scopes and/or locations. These include station renewal projects for five stations on the Myrtle line, six stations on the Liberty line, seven stations on the Culver line, six stations on the New Lots line, and one station on the Flushing Line. Similarly, location-specific projects totaling more than \$200 million have been split out to address components at specific stations. A number of station component projects are being implemented via the SBMP.

Favorable bid experience yielded savings for ADA projects at various stations, including Forest Hills-71st Avenue on the Queens Boulevard line (\$12 million), Kingsbridge Road on the Concourse line (\$9 million), Utica Avenue on the Fulton line (\$6 million), Hunts Point Avenue on the Pelham line (\$14 million), and platform edge improvements at the 34<sup>th</sup> St. / Herald Square

complex (\$7 million). Savings for other locations still in design are incorporated for Ozone Park-Lefferts Blvd. on the Liberty line (\$11 million) and 23<sup>rd</sup> St. on the Lexington line (\$9 million). In the escalator / elevator replacement program, savings are seen from favorable bids to replace escalators at the Whitehall St., Bowery, and East Broadway stations in South Manhattan (\$12 million) and at the Roosevelt Ave. station on the Queens Boulevard line (\$4 million), and to replace 11 hydraulic elevators at various stations (\$22 million).

This amendment reflects two other notable changes. These include savings from favorable bids for the platform replacement at Court Square on the Flushing line (\$6 million) and the reprogramming of the project to add a new entrance on the north side of the Times Square station complex (\$24 million). The new entrance will be addressed in concert with a project to reconfigure the Times Square Shuttle platform in a future plan.

New project needs offset some of the above savings. The project to repair the ceilings at the 181st St. and 168th St. stations on the Broadway-7<sup>th</sup> Avenue line in Manhattan required additional funds to address technical, historic preservation, and operational issues (\$22 million). Also, several new projects are added, including adding an elevator at Dyckman St. on the Broadway/7<sup>th</sup> Avenue line (\$13 million), addressing additional structural repairs at six Jamaica line stations where other component repairs are being done (\$16 million), and advancing station component repairs from future programs to coordinate with repairs of nearby assets damaged by Superstorm Sandy (\$24 million).

The fare collection element decreases slightly to reflect good bid savings on the purchase of automated farecard access gates (\$0.5 million). However, new projects have been split out from the new fare payment system, or NFPS project (note: the project was formerly called “SmartCard Implementation”), to install passenger station local area networks. The PSLAN and NFPS initiatives will share some of the same infrastructure. PSLAN also is discussed in the Signals and Communications category of this document.

## **Track**

**\$73 million**

The increase in this category primarily reflects additional needs for the mainline track program (\$63 million) and for the mainline switch program (\$10 million). Most of the need addressed

material and labor overruns in the 2010 and 2011 annual programs. To counteract cost growth and to improve budget control, NYCT has changed the budgeting approach for the track and switch programs. Until 2012, these programs were budgeted and administered using only annual allocations, even though they actually supported work for multiple locations. Beginning in 2012, Transit has begun to break the annual program budgets into location-specific projects to allow for better planning, oversight, and evaluation. Locations for the next year's program are determined in the year before the planned work is expected to begin, and this is also when the location-specific projects are split out.

**Line Equipment** **(\$95 million)**

The overall decrease in this category is attributable mainly to favorable bids and revised estimates for projects stemming from efficiencies in design. Good bid savings occurred for a tunnel lighting project on the 4<sup>th</sup> Avenue – Culver lines (\$5 million), the new Mulry Square vent plant project (\$48 million), and a well rehabilitation project (\$4 million). Revisiting project scope assumptions during design yielded savings for a tunnel lighting project on the Queens Boulevard line (\$10 million) and for two pumping projects (\$23 million) on the Pelham and Jerome lines and in midtown Manhattan. Significant savings came from one pump project because certain costly scope items, such as excavation and structural work, are no longer needed.

**Line Structures** **(\$27 million)**

This category's decrease largely reflects savings from favorable bids, lowered project estimates based on reviews during design, and reprogramming of certain scope in favor of more efficient approaches. Some savings are offset by overruns and projects to address new needs.

Savings via favorable bids were gained on structure repair projects at the 148th St. yard and the Far Rockaway/Rockaway Park and Jamaica lines and five elevated structure painting projects on the Rockaway, Brighton, White Plains Road, Broadway/7<sup>th</sup> Avenue, and Jamaica lines (\$63 million). Estimate revisions for other projects now in design produced additional savings (\$1 million). A notable exception is the project to rehabilitate the under-deck portion of the Culver Viaduct that experienced an unfavorable bid result, attributed primarily to the complex working conditions at various elevations along the viaduct structure (\$21 million).



Based on review of asset needs, NYCT has also eliminated unneeded scope. A capital project to stabilize the existing track sub-grade fill along the Franklin Avenue Shuttle is no longer needed because the condition can be addressed under the operating budget (\$26 million). Also, the scope of a repair project on the 4<sup>th</sup> Avenue line has been reduced to address only priority component structural repairs (\$15 million).

Some of the savings identified above have been redirected to address new needs as reflected in four projects. In 2011, the Board approved adding a project to address structural problems related to water infiltration in the Steinway Tube (\$19 million). Related traction power in that location is discussed in the Power section of this document. In 2012, the Board approved the addition of a structure repair project on the Broadway/7<sup>th</sup> Avenue line for the 122<sup>nd</sup> and 133<sup>rd</sup> St. portals (\$17 million). Other new projects include subway roof replacement in the vicinity of Delancey St. on the Nassau line (\$3 million) and column repair on the lower level of the 9<sup>th</sup> Avenue station (\$19 million) on the West End line.

Overall, the various line structure repairs, painting, and related work address:

- 6.8 miles of retaining wall and overpass repairs along the at-grade Dyre Avenue and Sea Beach lines
- 8.2 route miles of elevated structure repair on the Jamaica, Rockaway and Far Rockaway lines, and Culver Viaduct
- 18.5 miles of overcoat painting of the elevated Brighton, Broadway/7<sup>th</sup> Avenue, Canarsie, Culver, Jamaica, Rockaway, and White Plains Road lines
- Rehabilitation of 125 emergency exits throughout the system

### **Signals and Communications**

**(\$399 million)**

The signals element of this category decreases by \$333 million and the communications element decreases by \$67 million.

Favorable bid experience and scope and estimate refinement resulted in savings for various signals projects. These include favorable bids for the interlocking modernizations at Church Avenue on the Culver line (\$44 million) and 71<sup>st</sup> Avenue / Union Turnpike (\$52 million) and

Roosevelt Avenue (\$14 million) on the Queens Boulevard line, and also for the project to upgrade various interlockings with solid state equipment (\$19 million). The estimate for the Dyre Avenue line project is reduced based on the final design estimate (\$40 million). Savings in a stop cable replacement project occurred because scope had been advanced and completed in other projects (\$18 million). The scope of the station time signal enhancements on the Lexington line is removed (\$22 million) because the benefits to local track operations will be less than what can be achieved for the express. In addition, the construction phase of the Jay Street interlocking modernization is rescheduled for the 2015-2019 period to better coordinate track access throughout the 6<sup>th</sup> Avenue line (\$193 million); funds are retained for design of this project.

The signals element has several offsetting increases. One is an increase for the retrofitting of existing R142 cars to operate on the Flushing line, now being converted to CBTC signals (\$23 million). The increase reflects the distribution of contract costs between this project and a related purchase of new, CBTC-ready cars, which also will be used on the Flushing line. In addition, new projects are added, including one for the rehabilitation of the Steinway Tube ducts and cabling (\$47 million) - a project approved by the Board in 2011 - and projects to upgrade signal system computer hardware (\$6 million) and display equipment (\$7 million) at NYCT's Rail Control Center.

The overall reduction in the communications element is primarily due to good bid savings and revised project scopes. Notable good bid savings occurred on projects to replace the subway VHF radio system (\$85 million) and portable radios (\$5 million). In addition, a project to upgrade HVAC systems in communications rooms was reduced because NYCT was able to do the work in the 2005-2009 Plan using available American Recovery and Reinvestment Act (ARRA) funding (\$19 million). Also, the scope of the SONET upgrade project has been reduced to strategically refocus the project away from individual applications toward a system-wide migration / cutover (\$15 million).

Four new communications projects and an increased estimate for a fifth project partially offset the above reductions. Three of the new projects support an initiative to improve emergency passenger communications in stations. Funding for the underlying communications infrastructure – PSLAN – is provided for design at 68 stations (\$5 million) and installation at 31

stations (\$23 million). Funds for installation at additional stations are budgeted in the Stations category because their deployment also supports the new fare payment system initiative. Help Point kiosks will be attached to the PSLAN at 93 stations (\$30 million) and will be placed at convenient platform locations to provide immediate connection for passengers needing assistance in an emergency. The fourth new project will ventilate hydrogen gas at certain communications rooms (\$6 million). Last, the budget for a PBX upgrade project is increased reflecting new estimate coming out of the project design (\$9 million).

**Power** **(\$74 million)**

This category's reduction is mainly attributable to bid savings and refinements to project scopes and estimates. Favorable bids yielded savings for a duct bank repair project (\$11 million), a substation enclosure rehabilitation project (\$3 million), and a substation modernization project (\$6 million). Other savings result from project scope revisions. For example, part of the Central Substation cabling project scope was addressed under other capital projects (\$11 million). Similarly, estimates were reduced based on detailed review and assessment of certain projects in the scope development or design stage, including power cable duct repair (\$12 million) and rehabilitation of five IRT substation enclosures (\$4 million). In addition to these savings and efficiency efforts, NYCT has refined the scope of the project to replace negative cables on the 4<sup>th</sup> Avenue line to address only the highest priority needs (\$26 million).

**Shops and Yards** **(\$132 million)**

The net decrease of this category primarily reflects revised project phasing and savings due to favorable bids. The 207<sup>th</sup> St. Overhaul Shop continues to be NYCT's main shop investment. However, the pace of investment in the facility is reduced to focus only on priority needs. The main project to expand the overhaul shop is reduced by \$104 million; work will be done in phases instead of one large project. In addition, based on ongoing design review, Transit has re-estimated the power upgrade work at the 207<sup>th</sup> St. Maintenance Shop (\$5 million). Favorable bids were experienced for other projects, including the 207<sup>th</sup> St. Overhaul Shop electrical system project (\$12 million), the Coney Island power centers upgrade project (\$6 million), the 207<sup>th</sup> St. Overhaul Shop heating plant project (\$5 million), and the East New York Maintenance Shop ventilation project (\$4 million). Small, offsetting budget changes in other projects in this

category mainly reflect the revised budgeting approach in NYCT's track and switch programs (also discussed in the Track category) and transfers to the Owner Controlled Insurance Program (OCIP) project in the Miscellaneous category.

## **Depots**

**(\$67 million)**

The net decrease in this category primarily reflects savings from favorable bids, revised project scopes and estimates for projects in design, and the reprogramming of several projects.

In the project replacing bus washers at four depots, savings resulted from favorable bids and from splitting out scope for specific depots to projects in the SBMP (\$14 million). Budgets for two projects related to new or reconstructed depots are reduced to reflect the pace of project implementation. The scope for phase one of the new Jamaica Depot is reduced to address only pre-construction work, such as site preparation and design, because it is not possible to begin construction in the current plan (\$50 million). Similarly, design for the reconstruction of the 126th St. Depot is removed (\$20 million), leaving funds in this Plan only to address environmental and other site preparation work.

NYCT is reprogramming certain projects for future implementation, if needed. A project to convert and rehabilitate the paint shop at East New York is postponed as the strategy for the overall East New York complex is evaluated (\$10 million). The paint application system project at Fresh Pond Depot also is reprogrammed to coordinate overall strategies (\$2 million). Replacement of the ADEPT (Automated Decision Engine for Passenger Transportation) system, the scheduling and dispatching system for NYCT's Access-A-Ride service, is not needed now as the existing system is able to meet current needs (\$7 million). Finally, projects to develop parking lots at the Jamaica and Grand Avenue depots (\$5 million) and replace bus lifts (\$14 million) are no longer needed because these needs were addressed via other earlier capital projects.

Offsetting much of the reductions noted above is an overall increase to the projects to construct a new building to house a joint bus command center (BCC) for the NYCT and MTA Bus operations and to replace the existing bus radio system (\$44 million). The new BCC facility will be located across the street from the East New York Depot, which houses the existing BCC. The

project is being jointly funded by NYCT and MTA Bus; a portion of the project cost is allocated in the MTA Bus Company budget and is discussed in that agency's section of this document. Other offsetting changes include an increase of the camera enforcement system pilot project (\$1 million) to reflect the current project estimate and a new project for comprehensive repairs to the Manhattanville Depot façade (\$10 million).

### **Service Vehicles**

**(\$21 million)**

The net decrease in this category reflects the reprogramming of a locomotive project offset by the addition of a new vacuum train project. The purchase of 10 locomotives, an option to an existing contract, is rescheduled to the 2015-2019 period due to the slow progress of the base contract (\$41 million). Offsetting this decrease is a proposed new project for the purchase of a vacuum train (\$20 million). NYCT's existing vacuum trains need to be replaced due to poor condition; a second unit is planned to be purchased in the 2015-2019 period. Finally, NYCT has revised the number of heavy-duty, rubber-tire vehicles to be purchased from 329 to 268 based on an updated assessment of fleet needs.

### **Miscellaneous**

**\$37 million**

This category includes various, generally smaller projects that support the overall program, including insurance, engineering and environmental services, and scope development. In addition, improvements to employee facilities across the system as well as certain management information systems (MIS) are funded in this category.

The main cause of the category's overall increase is the transfer of budgeted insurance costs from individual projects across the NYCT program (including projects in this category) into a consolidated OCIP project (\$106 million). A variety of changes to other project budgets have occurred in this category, and generally offset each other. Other increases include a project to address various emerging needs whose estimated impacts are being evaluated (\$31 million), a new project to support additional work under the SBMP (\$11 million), and additional support to coordinate customer service planning during service outages related to capital projects (\$5 million). These increases are offset by several project reductions, including use of design reserve funds to begin designs for future projects (\$74 million) and by the reprogramming of several

projects, including the rehabilitation of employee facilities projects at Jay St. (\$12 million) and West 4<sup>th</sup> St. (\$4 million), replacement of currency counters (\$4 million), and upgrade of the capital project information system (\$3 million). Last, the category was also reduced by \$7 million to transfer NYCT's share of the Mentoring Program Administration in a consolidated project located in MTA Interagency.

### **Staten Island Railway**

**(\$39 million)**

The net decrease in this category results mainly from savings from favorable bids, reduced project estimates of projects in design, and reprogramming of projects to future Plans.

Savings from good bids came from a station structural repair project (\$2 million) and a bridge rehabilitation project (\$6 million) and, based on ongoing design, from a reduced estimate for the Prince's Bay substation project (\$5 million). In addition, projects to install composite contact rail (\$14 million) and rehabilitate circuit breaker houses (\$12 million) have been reprogrammed to coordinate with future SIR traction power improvements. Partially offsetting the reductions is the addition of a new signal project to improve train collision avoidance capabilities (\$1 million).

### Elements Exceeding 10 Percent of the Approved Plan

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 V shows those elements of the program that have grown by greater than 10% versus the last CPRB-approved (January 2013) amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%. (Please note, the body of the amendment also identifies the scope of project changes relative to the original CPRB-approved plan in June 2010.)

**Table V**  
**NYC Transit Elements with Increases Exceeding 10 Percent**  
**(\$ in millions)**

<b>Element</b>	<b>CPRB Approved Plan (January 2013)</b>	<b>Proposed Plan</b>	<b>Change</b>
Fare Collection	\$247.2	\$274.6	\$27.4
Station Work	\$1,250.5	\$1,393.2	\$142.8
Mainline Track Rehabilitation	\$1,048.7	\$1,229.6	\$180.9
Switch Replacement	\$213.6	\$247.7	\$34.1
Depot Improvements	\$359.5	\$412.6	\$53.1
Miscellaneous	\$42.4	\$195.4	\$153.0

*Numbers may not total due to rounding*

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## **MTA Long Island Rail Road**

This proposed amendment adjusts LIRR's 2010-2014 Core Capital Plan program of projects from \$2.554 billion (the level approved by the MTA Board in April 2010) to \$2.314 billion to capture \$238 million in savings and efficiencies initiatives reflected in updates to ongoing projects and \$2 million in an administrative transfer of LIRR's share of the administrative budget for the Small Business Mentoring Program to the MTA Interagency category. Combined with other participating agency contributions, this transfer allows for more efficient administration of the mentoring program. The proposed amendment for work remaining in the 2010-2014 plan adjusts project budgets to reflect refined scopes and cost estimates, bid experiences, schedule changes, and market conditions since the last update to the Board. These impacts result in decreased costs for many projects identified through a comprehensive review of the program to implement projects more efficiently. Other projects remain in the 2010-2014 Program at updated estimated budgets while some will be progressed in a future capital program. These impacts can be seen particularly in the categories below.

In this amendment, LIRR adds one new project for the first phase of the Amtrak East River Tunnel Track Replacement initiative and an expanded Double Track initiative to take place over two capital programs. However, much of the change in this program reflects more efficient means of delivering the projects which reduce cost, as well as savings resulting from favorable bids. This includes utilization of existing diesel fleet as part of the alternative diesel equipment strategy, use of more targeted efforts to reduce certain track normal replacement costs, and favorable bids for the Jamaica Capacity Improvements phase 1 design and Atlantic Avenue Viaduct Phase IIb construction contracts.

To align project budgets with implementation schedules and agency needs, this amendment places some projects in the next capital plan, including the Babylon Interlocking Renewal, tower migration into the Jamaica Central Control, and construction of the Nostrand Avenue station rehabilitation at the western end of the Atlantic Avenue Viaduct. Early smart card initiatives are placed in the next program to align with the MTA-wide New Fare Payment System schedule, along with phase 2 design for the Jamaica Capacity Improvements.

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

**TABLE VI**  
**LIRR 2010-2014 Capital Program by Category**  
(\$ in millions)

<b>Category</b>	<b>Original Approved Plan</b>	<b>December 2012 Approved Plan</b>	<b>Proposed Plan</b>	<b>Change from Original Plan</b>
Rolling Stock	\$436.7	\$395.9	\$392.7	(\$44.0)
Passenger Stations	139.2	126.2	120.1	(19.1)
Track	860.5	780.2	846.1	(14.4)
Line Structures	189.2	171.5	142.5	(46.7)
Communications & Signals	494.6	448.4	393.7	(100.9)
Shops & Yards	133.6	121.1	118.1	(15.5)
Power	130.0	117.9	130.0	0.0
Miscellaneous	170.2	154.3	170.6	0.4
<b><i>Long Island Rail Road Total</i></b>	<b>\$2,554.0</b>	<b>\$2,315.6</b>	<b>\$2,313.8</b>	<b>(240.2)</b>

*Numbers may not total due to rounding*

**Rolling Stock**

**(\$44 million)**

A key initiative for the agency, LIRR continues to prepare for the award of a contract to begin replacement of the worst performing cars in its aging M-3 fleet. In addition, LIRR adjusted the Alternate Diesel Equipment and DMU Specification Development projects to reflect refinements in its diesel fleet strategy. Scoot service has been identified as an opportunity for the Oyster Bay Branch and East of Ronkonkoma. Utilizing existing diesel fleet for the Oyster Bay Branch to support a potential scoot-type service, the Alternate Diesel Equipment project is decreased to reflect the adjusted need (\$41 million). The refined strategy also eliminated need for a customized specification, exploring existing car products available in the rail car industry (\$3 million).

**Passenger Stations**

**(\$19 million)**

Station investments include replacement of platforms, stairs, escalators and elevators, as well as access improvements in parking and intermodal facilities.

LIRR achieved critical efficiency savings in the Wyandanch Parking Facility project (renamed from Intermodal Facility Development to reflect the specific project site) by partnering with the Town of Babylon in receipt of a federal grant to cover design costs, as well as some targeted scope adjustments (\$10 million). The platform replacement projects at Massapequa Station and Wantagh Station were also reduced through the Owner Controlled Insurance Program (OCIP) (\$1 million), offset by an increase due to an unfavorable bid on the Massapequa Station platform replacement project (\$1 million).

In response to an incident in early 2012 involving a passenger fatality at Lindenhurst, LIRR added a new Escalator Replacement Program project to accelerate replacement of aging escalators at Rockville Center, Baldwin, Freeport, Amityville, Copiague, and Lindenhurst (\$4 million). The East Side Access-Grand Central Terminal Support project was also increased by \$1 million to reflect updated schedules and designs for the East Side Access expansion project. Under this project, the two new passenger elevators at 45th Street will remain in the 2010-2014 Capital Program while construction of the “Green” initiative rail transfer facility for removal of trash from GCT will progress in the next program.

In addition, the Mets-Willets Point Station Renovation project was also adjusted for updated project implementation, retaining design in this program and construction to be completed using 2005-2009 funds (\$4 million). Finally, delays in the MTA-wide New Fare Payment System schedule have pushed early LIRR efforts out to the next program (\$10 million). A smaller pilot program remains in the LIRR 2005-2009 Capital Program.

## **Track (\$14 million)**

The goal of the Track program is to maintain and upgrade track infrastructure in accordance with the LIRR’s Track Strategy and build upon the investments to the system made in prior programs. The ongoing track program consists of the normal replacement of track components based upon component conditions. The track program will now also include the critical investments required to advance second track on the Main Line in Suffolk County.

Overall, LIRR has realized substantial savings and efficiencies in its Track category. A key savings in this category was realized as part of the Atlantic Branch Half Ties project (\$26 million), which will be undertaking a more targeted replacement effort, focusing resources at priority locations within this section of track. The Merrick-Bellmore Direct Fixation project provided savings (\$22 million) through good bid savings. Annual Track Programs also contributed through improved efficiencies in cost of delivery (\$3 million). The Jamaica Capacity

Improvements project realized savings in phase one efforts through a combination of refined construction estimates and favorable bids on the design award (\$79 million). The project was also adjusted to reflect shifting implementation schedules with early phase two design work going to the next program (\$19 million).

In addition to these savings, the LIRR Track program was increased to accommodate two critical initiatives. The Second Main Line Track project marks a critical investment in the future of both Long Island and the LIRR, providing improved reliability and greater operational flexibility. The original budget was increased to allow for the first phase of construction (\$107 million) in addition to design. In cooperation with Amtrak, LIRR also added a new project in response to a prior Amtrak derailment in the East River Tunnels. This project begins replacement of the track structure in the tunnels, increasing and maintaining reliability (\$28 million). This initiative will continue in the next program.

All other projects in this category remain the same.

### **Line Structures**

**(\$47 million)**

Investments in Line Structures consist of the rehabilitation of bridges and viaducts. Also included are fire and life safety improvements in the East River Tunnels' ventilation systems, bench walls, tunnel lining, and floodgates.

In this category, the bridge component program and bridge painting program continue to progress at their budgeted value of \$25 million and \$5 million respectively. To facilitate construction activities, the project to rehabilitate the 150th Street Jamaica Bridge and the Broadway (Port Washington) Bridge was split into two projects (\$25 million). Both will be in construction by the end of this year.

The Colonial Road Bridge project in Great Neck was reduced through OCIP (\$1 million). Favorable bids on the construction of three Montauk Branch Bridges resulted in savings (\$7 million). Also, the Woodhaven Boulevard Bridge project was increased to reflect new New York City Department of Transportation requirements for maintenance and protection of traffic (MPT) (\$1 million).

In addition, rehabilitation of the remaining spans of the Atlantic Avenue Viaduct under Phase IIb has been completed at a considerable cost savings through construction efficiencies (\$20 million). The remaining work in this project is to rehabilitate the Nostrand Avenue station.

Under the current schedule, this construction will now take place in the next program (\$20 million).

All other projects in this category, including the East River Tunnel Fire & Life Safety project, remain the same.

**Communications and Signals** **(\$101 million)**

In the Signals element, the LIRR continues the multi-phase modernization of its train control through migration towards Centralized Train Control, establishing a new movement bureau command theatre in Jamaica. According to the current schedule for this multi-program effort, initial tower migration into the new Jamaica facility will not take place until the next capital program (\$17 million). In addition, through re-evaluating implementation methods, the LIRR was able to realize a savings by advancing Supervisory Control and Remote Terminal Unit upgrades along with companion work in the 2005-2009 Capital Plan (\$9 million). Construction for the Babylon Interlocking Renewal project is now timed for the next capital program (\$75 million) with preliminary design scheduled to begin in this capital plan. All other signal projects, including Positive Train Control, remain unchanged.

All Communications projects in this category also remain the same.

**Shops and Yards** **(\$16 million)**

Investments in this category include the replacement of rolling stock support equipment, component infrastructure improvements to shop facilities, reconfiguration of existing yard facilities, as well as a new Mid-Suffolk electric yard.

As part of the capital program efficiencies initiative, LIRR will advance the investigation and study under the Diesel Locomotive Facility Investments project at a reduced cost (\$4 million). The Mid-Suffolk electric yard project was also reduced through OCIP (\$3 million). In addition, the remaining work in the multi-program Shop Reconfiguration and Reliability Centered Maintenance investment is nearing completion at a reduced cost to this project (\$1 million). Finally, to reflect current implementation schedule, the Montauk Yard Improvements project will not be progressed in this capital program (\$8 million).

**Power** **\$0 million**

The Power category includes the replacement and upgrade of the systems to support the movement of electric trains, including the normal replacement of deteriorated power components

and replacement of substations. While the overall category allocation remains unchanged, a split-out of the \$60 million substation replacement project took place to progress replacements of substations at Hillside and Kew Gardens in a separate contract (\$26 million). The Port Washington (\$22 million) and Richmond Hill (\$12 million) substation needs will also be addressed in separate projects.

All other projects in this category remain the same.

**Miscellaneous**

**\$0.4 million**

This category of investment includes the various program administrative costs associated with delivering the program of projects, as well as environmental projects.

Changes to this category are reflected primarily in two projects. As part of the efficiencies review conducted, LIRR was able to reduce its Program Administration costs (\$6 million). This savings was offset by a new project to consolidate construction insurance costs across the LIRR 2010-2014 Capital Program into OCIP (\$7 million).

LIRR's 2010-2014 program was reduced by \$2 million to consolidate agency shares of the Small Business Mentoring Program Administration into the 2010-2014 MTA Interagency Program. A portion of this budget was restored when a new Small Business Federal Program was established (\$1 million).

### Elements Exceeding 10 Percent of the Approved Plan

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 VII shows those elements of the program that have grown by greater than 10% versus the last CPRB-approved (January 2013) amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%. (Please note, the body of the amendment also identifies the scope of project changes relative to the original CPRB-approved plan in June 2010.)

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

<b>Element</b>	<b>CPRB Approved Plan (January 2013)</b>	<b>Proposed Plan</b>	<b>Change</b>
Penn Station	\$10.0	\$11.0	\$1.0
Other Track Improvements	\$431.3	\$484.3	\$53.0
Tunnels	\$15.1	\$16.6	\$1.5
Communications Improvements	\$44.8	\$49.4	\$4.6
Employee Facilities	\$9.1	\$10.0	\$0.9
Power	\$117.9	\$130.0	\$12.1
Miscellaneous	\$154.3	\$170.6	\$16.3

*Numbers may not total due to rounding.*

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## **MTA Metro-North Railroad**

This proposed amendment adjusts MNR's 2010-2014 Core Capital Plan program of projects from \$1.703 billion (the level approved by the MTA Board in April 2010) to \$1.543 billion to capture \$159 million in savings and efficiency initiatives reflected in updates to ongoing projects, the addition of nearly \$1 million in CDOT administrative assets for PBX equipment, and a \$1 million administrative transfer of MNR's share of the administrative budget for the Small Business Mentoring Program to the MTA Interagency program. Combined with other participating agency contributions, this transfer allows for more efficient administration of the mentoring program. The proposed amendment for work remaining in the 2010-2014 plan adjusts project budgets to reflect refined scopes and cost estimates, bid experiences, schedule changes, and market conditions since the last update to the Board. These impacts result in decreased costs for many projects identified through a comprehensive review of the program to implement projects more efficiently. Other projects remain in the 2010-2014 Program at updated estimated budgets while some will be progressed in a future capital program. These impacts can be seen in the categories below.

Changes to the MNR 2010-2014 Capital Plan as described below largely reflect more efficient means of delivering the projects which reduce cost, as well as savings resulting from favorable bids. Resources for cyclical programs were aligned with maintenance activities to lower delivery cost, windows for track access were expanded where possible to improve productivity, and scopes were focused on the critical needs in line with customer benefits. This includes utilization of existing rehabilitated switcher locomotives rather than purchasing new, re-balancing the use of third party contractors and in-house forces in stations projects, and favorable bids for the undergrade bridge work over the Croton River.

To align project budgets with implementation schedules and agency needs, this amendment places some projects into the next capital plan, including component work in Grand Central Terminal, a later phase of the systemwide customer communications and connectivity improvements project, and rehabilitation of the undergrade bridge at Willet Avenue in Port Chester. Early smart card initiatives are placed in the next program to align with the MTA-wide New Fare Payment System schedule. Also, the Port Jervis Yard expansion project was adjusted to reflect timing of implementation and pending results of the ongoing West of the Hudson Regional Transit Access Study.

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

**TABLE VIII**  
**MNR 2010-2014 Capital Program by Category**  
(\$ in millions)

<b>Category</b>	<b>Original Approved Plan</b>	<b>December 2012 Approved Plan</b>	<b>Proposed Plan</b>	<b>Change from Original Plan</b>
Rolling Stock	\$258.6	\$257.1	\$245.5	(\$13.1)
Stations	304.2	271.1	239.9	(64.3)
Track and Structures	334.6	298.1	301.0	(33.6)
Communications and Signals	278.0	247.6	273.4	(4.6)
Power	102.6	91.4	104.7	2.1
Shops and Yards	324.7	289.3	303.1	(21.6)
Miscellaneous	100.3	89.4	76.2	(24.1)
<b><i>Metro-North Railroad Total</i></b>	<b>\$1,703.0</b>	<b>\$1,544.1</b>	<b>\$1,543.8</b>	<b>(\$159.2)</b>

*Numbers may not total due to rounding*

**Rolling Stock** **(\$13 million)**

The MNR 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. As part of the capital program efficiencies initiative, MNR has refined its rolling stock strategy to utilize existing rehabilitated equipment to meet switcher and shuttle locomotive needs. As a result the project to purchase new units was cancelled, saving \$13 million.

**Passenger Stations** **(\$64 million)**

The stations category includes structural rehabilitation of Grand Central Terminal, the rehabilitation of select stations on the Hudson, Harlem and New Haven lines (in New York State), strategic intermodal station/parking facilities and expansion of parking facilities system-wide.

In Grand Central Terminal (GCT), critical investments to address the GCT trainshed and Park Avenue Tunnel continue, along with GCT leak remediation efforts. MNR recognized savings in the GCT trainshed by implementing any necessary sidewalk repairs as part of their normal maintenance activities (\$1 million), offset by an increase in the Park Avenue Tunnel Renewal project due to more extensive flagging needs (\$1 million) and a revised increased estimate to complete the GCT leak remediation project (\$5 million). Current construction schedules for these critical investments now means component work under the GCT Trainshed Track Structure project (\$3 million) and the GCT Platform Improvements project (\$3 million) will occur in the next program. Finally, to achieve further savings, construction of the GCT Recycling Facility has been placed in the next program to better align with overall East Side Access construction activities (\$6 million).

As part of its efficiency efforts, MNR evaluated its station component improvement projects to better balance the use of third party vendors with in-house forces to resource the work. Two projects realized savings from this effort: Harlem Line Station Renewal (\$1 million) and New Haven Line Stations – Phase II (\$1 million). However the New Haven Stations – Phase II project savings were partially offset by an increase for scope to address additional component needs identified during design (\$2 million). MNR realized savings in the Poughkeepsie Station Building project by progressing scope in the 2005-2009 Capital Program instead of the current program (\$4 million). Also, MNR eliminated its Parking Renewal project by addressing those needs within its maintenance activities (\$3 million).

Delays in the MTA-wide New Fare Payment System schedule have placed early MNR efforts out to the next program (\$9 million). In addition, to align project budgets with current implementation schedules, the Customer Communication and Connectivity Improvements and Strategic Facilities projects will be phased with a portion of the construction activities moving to the 2015-2019 Capital Program. For the Customer Communication and Connectivity Improvements project, the business case, scoping, design, and early construction will continue in this program, while the remaining construction will move out (\$12 million). For the Strategic Facilities project, MNR continues to refine its approach in this program. As work advances, a phased approach will be taken with a portion of construction efforts to take place in the next program (\$29 million).

## **Track and Structures**

**(\$34 million)**

The ongoing track program provides for the replacement of ties and rail along with cyclical surfacing and interlocking/switch replacement throughout the entire Metro-North territory in

New York State. It includes the repair of undergrade and overhead bridges throughout the territory and West of Hudson track improvements.

As a result of MNR's efforts to improve productivity, track access was expanded to allow more work to get done at a time, work was re-sequenced to be more efficient, and cyclical component work was aligned with maintenance activities to reduce the total cost of delivery. Specific track project savings achieved through these efforts include Mainline/High Speed Turnouts (\$5 million), Maintenance of Way Equipment (\$8 million), and Cyclical Replacement of Insulated Joints (\$1 million). The cyclical programs for Culverts, Right-of-Way Fencing, DC Substation/Signal Houses, Bridge Walkways, Specialized Structures Equipment, Undergrade Bridges, and Catenary Painting also achieved savings from this effort (\$7 million). West of Hudson Improvements, including the West of Hudson bridge program benefitted as well (\$3 million).

Bidder response for construction work resulted in additional savings for the Undergrade Bridge program (\$2 million), but resulted in an increase to the Otisville Tunnel Renewal project (\$1 million). The Rebuild Retaining Walls project also increased due to a need to address more advanced deterioration identified during design (\$4 million). In addition, based on the present schedule Undergrade Bridge program, the work at the Willet Avenue Bridge in Port Chester will progress in the next program (\$11 million).

Finally, to facilitate more efficient delivery of the cyclical track program, an administrative adjustment was made to create a new project for each year without impact to scope. The productivity analysis described above resulted in a reduced cost to these projects of \$2 million.

### **Communications & Signals**

**(\$5 million)**

Investments in communications and signals replace components on the signal system (wayside and Operations Control Center) with the latest technology and provide for the optimization of train capacity at locations system-wide.

MNR evaluated investments in this category to identify new ways to improve productivity. As a result, work was re-sequenced to be more efficient, and cyclical component work was aligned with maintenance activities to reduce the total cost of delivery. Specific signal and communications project efficiencies achieved through these efforts include the Replace Fiber Communications project (\$4 million) and Radio Frequency Re-banding (\$2 million). The cyclical programs for Electrical Switch Machines, Communication and Signals Maintenance

Management System, Track Relays and Mobile/Portable Radios also achieved savings from this effort (\$2 million).

MNR also added a new project to complete the replacement of outdated signal equipment on the New Haven Line from Woodlawn New York to the State Line in Port Chester (\$3 million). This initiative completes work begun in the 2005-2009 Capital Program.

All other projects in this category remain the same.

### **Power**

**\$2 million**

Power investments maintain the condition of existing assets and increase track power capacity where needed system-wide.

MNR evaluated investments in this category to identify new ways to improve productivity. A key result of this effort was to align work with maintenance activities and work ongoing in prior programs to reduce the total cost of delivery. Specific power project savings achieved through these efforts include the Park Avenue Tunnel and Viaduct Alarm (\$1 million). The cyclical programs for Substation Batteries and Third Rail Brackets in the Park Avenue Tunnel also achieved savings from this effort (\$1 million).

The ongoing Bridge 23 Substation construction project received a slight increase to reflect the cost at final design (\$3 million) and the Harlem River Lift Bridge Breaker Houses/Controls project increased to reflect bid results for construction (\$1 million). All other projects in this category remain the same.

### **Shops and Yards**

**(\$22 million)**

The shops and yards investment for MNR includes the replacement of outdated facilities at the Croton-Harmon Shop, and other shop and yard improvements at various locations targeted to support systemwide fleet demands.

The Harmon Shop Improvements project was reduced by utilizing field office facilities available from earlier phases of the Harmon Shop Master Plan to advance early Phase IV, Stage I component improvements at Harmon Yard (\$1 million). MNR also realized capital efficiencies by aligning the Wassaic Yard improvements with maintenance activities (\$3 million). In addition, the Other Shops and Yards renewal project (\$11 million) and the Port Jervis Yard Expansion project (\$7 million) were adjusted to reflect timing of implementation and pending

results of the ongoing West of the Hudson Regional Transit Access Study.

**Miscellaneous**

**(\$24 million)**

This category of investment includes the various program administrative costs associated with delivering the program of projects.

Investments in this category were analyzed for way to reduce the total cost of delivery. As a result, certain activities were moved to the operating budget to align with maintenance activities or advanced in conjunction with earlier programs. Remaining costs to administer the program were refined as well. Specific project savings includes Systemwide Lead/Asbestos Abatement (\$5 million), Environmental Remediation (\$2 million), Program Administration (\$12 million), and Program Scope Development (\$1 million). The Owner Controlled Insurance Program (OCIP) project also saved by programming the share of the budget for the North White Plains Parking facility and other projects in the earlier programs where the work is budgeted (\$4 million).

MNR's 2010-2014 program was reduced by \$1 million to consolidate agency shares of the Small Business Mentoring Program Administration in 2010-2014 MTA Interagency. This budget was restored when a new Small Business Federal Program was established (\$1 million).

### Elements Exceeding 10 Percent of the Approved Plan

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 IX shows those elements of the program that have grown by greater than 10% versus the last CPRB-approved (January 2013) amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%. (Please note, the body of the amendment also identifies the scope of project changes relative to the original CPRB-approved plan in June 2010.)

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

<b>Element</b>	<b>CPRB Approved Plan (January 2013)</b>	<b>Proposed Plan</b>	<b>Change</b>
Communications and Signals	\$247.6	\$273.4	\$25.7
Power	\$91.4	\$104.7	\$13.3

*Numbers may not total due to rounding.*

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## MTA Bus Company

The proposed amendment reduces the MTA Bus Company's program of projects by a net \$28 million to \$297 million. A portion of the reduction is the result of efficiency initiatives that have refined project scopes and cost estimates and a comprehensive review of the program to implement projects more efficiently. Some of the reduction is accomplished by transferring certain scope to utilize available funding in prior capital plans. MTA Bus has also identified certain work that does not need to be performed at this time because existing assets are sufficient to deliver the needed services. The above savings allow MTA Bus to advance funds for a new command center and radio system, which is being jointly implemented with New York City Transit.

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

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

<b>Category</b>	<b>MTA Board Approved Plan</b>	<b>December 2012 Approved Plan</b>	<b>Proposed Plan</b>	<b>Change from Original Plan</b>
Bus Company Projects	\$325.0	\$297.0	\$297.0	(\$28.0)
<b><i>MTA Bus Company Total</i></b>	<b>\$325.0</b>	<b>\$297.0</b>	<b>\$297.0</b>	<b>(\$28.0)</b>

*Numbers may not total due to rounding*

## **Bus Company Projects**

**(\$28 million)**

The net \$28 million decrease in the MTA Bus program mainly reflects savings from favorable bids, reprogramming of scope, and revised bus purchases to reflect an updated assessment of fleet needs.

The MTA Bus Company received favorable bids on two purchases of standard buses, accounting for a substantial portion of its net savings (\$15 million). Revised estimates also produce savings for the planned purchases of articulated buses (\$4 million) and standard buses (\$2 million). In addition, efficiencies are realized by reprogramming the security improvements and customer information projects to utilize available funding in prior capital plans (\$15 million). In addition, there are plan reductions to reflect three projects no longer needed during the 2010-2014 period. The replacement purchase of service vehicles is postponed to reflect current useful life of the existing fleet (\$5 million). The purchase of 32 express buses is no longer needed to meet operations (\$24 million). Finally, the renewable energy roof project at Far Rockaway depot is also reprogrammed to reflect agency priorities (\$2 million).

In this amendment, MTA Bus Company adds new projects for a portion of its share of the joint initiative with New York City Transit to construct a new bus command center (\$9 million) and replace the obsolete bus radio system (\$28 million); additional funding is expected to be allocated in a future capital plan. The balance of the project budget is allocated in NYCT's capital plan and described in the NYCT Depots section of this document. The additional MTA Bus share above is expected to be reimbursed to NYCT via a future capital program.

MTA Bus conducted a re-assessment of its fleet projections to meet operational needs. The overall number of buses to be purchased increases by three units to 288, including an adjustment in the mix of fleet purchases. The Plan now funds the purchase of 213 standards - up from 181, zero express buses - down from 32, and 75 articulated buses - up from 72.

Budgets for all other projects largely remain the same.

## MTA-Wide Security / Disaster Recovery

This proposed amendment adjusts the MTA-Wide Security / Disaster Recovery 2010-2014 Capital Plan from \$5.090 billion (the level approved by the MTA Board in December 2012) to \$10.859 billion to reflect the addition of \$5.770 billion in agency mitigation projects identified in the wake of Superstorm Sandy. In addition, restoration projects approved by the MTA Board in December 2012 have been updated to reflect more refined scope and updated cost estimates.

Table XI and the discussion that follows summarize these proposed changes to the MTA Security / Disaster Recovery 2010-2014 Capital Plan by investment category.

**TABLE XI**  
**MTA Security and Disaster Recovery 2010-2014 Capital Program by Category**  
(\$ in millions)

<b>Category</b>	<b>Original Approved Plan</b>	<b>December 2012 Approved Plan</b>	<b>Proposed Plan</b>	<b>Change from Original Plan</b>
MTA Police Department	\$85.0	\$85.0	\$85.0	0.0
MTA-Wide Security	250.0	250.0	250.0	0.0
MTA Disaster Recovery:				
Restoration Program	0.0	4,754.6	4,754.6	4,754.6
Mitigation Program	0.0	0.0	5,769.5	5,769.5
<b>MTA Security and Disaster Recovery</b>	<b>\$335.0</b>	<b>\$5,089.6</b>	<b>\$10,859.1</b>	<b>\$10,524.1</b>

*Numbers may not total due to rounding*

### MTA Police Department

**No Change**

The MTA Police Department 2010-2014 Capital Program Category total remains unchanged at \$85 million, reflecting planned investments in phase two of the Public Safety Radio project initiated in the 2005-2009 Capital Plan, as well as Staten Island and Nassau County district offices.

### MTA-Wide Security

**No Change**

The total value of this category remains unchanged at \$250 million for the MTA-Wide 2010-2014 Capital Security Program. Capital program objectives remain consistent with the approved

plan, pursuing funding from Homeland Security and other federal sources to continue addressing capital security needs at critical locations throughout the system.

**MTA Security and Disaster Recovery:**

**Restoration Program**

**No Change**

In December 2012, the Board approved the addition of \$4.755 billion in work to restore assets that were damaged by Superstorm Sandy, addressing repairs to rolling stock, facilities, and various right-of-way elements such as structures, power, ventilation, and signals for the railroads. Roadways, tunnels, bridges, and supporting systems for Bridges and Tunnels are included as well. Updated estimates to complete this work have resulted in decreased adjustments to the New York City Transit (\$100 million) and Capital Construction Company (\$25 million) restoration programs and an increased adjustment to the Metro-North Railroad restoration program in the amount of \$125 million. The agencies continue concerted efforts to expedite this work with innovative and non-traditional approaches.

Table XII and the discussion that follows summarize these proposed changes to the previously approved restoration program.

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

<b>Category</b>	<b>December 2012 MTA Board Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
New York City Transit	\$3,449.0	\$3,349.0	(\$100.0)
Long Island Rail Road	267.0	267.0	0.0
Metro-North Railroad	188.3	312.9	124.6
MTA Bus Company	25.0	25.0	0.0
Bridges and Tunnels	777.5	777.5	0.0
Capital Construction Company	47.8	23.2	(24.6)
<b><i>Restoration Program Total</i></b>	<b>\$4,754.6</b>	<b>\$4,754.6</b>	<b>\$0.0</b>

*Numbers may not total due to rounding*

**New York City Transit****(\$100 million)**

The estimated cost of NYCT's program to repair assets to pre-storm conditions is decreased by a net \$100 million, reflecting revised project estimates in several asset categories as project scopes and designs are progressing. The estimated costs are reduced to repair stations (\$150 million), track (\$225 million) and signals (\$801 million). Partially offsetting these reductions are needs for the restoration of the Staten Island Railway's St. George yard complex, (\$100 million), equipment repairs along the right-of-way (\$184 million), traction power equipment repairs (\$562 million), and shop and yard facilities (\$230 million). Eight under-river tubes were flooded with saltwater by Superstorm Sandy, along with several lines and yard complexes. Initial estimates were developed with the belief that all affected track and supporting equipment would likely need to be completely replaced.

**Long Island Rail Road****No change**

The estimated cost of LIRR's program to repair assets to pre-storm conditions has not changed in total. However, there have been revised project estimates in several categories. The estimated costs are reduced for the Line Structures repair work (\$21 million) and the Power Substations (\$21 million). These are offset by increased estimated costs for the Long Beach Branch Systems Restoration (\$11 million), Western Rail Yards (West Side/L.I. City) project (\$30 million) and the Infrastructure/System upgrades project (\$1 million). The Western Rail Yards project and the Power Substations project were also split out into smaller projects to reflect current implementation schedules.

**Metro-North Railroad****\$125 million**

Metro-North restoration efforts increase by \$125 million. This reflects the addition of \$68 million to the Communications and Signals project due to refined estimates to address constructability issues with implementation along large stretches of the right-of-way while maintaining highly reliable service. The Power Infrastructure project is increased by \$58 million for the same reason. This is partially offset by updated costs to complete the Rolling Stock repairs and Haverstraw Ferry Terminal restoration resulting in a net decrease of \$1 million. The Communications and Signals project and the Power Infrastructure project were also split out into smaller projects to reflect current implementation schedules.

**MTA Bus Company****No change**

No major changes are proposed at this time.

**MTA Capital Construction****(\$25 million)**

The estimated cost of MTA Capital Construction Company's program to repair assets to pre-storm conditions is decreased by \$25 million, reflecting the reallocation of funding for project delay impacts to other restoration project needs. These needs will be addressed through alternate construction management methodologies. Partially offsetting the reductions is a revised increased estimate to complete the East River Tunnel IESS repairs (\$1 million).

**Bridges and Tunnels****No change**

The estimated cost of B&T's program to repair assets to pre-storm conditions has not changed in total. However, ongoing damage assessments and inspections have contributed to revised estimates for most projects. Across the four B&T recovery categories, there is a net budget increase for the Hugh L. Carey Tunnel restoration (\$34 million) and Queens Midtown Tunnel restoration (\$20 million.) The Emergency Inspections, Assessments and Restoration projects were also split out or refocused into smaller projects to reflect current implementation schedules. Several allocations were reduced in the process, most notably for Buildings & Sites restorations (\$29 million) and Utilities restorations (\$20 million.)

## **MTA Security and Disaster Recovery: Mitigation Program**

A total of \$5.770 billion in new work is proposed to protect MTA assets against future severe weather events and enhance the resiliency of the system in the aftermath of such events. This includes \$5.674 billion for NYCT, Long Island Rail Road, Metro-North, and MTA Bus Company, and \$96.0 million for Bridges and Tunnels.

In spite of the preventative measures taken by the MTA agencies in advance of Superstorm Sandy, the tidal surge and high winds caused major damage across the system. This included damage to NYCT subway stations, under-river tubes, train yards and bus depots, and the Rockaway line; damage to MTA Bus facilities; damage to Long Island Rail Road and Metro-North Railroad facilities and right-of-way; flooding of the Hugh L. Carey Tunnel (formerly the Brooklyn Battery Tunnel) and the Queens Midtown Tunnel, damage to other Bridges and Tunnels facilities; and damage and delays to various MTA Capital Construction projects. The system experienced significant disruption, some of which continues today. Sandy and other recent events such as Hurricane Irene underscore the importance of further capital investment to strengthen the system and improve its resilience.

To address the challenge of future severe weather events, the MTA agencies have developed a series of mitigation projects that draw upon the recommendations of the recent NYS 2100 Commission report. The NYS 2100 Commission was convened by Governor Andrew Cuomo to examine climate-related vulnerabilities of the State's infrastructure systems and propose improvements spanning several key areas, including transportation. The MTA mitigations include measures that prevent or reduce water intrusion in stations, tunnels, and support facilities; fortify, alter, or relocate key infrastructure and right-of-way equipment; improve operational flexibility; and enhance disaster recovery. Many of the mitigations will be delivered via a phased approach and have been programmed as a series of tiered projects that address specific portions of a larger mitigation effort.

Table XIII summarizes the proposed additions to 2010-2014 Capital Plan.

**Table XIII**  
**Mitigation Program 2010-2014 Capital Plan by Agency**  
(\$ in millions)

<b>Category</b>	<b>December 2012 MTA Board Approved Plan</b>	<b>Proposed Plan</b>	<b>Change</b>
New York City Transit	\$0.0	\$5,091.4	\$5,091.4
Long Island Rail Road	0.0	409.0	409.0
Metro-North Railroad	0.0	127.6	127.6
MTA Bus Company	0.0	45.5	45.5
Bridges and Tunnels	0.0	96.0	96.0
<b><i>Mitigation Program Total</i></b>	<b>\$0.0</b>	<b>\$5,769.5</b>	<b>\$5,769.5</b>

*Numbers may not total due to rounding*

### **New York City Transit**

**\$5,091 million**

NYCT is proposing a variety of projects to protect the subway network from flood water ingress. These include mechanisms to seal openings at station stairs, elevators, and sidewalk vents, along with mechanisms that can seal subway tunnels and station complexes, such as inflatable bladders and/or flood gates. Improvements to pumping systems and discharge lines will help to more effectively manage any water that does enter into subway tunnels. Subway tunnel equipment, such as signals and cabling, will also be hardened to ensure that the system can better withstand exposure to water.

Other flood mitigation projects will develop flood prevention measures at key low-lying facilities and lines, such as the 207<sup>th</sup> St., 148<sup>th</sup> St., and Coney Island yard complexes and the Sea Beach and Rockaway lines. Bus facilities will also be equipped with new flood mitigation features, including dam doors to protect garages.

The NYCT mitigation program also includes a variety of projects that will improve system resiliency and enable service to be more quickly and flexibly re-established following a severe climate event. These investments may also help to mitigate the service impacts of non-weather events and disruptions, including scheduled closures to facilitate other Capital Program work. Bus services proved to be a vital component of service restoration in the wake of Sandy, including “bus bridges” that provided substitute services between Manhattan and Brooklyn. New investments in Bus Rapid Transit, bus service enhancements, and substitute bus service will



further expand the emergency resiliency and everyday capability of bus transit. Upgrades to subway signal, power, and other systems will improve the ability to operate “short-turn” subway services that terminate at intermediate stations. Lastly, measures to improve employee reporting flexibility and installation of redundant power at various administrative locations will ensure that employees can continue to work through disruptions.

### **Long Island Rail Road**

**\$409 million**

The LIRR is proposing mitigation projects to protect key links in flood-prone areas. These include the West Side Storage Yard, the East River Tunnels, and the Atlantic Avenue Tunnel. The current 18-mile Main Line segment is susceptible to single points of failure that can have ripple effects across the entire LIRR network. A new second track along the Main Line is proposed to greatly enhance emergency resiliency on the south shore branches in the face of major events. The LIRR is also making investments in emergency management equipment that will help to manage disruption events and aid service restoration.

### **Metro-North Railroad**

**\$128 million**

Metro-North mitigation efforts focus on two areas. The first addresses vulnerabilities along the right-of-way and includes modifications to protect power and signal facilities, vacuum equipment to clear debris before and after storms, and equipment to monitor and provide advanced warning of rising water levels so proactive operational measures can be activated. The second advances planning and design to address improved network infrastructure resiliency, enabling MNR to bypass two single points of failure where disruptions would debilitate the overall Metro-North network: the Mott Haven Junction and the Harlem River Lift Bridge. Such a disruption would cause the largest commuter railroad in the country (280,000 daily passengers) to be completely cut off from Manhattan.

### **MTA Bus Company**

**\$46 million**

MTA Bus Company improvements address vulnerabilities at its bus storage and servicing facilities. Buildings will be equipped with new flood mitigation features, such as dam doors to protect the depots and support equipment inside.

### **Bridges and Tunnels**

**\$96 million**

Much of the Bridges and Tunnels mitigation effort focuses on protecting the Hugh L. Carey and Queens Midtown tunnels from severe flooding, as occurred during Superstorm Sandy. Work may include flood gates to block off tunnel portals, retaining walls and other barriers to manage storm surges. Generators, vent buildings, and other tunnel systems will also be hardened against

flooding and water ingress. A study is also proposed to develop an integrated master plan that addresses resiliency needs for the Rockaway Crossings: the Marine Parkway Bridge and the Cross Bay Bridge. Additional work will focus on protecting support facilities, communications networks, power systems, and other key equipment.

### Elements Exceeding 10 Percent of the Approved Plan

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 (January 2013) amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%.

**Table XIV**  
**MTA Security and Disaster Recovery Elements with Increases Exceeding 10 Percent**  
**(\$ in millions)**

<b>Element</b>	<b>CPRB Approved Plan (January 2013)</b>	<b>Proposed Plan</b>	<b>Change</b>
NYCT Line Equipment Repairs: Sandy	\$146.0	\$330.0	\$184.0
NYCT Traction Power Repairs: Sandy	\$278.0	\$840.0	\$562.0
NYCT: Shops & Yards Repairs: Sandy	\$520.0	\$750.0	\$230.0
NYCT Staten Island Railway Repairs: Sandy	\$60.0	\$160.0	\$100.0
LIRR Communication/Signal Repairs: Sandy	\$45.0	\$56.4	\$11.4
LIRR Shops and Yards Repairs: Sandy	\$35.0	\$64.9	\$29.9
LIRR Miscellaneous Repairs: Sandy	\$5.0	\$6.0	\$1.0
MNR Communication/Signal Repairs: Sandy	\$65.0	\$133.0	\$68.0
MNR Power Repairs: Sandy	\$111.0	\$168.6	\$57.6

*Numbers may not total due to rounding*

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## MTA Interagency:

This plan amendment adjusts the MTA Interagency 2010-2014 Capital Plan from \$315 million (the level approved by the MTA Board in April 2010) to \$201.6 million to reflect two actions: an administrative action to consolidate operating agency shares of the cost to administer the MTA Small Business Mentoring Program, and a transfer of \$124 million to the MTA Capital Construction Company 2010-2014 Capital Plan. Table XV and the discussion that follows summarize this action and other adjustments to the MTA Interagency 2010-2014 Capital Plan by investment category.

**TABLE XV**  
**MTA Security and Disaster Recovery 2010-2014 Capital Program by Category**  
**(\$ in millions)**

<b>Category</b>	<b>Original Approved Plan</b>	<b>December 2012 Approved Plan</b>	<b>Proposed Plan</b>	<b>Change from Original Plan</b>
MTA Mentoring Program Administration	\$0.0	\$0.0	\$10.6	\$10.6
MTA BSC/MTA Facilities Rehabilitation	259.0	259.0	150.5	(108.5)
MTA Planning	56.0	56.0	40.5	(15.5)
<b>MTA Security and Disaster Recovery</b>	<b>\$315.0</b>	<b>\$315.0</b>	<b>\$201.6</b>	<b>(\$113.4)</b>

*Numbers may not total due to rounding*

### MTA Mentoring Program Administration

**\$11 million**

In 2010, the MTA Small Business Mentoring Program was established to increase the pool of qualified small businesses in the construction trades by providing opportunities for smaller sized contractors to bid on MTA work and provide assistance to these companies in meeting all regulatory requirements. The program includes construction management and other administrative costs associated with mentoring the new businesses. In the originally approved 2010-2014 Capital Plan, each agency established a project for its share of these costs. To facilitate MTA program management, these 2010-2014 shares have been consolidated in this MTA Interagency category: NYCT \$7 million, LIRR \$2 million, MNR \$1 million and B&T \$1 million.

**MTA BSC/MTA Facilities Rehabilitation****(\$109 million)**

The total value of this category is decreased by \$109 million, reflecting two actions. The East Side Access project will bring Long Island Rail Road passengers into a new concourse beneath the current Grand Central Terminal (GCT). While the design of this project meets all passenger flow and egress requirements and standards, there is no direct connection from the LIRR concourse to the main level within GCT. To provide this benefit to MTA customers, the MTA Board approved the Biltmore Room Connection project (\$16 million) in this category to construct two escalators and one elevator connecting the Upper Level of existing GCT to the LIRR concourse in the Biltmore Room. Changes in this category also reflect a reduction to the estimate to complete the relocation of key New York City Transit assets located at the 370 Jay Street Building Complex (\$124 million).

All other projects in this category remain the same.

**MTA Planning****(\$16 million)**

Overall, the capital plan objectives in this category remain the same. However, projects have been adjusted to reflect current schedules and priorities. The joint Tappan Zee Bridge Rail Study project, led by New York State Department of Transportation, has been adjusted to keep pace with the State's current schedule (\$29 million). The Biltmore Room Connection project described above is funded as a result of this adjustment, resulting in a decrease in the total value of this category of \$16 million. In addition, the MTA Board approved a new project to complete the remaining Penn Station Access environmental assessment study (\$2 million). The remaining \$11 million is programmed to the Core Planning Support project within this category to advance strategic initiatives to add value to delivery of the Capital Program. Among the key initiatives is development of a Capital Planning Analysis Tool (CPAT) to strengthen the analytical capabilities of the MTA and its operating agencies in addressing state of good repair needs.

All other projects in this category remain the same.

## MTA Capital Construction Company

The MTA Capital Construction Company's (MTACC) 2010-2014 Capital Program continues to focus on the following projects:

- The first phase of the Second Avenue Subway (SAS), which will relieve the pressure on New York City Transit's overcrowded Lexington Ave. line and improve access to downtown Manhattan;
- 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; and
- Regional Investments progressed concurrently with the East Side Access project to provide operational flexibility of the Long Island Rail Road, Amtrak, and New Jersey Transit in Queens.

The budget for the system expansion program increases by \$126 million from \$5.739 billion to \$5.865 billion, reflecting a small increase in the Regional Investments category to include new grant funds for additional elevators in Grand Central Terminal (\$2 million) and a transfer of 2010-2014 MTA Interagency funds to support the East Side Access project update described below (\$124 million). Table XVI and the discussion that follows summarize this action and other adjustments to the MTA Capital Construction Company 2010-2014 Capital Plan by investment category.

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

	<b>MTA Board Approved Plan</b>	<b>December 2012 Approved Plan</b>	<b>Proposed Plan</b>	<b>Change from Original Plan</b>
East Side Access	\$2,954.0	\$2,954.0	\$3,154.0	\$200.0
Second Avenue Subway	1,487.1	1,487.1	1,487.1	0.0
Regional Investments	401.0	401.0	448.4	47.4
ESA Rolling Stock and Liability Reserve	697.0	697.0	635.8	(61.2)
Miscellaneous	200.0	200.0	140.0	(60.0)
<b><i>Network Expansion Total</i></b>	<b>\$5,739.2</b>	<b>\$5,739.2</b>	<b>\$5,865.4</b>	<b>\$126.2</b>

*Numbers may not total due to rounding*

## **East Side Access**

**\$200 million**

While the overall 2010-2014 Capital Plan remains at \$2.954 billion for East Side Access, the mix of projects has been updated. In 2012, MTA Capital Construction Company completed a Risk Assessment of the East Side Access schedule and budget. The results were presented to the MTA Board at the May 2012 Capital Program Oversight Committee, revising the overall cost by \$920 million from \$7.328 billion to \$8.245 billion and adjusting the revenue service date from September 2016 to August 2019. Key factors contributing to this include construction delays in both Manhattan and Harold Interlocking in Queens, delays in Harold causing schedule compression placing stress on resources and outages to perform the work. Other critical regional projects, such as Moynihan Station and the Brookfield development initiative, have put further pressure on resources and outages.

The risk assessment recognized that, based on current commitment schedules for the remainder of the 2010-2014 Capital Plan period, an additional \$200 million would need to be identified in efficiencies in other MTACC projects and inter-agency program funds. The balance would be addressed in the 2015-2019 Capital Plan with the expectation that additional efficiencies in MTACC Projects can cover some of that increase. With this Risk informed update, the project team has taken several measures to help mitigate the impacts and reduce the likelihood that these pressures will continue to affect the project delivery. For example, MTACC formed an Operational Readiness group with LIRR to solidify the testing and commissioning efforts. Cut-overs in Harold will be re-sequenced to improve coordination with other regional initiatives. Contracts will also be reviewed and scope adjusted to improve coordination.

In terms of progress, recent accomplishments include opening the 245 Park Avenue Entrance to GCT connecting to Metro-North Railroad's existing 47th Street Cross passage, completion of all soft ground Tunnel Boring Machine mining in Queens and excavation at Northern Boulevard in Queens. The 55th Street Vent Plant contract is awarded and work is underway and key contract work for this year includes the anticipated award of the first systems contract, as well as structures and cavern work in Manhattan.

## **Second Avenue Subway**

**No change**

The total cost for Phase 1 of the Full-length Second Avenue Subway remains at \$4.451 billion, and is funded across several capital plans. Funds totaling \$2.964 billion are allocated in the



MTA's 2000-2004 and 2005-2009 Capital Plans. The balance of \$1.487 billion to complete Phase 1 is budgeted in this plan, 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.

The project is advancing and remains on target for completion in 2016. Boring of the two running tunnels has been completed from 92<sup>nd</sup> St. to 62<sup>nd</sup> St. Contracts to excavate and build the structures for new stations at 72<sup>nd</sup> St., 86<sup>th</sup> St. and 96<sup>th</sup> St. are well underway, as is a separate contract to rehabilitate and modify the existing 63<sup>rd</sup> St. station. Also, a contract to furnish track, signals, power, and other systems and equipment needed to operate the new line has been awarded. The final major contract of the total SAS project is planned for award in 2013.

### **Regional Investments**

**\$47 million**

Investments in the Regional Investments category are being progressed concurrently with the East Side Access project to provide operational flexibility of the Long Island Rail Road, Amtrak, and New Jersey Transit in Queens. In addition, MTA Capital Construction Company received a federal grant to install additional elevators in Grand Central Terminal, providing redundant ADA access to the LIRR terminal near 45<sup>th</sup> Street when East Side Access opens service (\$2 million).

Aside from this, the elements of work in this category remain primarily focused on improvements in Harold Interlocking to eliminate train conflicts, East Bound Reroute and West Bound Reroute. Loop Track Interlocking is also included for operational flexibility and access improvements. This work relies heavily on coordination with East Side Access activity in Harold. As a result, the delays and resource impacts described above have also affected these projects, resulting in an increase cost to complete (\$45 million).

### **ESA Rolling Stock / Liability Reserve**

**(\$61 Million)**

The original approval of the 2010-2014 Capital Plan established a reserve for rolling stock to be purchased for East Side Access service and a liability reserve to address final court awards or settlements for real estate acquisitions associated with all of the mega projects. The budget for this liability reserve has been revised to reflect current known settlements, re-allocating a portion within the MTA Capital Construction Company 2010-2014 Capital Plan in support of the East Side Access and Regional Investments updates as described above (\$61 million).

**Miscellaneous****(\$60 million)**

This category funds miscellaneous engineering activities to support the various network expansion projects managed by MTACC. As a result of MTACC efforts to identify administrative savings, the category budget has been revised to re-allocate MTACC funds in support of the East Side Access and Regional Investments updates as described above (\$60 million).

### Elements Exceeding 10 Percent of the Approved Plan

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 XVII shows those elements of the program that have grown by greater than 10% versus the last CPRB-approved (January 2013) amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%.

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

<b>Element</b>	<b>CPRB Approved Plan (January 2013)</b>	<b>Proposed Plan</b>	<b>Change</b>
Regional Investments	\$401.0	\$448.4	\$47.4

*Numbers may not total due to rounding*

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## **MTA Bridges and Tunnels**

This proposed amendment adjusts B&T's 2010-2014 Capital Plan program of projects to reflect savings and efficiency initiatives to meet the previously approved \$2.079 billion agency budget and reflect updates to ongoing projects. The updated project budgets reflect refined scopes, cost estimates, bid experience, schedule changes and market conditions since the last update to the Board.

Many B&T projects have realized significant good bid savings, including 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. Other projects realized additional savings by updating project scopes with new strategies for addressing needs as efficiently as possible, including a new maintenance facility approach at the RFK Bridge and cost-effective traveler information signs at several locations.

Some project budgets have been increased to accommodate necessary scope changes and address new needs. This includes accelerated ramp improvements at the Verrazano-Narrows Bridge, expanded substructure and underwater scour protection at the Marine Parkway Bridge and a new study of seismic and wind vulnerabilities at the RFK Bridge.

Overall, the capital program objectives remain consistent with the original approved plan. Table XVIII and the discussion that follows summarize the proposed changes to B&T's 2010-2014 Capital Program by investment category.

**TABLE XVIII**  
**B&T 2010-2014 Capital Program by Category**  
(\$ in millions)

<b>Category</b>	<b>Original Approved Plan</b>	<b>December 2012 Approved Plan</b>	<b>Proposed Plan</b>	<b>Change from Original Plan</b>
Structures	\$357.6	\$295.4	\$397.1	\$39.6
Roadways and Deck	1,548.8	1,315.4	1,219.8	(329.0)
Toll Plazas & Traffic Management	116.3	94.0	48.8	(67.5)
Utilities	205.1	178.0	179.6	(25.5)
Buildings and Sites	12.8	10.4	19.3	6.5
Miscellaneous	39.4	31.8	42.7	3.3
Structural Painting	172.9	154.3	171.0	(1.9)
<b><i>Bridges and Tunnels Total</i></b>	<b>\$2,452.9</b>	<b>\$2,079.2</b>	<b>\$2,078.4</b>	<b>(\$374.5)</b>

*Numbers may not total due to rounding*

**Structures**

**\$40 million**

Investments in this category generally address the components of the superstructure or the substructure that supports the superstructure. At the Cross Bay Bridge, savings have been achieved on substructure and underwater work through a more efficient scope and good construction bids (\$10 million). Additional good bid savings were realized on the Bronx-Whitestone Bridge concrete anchorage repairs (\$3 million). Updated estimates allowed the Throgs Neck Bridge structural rehabilitation budget to be reduced (\$5 million).

At the RFK Bridge, the Manhattan Approach Ramps rehabilitation budget increased to reflect expanded scope and updated estimates, including some scope transferred over from the Miscellaneous category (\$23 million). A new structural repair project was added to carry out adjustments and repairs to stringer joints and to realign the deck to relieve stresses on the RFK Bridge deck (\$20 million). Another new project at the RFK Bridge was added to study seismic and wind vulnerabilities to inform future mitigations (\$5 million).

At the Henry Hudson Bridge, \$7 million has been added to address concrete deterioration of the arch supports. Replacement of the lower level south approach has been transferred to a new project created under the Roadways and Deck category (\$9 million). Substructure and underwater scour protection needs at the Marine Parkway Bridge have proven more extensive than originally anticipated, necessitating additional investment (\$11 million).

### **Roadways and Deck**

**(\$329 million)**

Investments in this category rehabilitate the bridge and tunnel roadways, decks, approaches, and drainage systems. Several projects achieved substantial good bid savings, including deck replacement at the Bronx-Whitestone Bridge (\$130 million), ramp improvements at the Verrazano-Narrows Bridge (\$35 million), orthotropic deck replacement at the Throgs Neck Bridge (\$27 million), wearing surface replacement at the RFK Bridge (\$20 million), and the Bronx-Manhattan ramp / Bronx toll plaza deck replacement at the RFK Bridge (\$22 million). The replacement of the Manhattan-Queens ramp deck was split-out of the larger Bronx toll plaza deck replacement project and programmed for accelerated delivery using the Design-Build contract method. Good bid savings were subsequently realized (\$12 million), resulting in the current \$64 million budget. The Bronx toll plaza deck replacement project at the RFK Bridge also achieved additional savings, through a more efficient strategy for addressing the included maintenance facility needs (\$20 million).

Replacement of the upper level suspended span deck at the Verrazano-Narrows Bridge achieved significant savings (\$44 million). Much of this was due to good bid savings, some of which was retained in the project to accelerate ramp improvements forward from the 2015-2019 Capital Program. The change also reflects the transfer of some included painting scope to the structural painting category.

Replacement of the suspended span deck at the Throgs Neck Bridge has been re-phased, eliminating a substantial portion of Phase A scope (2010-2014 Capital Program) that will now be carried out in Phase B (2015-2019 Capital Program) (\$75 million). This repackaging is anticipated to yield efficiency savings and reduced project risk, without delaying completion of the deck replacement and associated customer benefits. At the Henry Hudson Bridge, a new upper and lower level plaza and southbound approach project was created to efficiently

consolidate scope from three separate projects in other categories (\$49 million). Budgets for two other projects in the category were adjusted to reflect updated estimates: widening of the Belt Parkway ramps at the Verrazano-Narrows Bridge (\$2 million) and interim toll plaza repairs at the RFK Bridge (\$1 million).

**Toll Plazas & Traffic Management** **(\$68 million)**

This category addresses toll plazas, tolling technologies, communications, and security. Upper level toll plaza deck replacement at the Henry Hudson Bridge has been transferred out of this category to a new project in the Roadways and Deck category (\$52 million). The CCTV / fiber optic cable installation budget was increased to reflect additional scope (\$10 million). The 2<sup>nd</sup> generation E-ZPass tolling budget was reduced to reflect an updated timeline that reschedules some scope to the 2015-2019 Capital Program in order to coincide with needs anticipated to result from the ongoing All Electronic Tolling (AET) pilot study (\$14 million). The Smart Card development project was eliminated, with the associated scope having been addressed by the 2<sup>nd</sup> generation E-ZPass project (\$2 million). The wireless communications and advanced traffic detection / monitoring projects have also been eliminated, with the associated scopes being delivered through operating initiatives (\$7 million). The regional integration study is being rescheduled to the 2015-2019 Capital Program, to coordinate with other regional agencies (\$3 million).

**Utilities** **(\$25 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. Three projects achieved good bid savings: tunnel ventilation building electrical upgrades at the Queens Midtown Tunnel (\$14 million), replacement of electrical switchgear and equipment at the Hugh L. Carey (Brooklyn Battery) Tunnel (\$7 million) and necklace lighting replacement at the Bronx-Whitestone Bridge (\$1 million). Savings were also achieved for advanced traveler information systems, through the selection of a cost-effective roadway sign design (\$8 million). The budget for programmable logic controller and mechanical rehabilitation at the Marine Parkway Bridge has been increased to include anticipated scope modifications (\$4 million).



**Buildings and Sites****\$7 million**

This category addresses service buildings, ventilation buildings and garages. Two project budgets at the Hugh L. Carey (Brooklyn Battery) Tunnel have been increased to reflect: additional repairs to the parking deck, façade, elevator room and other miscellaneous items at the Battery Parking Garage (\$6 million) and updated estimates for the service building rehabilitation (\$1 million).

**Miscellaneous****\$3 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 three projects were increased to reflect updated estimates: protective liability insurance (\$3 million), program administration (\$2 million) and scope development (\$1 million). A portion of traffic enforcement support has been transferred to a project in the Structures category (\$2 million).

The B&T 2010-2014 program was reduced to consolidate its share of the Small Business Mentoring Program Administration (originally programmed in Miscellaneous) into MTA Interagency (\$1 million).

**Structural Painting****(\$2 million)**

Projects in this category address structural painting, a vital ongoing activity that helps to prevent structural corrosion. Within the category, budgets were reallocated from the miscellaneous agency wide painting project into facility-specific projects at the Verrazano-Narrows and Throgs Neck Bridges. Good bid savings were achieved for the painting of the Bronx and Queens Approach spans of the Throgs Neck Bridge (\$17 million).

Painting scope at the Verrazano-Narrows Bridge has been transferred in from the Roadways and Deck category (\$16 million). The upper level plaza deck painting project at the Henry Hudson Bridge was eliminated, with the scope transferred to a new project in the Roadways and Deck category (\$1 million).

**2010-2014**

**MTA CAPITAL PROGRAM**

**PROJECT DETAIL**

New York City Transit	Page 65
Long Island Rail Road	Page 85
Metro-North Railroad	Page 93
MTA Bus Company	Page 101
MTA Security and Disaster Recovery	Page 102
MTA Interagency	Page 129
MTA Capital Construction Company	Page 133
MTA Bridges & Tunnels	Page 139

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 SUBWAY CARS</b>								
01 Purchase 103 "A" Division Railcars	SI	0.0	272.4	0.0	0.0	0.0	0.0	272.4
02 Purchase 300 "B" Division Railcars	NR	0.2	0.2	729.4	5.7	0.0	0.0	735.6
04 Design of New "B" Division Cars	NR	0.0	0.0	5.3	7.1	0.0	0.0	12.4
<b>Element Total 01</b>		<b>\$0.2</b>	<b>\$272.6</b>	<b>\$734.8</b>	<b>\$12.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1,020.4</b>
<b>Category Total 601</b>		<b>\$0.2</b>	<b>\$272.6</b>	<b>\$734.8</b>	<b>\$12.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1,020.4</b>

\* Represents values less than \$50,000

Numbers may not add due to rounding

# New York City Transit

# BUSES T - 603

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 BUS REPLACEMENT</b>								
01 Purchase 90 Standard Diesel Buses	NR	40.8	0.2	0.0	0.2	0.0	0.0	41.3
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	55.5	0.0	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
12 Purchase 100 Articulated Buses	NR	0.0	0.0	0.0	0.0	87.2	0.0	87.2
15 Purchase 156 Articulated Buses	NR	0.0	0.0	0.0	0.0	158.3	0.0	158.3
17 Purchase 222 Paratransit Vehicles	NR	0.0	0.0	0.0	0.0	20.6	0.0	20.6
18 Integrated Farebox Units: Replace Main Components	NR	0.9	0.0	10.1	0.0	11.8	0.0	22.8
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	24.8	0.0	0.0	0.0	24.8
24 Purchase 600 Standard Buses	NR	0.0	0.0	0.0	329.0	0.0	0.0	329.0
25 Purchase 300 Express Buses	NR	0.0	0.0	0.0	195.8	0.0	0.0	195.8
26 Bus Integrated Asset Management Planning System		0.0	0.0	0.0	1.3	0.0	0.0	1.3
27 On-Board Audio Visual (OBAV) System	SI	0.0	0.0	0.0	0.0	28.0	0.0	28.0
<b>Element Total 02</b>		<b>\$97.2</b>	<b>\$425.2</b>	<b>\$104.5</b>	<b>\$526.4</b>	<b>\$305.9</b>	<b>\$0.0</b>	<b>\$1,459.1</b>
<b>Category Total 603</b>		<b>\$97.2</b>	<b>\$425.2</b>	<b>\$104.5</b>	<b>\$526.4</b>	<b>\$305.9</b>	<b>\$0.0</b>	<b>\$1,459.1</b>

\* 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		
<b>04 FARE COLLECTION</b>									
01 MetroCard-Electronic Components Replacement	NR	0.0	13.7	0.2	0.0	58.8	0.0	72.7	
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	2.8	0.7	5.4	2.5	16.7	140.0	168.0	
06 Passenger Station LAN: 27 Stations (I-H)	SI	0.0	0.0	2.5	27.5	0.0	0.0	30.0	
07 Passenger Station LAN - Partial: 10 Stations (I-H)	SI	0.0	0.0	0.0	2.0	0.0	0.0	2.0	
<b>Element Total 04</b>		<b>\$2.8</b>	<b>\$14.4</b>	<b>\$9.9</b>	<b>\$32.0</b>	<b>\$75.5</b>	<b>\$140.0</b>	<b>\$274.6</b>	
<b>07 STATION ESCALATORS/ELEVATORS</b>									
01 Replace 3 Escalators in South Manhattan	SGR	0.0	12.5	0.0	0.1	0.0	0.0	12.6	
03 Replace 2 Escalators Roosevelt Av Queens Blvd Line	SGR	0.0	0.0	0.0	10.3	0.0	0.0	10.3	
04 Replace 11 Hydraulic Elevators	NR	2.2	0.0	0.0	24.1	0.0	0.0	26.3	
05 Replace 10 Hydraulic Elevators	NR	0.0	0.0	2.1	2.6	54.5	0.0	59.2	
<b>Element Total 07</b>		<b>\$2.2</b>	<b>\$12.5</b>	<b>\$2.1</b>	<b>\$37.1</b>	<b>\$54.5</b>	<b>\$0.0</b>	<b>\$108.4</b>	

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>12 STATION WORK</b>								
01 Station Work at 4th Av Station on Culver Line	SGR	11.0	0.5	0.0	0.1	0.0	0.0	11.5
02 Station Renewal Work: 25 Stations	SGR	0.0	0.0	0.0	0.0	59.9	0.0	59.9
06 Station Work at Pelham Bay Park on Pelham Line	NR	0.0	0.2	0.0	6.4	0.0	0.0	6.6
07 Renewal of Buhre Av Station on Pelham Line	SGR	0.0	0.6	0.0	20.6	0.0	0.0	21.1
08 Renewal of Middletown Rd. Station on Pelham Line	SGR	0.0	0.6	0.0	19.5	0.0	0.0	20.1
09 Renewal of Zerega Av on Pelham Line	SGR	0.0	0.6	0.0	18.4	0.0	0.0	19.0
10 Renewal of Castle Hill Av Station on Pelham Line	SGR	0.0	0.2	0.0	18.5	0.0	0.0	18.8
11 Dyckman St. Station Improvements B'way/7 Av Line	NR	45.9	0.0	0.0	0.0	0.0	0.0	45.9
12 Rehabilitate Smith-9th Station CUL	SGR	28.3	0.9	0.0	0.5	0.0	0.0	29.8
13 Renewal 20 Av Station Sea Beach Line	SGR	0.0	0.0	0.2	0.0	41.4	0.0	41.6
14 Renewal 8 Av Station Sea Beach Line	SGR	0.0	0.0	0.1	0.0	36.0	0.0	36.1
15 Renewal Ft Hamilton Pky Stn Sea Beach Line	SGR	0.0	0.0	0.0	0.0	36.0	0.0	36.0
16 Renewal 18 Av Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	40.0	0.0	40.0
17 Renewal Kings Hwy Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	40.0	0.0	40.0
18 Renewal New Utrecht Av Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	36.6	0.0	36.6
19 Renewal Bay Parkway Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	40.0	0.0	40.0
20 Renewal Av U Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	40.0	0.0	40.0
21 Renewal 86 St Station Sea Beach Line	SGR	0.0	0.0	0.0	0.0	40.0	0.0	40.0
22 181 St Broadway-7th Av Ceiling Repair / 168 St	NR	0.0	0.0	0.0	60.4	0.0	0.0	60.4
23 Station Component Work	SGR	0.6	1.4	0.0	0.0	137.6	0.0	139.6
24 Station Painting at Component Locations: 2010-2014	SGR	0.0	0.0	0.0	22.0	0.0	0.0	22.0
25 Station Renewal: Central Avenue MYT	SGR	0.2	1.0	8.8	0.5	0.0	0.0	10.5
26 Station Renewal: Seneca Avenue MYT	SGR	0.1	0.5	6.9	0.3	0.0	0.0	7.8
27 Station Renewal: Forest Avenue MYT	SGR	0.1	0.5	6.0	0.3	0.0	0.0	6.9
28 Station Renewal:Knickerbocker Avenue MYT	SGR	0.2	0.8	9.0	0.4	0.0	0.0	10.5
29 Station Renewal: Fresh Pond Road MYT	SGR	0.1	0.6	7.6	0.3	0.0	0.0	8.6
30 Structural Repairs: Borough Hall LEX	SGR	0.2	0.0	1.4	0.0	0.0	0.0	1.6
31 Station Renewal: 104 Street LIB	SGR	0.0	0.2	0.7	17.9	0.0	0.0	18.8
32 Station Renewal:Ozone Pk - Lefferts Blvd LIB	SGR	0.0	0.4	0.6	7.0	0.0	0.0	8.0
33 Station Renewal: 111 Street LIB	SGR	0.0	0.8	0.2	17.1	0.0	0.0	18.0
34 Station Renewal: Rockaway Blvd LIB	SGR	0.0	0.2	0.8	17.5	0.0	0.0	18.5
35 Station Renewal: 88 Street LIB	SGR	0.0	0.2	0.7	17.6	0.0	0.0	18.5
36 Station Renewal: 80 Street LIB	SGR	0.0	0.3	0.7	18.1	0.0	0.0	19.0
37 Station Renewal: Hunters Point Ave FLS	SGR	0.0	9.1	0.0	0.0	0.0	0.0	9.2
38 Station Renewal: Avenue X CUL	SGR	0.0	0.0	0.5	0.5	14.0	0.0	15.0
39 Station Renewal: Avenue U CUL	SGR	0.0	0.0	0.3	0.5	15.8	0.0	16.6
40 Station Renewal: Avenue P CUL	SGR	0.0	0.0	0.3	0.5	12.0	0.0	12.8
41 Station Renewal: Bay Parkway CUL	SGR	0.0	0.0	0.3	0.5	12.2	0.0	13.0
42 Station Renewal: 18 Ave CUL	SGR	0.0	0.0	0.3	0.0	19.0	0.0	19.4
43 Station Renewal: Ditmas Ave CUL	SGR	0.0	0.0	0.4	0.5	18.4	0.0	19.3
44 Station Renewal: Avenue I : CUL	SGR	0.0	0.0	0.3	0.5	15.1	0.0	16.0
45 Station Renewal: Pennsylvania Ave NLT	SGR	0.0	0.0	0.0	0.6	10.9	0.0	11.5
46 Station Renewal: Rockaway Ave NLT	SGR	0.0	0.0	0.0	0.0	10.8	0.0	10.8
47 Station Renewal: Saratoga Ave NLT	SGR	0.0	0.0	0.0	0.6	11.3	0.0	11.9
48 Station Renewal: Junius Street NLT	SGR	0.0	0.0	0.0	0.6	12.2	0.0	12.8
49 Station Renewal: Sutter Ave NLT	SGR	0.0	0.0	0.0	0.0	12.4	0.0	12.4
50 Station Renewal: Van Siclen Ave NLT	SGR	0.0	0.0	0.0	0.0	11.7	0.0	11.7
51 Components: Platform Edges 3 Locs EPK	SGR	6.9	0.1	0.0	0.1	0.0	0.0	7.1
52 Replace 2 Stairs Junius St NLT SBMP	SGR	0.9	0.0	0.0	0.0	0.0	0.0	0.9

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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		
<b>12 STATION WORK</b>									
53 Replace 2 Stairs Van Siclen Ave NLT SBMP	SGR	0.0	0.8	0.0	0.1	0.0	0.0	0.0	0.9
54 Replace 2 Stairs Pennsylvania Av NLT SBMP	SGR	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.8
55 Replace 2 Stairs Rockaway Av NLT SBMP	SGR	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.8
56 Replace 3 Stairs Saratoga Av NLT SBMP	SGR	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1
57 Replace 2 Stairs New Lots Av NLT SBMP	SGR	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.9
58 Replace 3 Stairs Sutter Av NLT SBMP	SGR	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.9
59 Replace 2 Stairs Longwood Av NB PEL SBMP	SGR	0.3	1.0	0.0	0.0	0.0	0.0	0.0	1.3
60 Components: 6 Stations JAM	SGR	0.0	2.0	0.0	0.0	37.8	0.0	0.0	39.8
61 Components: 5 Stations BRT SBMP	SGR	0.0	1.1	0.5	0.0	0.0	0.0	0.0	1.5
62 Components: 2 Stations BXC	SGR	0.0	3.5	0.0	0.0	0.0	0.0	0.0	3.5
63 Components: 138St-3rd Ave PEL SBMP	SGR	0.0	1.3	0.0	0.1	0.0	0.0	0.0	1.4
64 Components: 3 Stations AST	SGR	0.0	0.0	0.6	0.8	10.9	0.0	0.0	12.3
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	0.7	5.9	0.1	0.0	0.0	0.0	6.7
68 Components: 149 St-Grand Concrs WPR	SGR	0.0	1.0	7.4	0.0	0.0	0.0	0.0	8.4
69 Components: Queensboro Plaza FLS	SGR	0.0	0.4	0.0	1.0	0.0	0.0	0.0	1.4
70 Components: Vernon Blvd-Jackson Av FLS	SGR	0.0	0.3	3.6	0.0	0.0	0.0	0.0	3.8
71 Component Painting: 207 St BW7	SGR	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5
72 Components: Ventilator Rehab 7 Locs CNR 6AV	SGR	0.0	0.0	3.5	0.0	0.0	0.0	0.0	3.5
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	0.6	5.1	0.0	0.0	0.0	5.7
75 Components: 23 St, 7 Av 6AV	SGR	0.0	0.0	0.8	3.9	0.0	0.0	0.0	4.6
76 Components: Hoyt, Franklin EPK	SGR	0.0	0.0	0.8	3.3	0.0	0.0	0.0	4.1
77 Components: 5 Stations BRT	SGR	0.0	0.0	0.0	8.4	0.0	0.0	0.0	8.4
78 Components: (S1/S3) Junction Blvd FLS SBMP	SGR	0.0	0.0	1.2	0.0	0.0	0.0	0.0	1.2
79 Components: (S2/S4) Junction Blvd FLS SBMP	SGR	0.0	0.0	1.1	0.0	0.0	0.0	0.0	1.1
80 Components: 103 St LEX	SGR	0.0	0.0	0.4	10.0	0.0	0.0	0.0	10.4
81 Components: Avenue N ,Kings Hwy CUL	SGR	0.0	0.0	0.5	12.8	0.0	0.0	0.0	13.3
82 Components: 4 Locations BWY	SGR	0.0	0.0	0.7	1.2	10.2	0.0	0.0	12.1
83 Components: 9 St, 59 St 4AV	SGR	0.0	0.0	0.0	0.8	8.2	0.0	0.0	9.0
84 Components: Delancey-Essex NAS	SGR	0.0	0.0	0.0	0.5	0.9	0.0	0.0	1.4
85 Components: Ventilator Rehab 4 Locs QBL	SGR	0.0	0.0	2.5	0.0	0.0	0.0	0.0	2.5
86 Components: Ventilator Rehab 4 Locs BK/QN DES	SGR	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3
89 Component Painting: 3 Locs BRT	SGR	0.0	0.0	0.2	2.3	0.0	0.0	0.0	2.5
90 Components: Stair, Platforms 5 Stations FUL	SGR	0.0	0.0	0.0	1.7	11.1	0.0	0.0	12.8
91 Components: Platform, Wall 3 Stations LEX	SGR	0.0	0.0	0.0	1.1	5.6	0.0	0.0	6.7
92 Components: Platform, Wall New Lots Av NLT	SGR	0.0	0.0	0.0	0.5	2.1	0.0	0.0	2.7
93 Components: Platform, Wall 2 Stations QBL	SGR	0.0	0.0	0.0	0.8	10.1	0.0	0.0	11.0
94 Components: Stair, Platform 6 Stations CNR	SGR	0.0	0.0	0.0	1.7	14.3	0.0	0.0	16.0
95 Station Ventilators: Ph 6 - 5 Loc / Upper MH/BX	SGR	0.0	0.0	0.0	6.6	0.0	0.0	0.0	6.6
96 Components: President St, Newkirk Av NOS	SGR	0.0	0.0	0.0	0.8	6.5	0.0	0.0	7.4
97 Components: Broad Channel RKY	SGR	0.0	0.0	0.0	7.4	0.0	0.0	0.0	7.4
A2 Components: Street Stairs Grand St CNR SBMP	SGR	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2
A3 Components: Morgan, Wilson CNR SBMP	SGR	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
A4 Components: Eastchester DYR	SGR	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
<b>Element Total 12</b>		<b>\$94.8</b>	<b>\$38.0</b>	<b>\$79.4</b>	<b>\$339.8</b>	<b>\$841.2</b>	<b>\$0.0</b>	<b>\$1,393.2</b>	

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>13 DISABLED ACCESSIBILITY</b>								
01 ADA Forest Hills-71 Av Station QBL	SI	0.0	19.8	0.0	2.0	0.0	0.0	21.8
02 Improve Platform Edges 34 St Station Broadway Line	SI	3.1	0.1	0.0	0.0	0.0	0.0	3.2
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	0.4	5.5	5.2	11.1
06 ADA Kingsbridge Rd Station - Concourse Line	SI	0.0	0.0	20.1	0.2	0.0	0.0	20.3
07 ADA 68 St-Hunter College - Lexington Av Line	SI	0.0	0.0	0.0	1.0	63.6	0.0	64.6
08 ADA Utica Avenue Station - Fulton Line	SI	0.0	13.9	0.1	0.1	0.0	0.0	14.1
09 ADA Hunts Point Av Station - Pelham Line	SI	0.0	0.0	13.6	0.3	0.0	0.0	13.9
10 ADA 23 Station - Lexington Av Line	SI	0.0	0.0	0.0	18.4	0.0	0.0	18.4
11 ADA Phase 2 at 57 St Station-Broadway Line	SI	0.0	0.0	0.0	0.0	35.9	0.0	35.9
12 ADA Ozone Pk-Lefferts Blvd Station- Liberty Line	SI	0.0	1.4	1.7	21.5	0.0	0.0	24.7
13 ADA Dyckman St Station-Broadway/7th Line	SI	0.0	1.6	10.8	0.8	0.0	0.0	13.2
<b>Element Total 13</b>		<b>\$6.1</b>	<b>\$36.8</b>	<b>\$46.4</b>	<b>\$44.6</b>	<b>\$105.0</b>	<b>\$5.2</b>	<b>\$244.1</b>
<b>14 OTHER STATION IMPROVEMENTS</b>								
01 Station Signage 2011	NR	1.3	2.6	0.0	0.0	0.0	0.0	3.9
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	3.7	0.0	3.3	0.0	0.0	7.0
04 Scrubber Room Drainage 5 Locations	SGR	0.0	0.0	0.0	3.9	0.0	0.0	3.9
05 Grand Central - Access Improvement	SI	1.0	0.1	0.0	0.0	18.7	0.0	19.8
07 Station Signage 2014	NR	0.0	0.5	1.1	0.0	3.3	0.0	4.8
08 Station Condition Survey Update	NR	0.0	7.4	0.1	0.7	0.0	0.0	8.2
09 Church Street Corridor Improvements	NR	0.0	0.0	0.0	0.0	70.0	0.0	70.0
10 Platform Repl: 45 Rd-Court House Sq Flushing Line	SGR	0.0	16.2	0.0	0.0	0.0	0.0	16.2
<b>Element Total 14</b>		<b>\$6.1</b>	<b>\$30.4</b>	<b>\$1.2</b>	<b>\$7.9</b>	<b>\$91.9</b>	<b>\$0.0</b>	<b>\$137.6</b>
<b>Category Total 604</b>		<b>\$112.1</b>	<b>\$132.1</b>	<b>\$139.0</b>	<b>\$461.4</b>	<b>\$1,168.1</b>	<b>\$145.2</b>	<b>\$2,157.9</b>

\* 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		
<b>02 MAINLINE TRACK REHABILITATION</b>									
01 2010 Mainline Track Replacement	NR	196.6	0.0	0.0	0.6	0.0	0.0	197.2	
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	154.2	0.0	0.7	0.0	0.0	155.9	
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	4.2	0.2	0.0	0.0	5.4	
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	1.0	2.8	0.0	0.0	3.8	
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	0.0	3.9	0.0	0.0	3.9	
13 2014 Mainline Track Replacement	NR	0.0	0.0	0.0	0.0	185.4	0.0	185.4	
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	0.0	1.9	0.0	1.9	
17 2011 Mainline Track Repl: Jamaica Line	NR	0.0	8.6	0.0	0.0	0.0	0.0	8.6	
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	
21 2011 Mainline Track Repl: Dyre Ave Line	NR	0.0	1.1	0.0	0.0	0.0	0.0	1.1	
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	5.5	0.0	0.0	0.0	5.5	
27 2012 Mainline Track Repl: Atlantic Avenue	NR	0.0	0.0	5.4	0.0	0.0	0.0	5.4	
28 2012 Mainline Track Repl: S/O Court Street	NR	0.0	0.0	4.2	0.0	0.0	0.0	4.2	
29 2012 Mainline Track Repl: West End	NR	0.0	0.0	3.2	0.0	0.0	0.0	3.2	
30 2012 Mainline Track Repl: Sea Beach	NR	0.0	0.0	1.0	0.0	0.0	0.0	1.0	
31 2012 Mainline Track Repl: N/O Pacific	NR	0.0	0.0	5.5	0.0	0.0	0.0	5.5	
32 2012 Mainline Track Repl: Jamaica	NR	0.0	0.0	7.9	0.0	0.0	0.0	7.9	
33 2012 Mainline Track Repl: Myrtle Avenue	NR	0.0	0.0	16.0	0.0	0.0	0.0	16.0	
34 2012 Mainline Track Repl: 168th St / 8 Ave	NR	0.0	0.0	4.5	0.0	0.0	0.0	4.5	
35 2012 Mainline Track Repl: Cranberry Tube / 8 Ave	NR	0.0	0.0	8.5	0.0	0.0	0.0	8.5	
36 2012 Mainline Track Repl: 6th Avenue	NR	0.0	0.0	20.5	0.0	0.0	0.0	20.5	
37 2012 Mainline Track Repl: Concourse	NR	0.0	0.0	15.1	0.0	0.0	0.0	15.1	
38 2012 Mainline Track Repl: Queens Blvd	NR	0.0	0.0	9.1	0.0	0.0	0.0	9.1	
39 2012 Mainline Track Repl: Canarsie	NR	0.0	0.0	1.1	0.0	0.0	0.0	1.1	
40 2012 Mainline Track Repl: Rockaway	NR	0.0	0.0	9.2	0.0	0.0	0.0	9.2	
41 2012 Mainline Track Repl: Broadway / 7 Ave	NR	0.0	0.0	7.0	0.0	0.0	0.0	7.0	
42 2012 Mainline Track Repl: Flushing	NR	0.0	0.0	23.8	0.0	0.0	0.0	23.8	
43 2012 Mainline Track Repl: Eastern Parkway	NR	0.0	0.0	2.2	0.0	0.0	0.0	2.2	
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	4.9	0.0	0.0	0.0	4.9	
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	8.5	0.0	0.0	0.0	8.5	
48 2012 Mainline Track Repl: White Plains Road	NR	0.0	0.0	10.0	0.0	0.0	0.0	10.0	
49 2012 Mainline Track Repl: S/O 14th St Union Square	NR	0.0	0.0	5.5	0.0	0.0	0.0	5.5	

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ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 MAINLINE TRACK REHABILITATION</b>									
50	2012 Mainline Track Repl: Ave U Sheepshead Brightn	NR	0.0	0.0	12.3	0.0	0.0	0.0	12.3
51	2012 Mainline Track Repl: S/O Halsey St & Montrose	NR	0.0	0.0	3.3	0.0	0.0	0.0	3.3
52	2012 Mainline Track Repl: Northern BLVD QBL	NR	0.0	0.0	3.2	0.0	0.0	0.0	3.2
53	2012 M/L Track Repl: Gaston - Straiton Ave:RKY	NR	0.0	0.0	10.6	0.0	0.0	0.0	10.6
54	2012 CWR: 6Av s/o 59St Columbus Circle;n/o s/e 7Av	NR	0.0	0.0	2.0	0.0	0.0	0.0	2.0
55	2013 Mainline Track Repl: 6th Avenue IND	NR	0.0	0.0	0.0	18.1	0.0	0.0	18.1
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	14.2	0.0	0.0	14.2
58	2013 Mainline Track Repl: 59th St 8Av	NR	0.0	0.0	0.0	3.6	0.0	0.0	3.6
59	2013 Mainline Track Repl: Euclid Ave Sta 8Av	NR	0.0	0.0	0.0	11.3	0.0	0.0	11.3
60	2013 Mainline Track Repl: DeKalb Ave / CNR	NR	0.0	0.0	0.0	2.5	0.0	0.0	2.5
61	2013 Mainline Track Repl: Sea Beach	NR	0.0	0.0	0.0	12.0	0.0	0.0	12.0
62	2013 Mainline Track Repl: Jamaica	NR	0.0	0.0	0.0	16.8	0.0	0.0	16.8
63	2013 Mainline Track Repl:8th Avenue	NR	0.0	0.0	0.0	14.0	0.0	0.0	14.0
64	2013 Mainline Track Repl: Queens Blvd	NR	0.0	0.0	0.0	8.2	0.0	0.0	8.2
65	2013 Mainline Track Repl: Crosstown	NR	0.0	0.0	0.0	4.0	0.0	0.0	4.0
66	2013 Mainline Track Repl:Lenox-WPR	NR	0.0	0.0	0.0	5.6	0.0	0.0	5.6
67	2013 Mainline Track Repl: Brighton	NR	0.0	0.0	0.0	2.6	0.0	0.0	2.6
68	2013 Mainline Track Repl: 4th Avenue	NR	0.0	0.0	0.0	3.2	0.0	0.0	3.2
69	2013 Mainline Track Repl: Canarsie	NR	0.0	0.0	0.0	19.1	0.0	0.0	19.1
70	2013 Mainline Track Repl: Concourse	NR	0.0	0.0	0.0	6.6	0.0	0.0	6.6
71	2013 Mainline Track Repl: Aecher Avenue	NR	0.0	0.0	0.0	2.4	0.0	0.0	2.4
72	2013 Mainline Track Repl: Liberty Avenue	NR	0.0	0.0	0.0	8.7	0.0	0.0	8.7
73	2013 Mainline Track Repl: Jerome	NR	0.0	0.0	0.0	6.4	0.0	0.0	6.4
74	2013 Mainline Track Repl: Pelham	NR	0.0	0.0	0.0	1.5	0.0	0.0	1.5
75	2013 Mainline Track Repl: 7th Avenue	NR	0.0	0.0	0.0	3.0	0.0	0.0	3.0
76	2013 Mainline Track Repl:White Plains Road	NR	0.0	0.0	0.0	7.1	0.0	0.0	7.1
77	2013 Mainline Track Repl: QBL N/O Queens Plaza	NR	0.0	0.0	0.0	4.9	0.0	0.0	4.9
78	2013 Mainline Track Repl: S/O 190th St 8AV	NR	0.0	0.0	0.0	6.9	0.0	0.0	6.9
<b>Element Total 02</b>			<b>\$237.7</b>	<b>\$256.5</b>	<b>\$278.5</b>	<b>\$232.5</b>	<b>\$224.3</b>	<b>\$0.0</b>	<b>\$1,229.6</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>03 SWITCH REPLACEMENT</b>								
01 2010 Mainline Switch Replacement	NR	51.7	0.0	0.0	0.6	0.0	0.0	52.3
02 2011 Mainline Switch Replacement	NR	1.2	34.5	0.6	0.0	0.0	0.0	36.3
03 2012 Mainline Switch Replacement: Design/Support	NR	0.0	1.6	5.2	0.0	0.0	0.0	6.8
04 2013 Mainline Switch Replacement: Design/Support	NR	0.0	0.0	1.7	5.5	0.0	0.0	7.1
05 2014 Mainline Switch Replacement	NR	0.0	0.0	0.0	0.0	44.7	0.0	44.7
06 2015 Mainline Switch Replacement - Design only	NR	0.0	0.0	0.0	0.0	2.9	0.0	2.9
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	8.0	0.0	0.0	0.0	0.0	8.0
09 2012 Switch Repl: West End	NR	0.0	0.0	7.1	0.0	0.0	0.0	7.1
10 2012 Switch Repl: Queens Blvd	NR	0.0	0.0	5.5	0.0	0.0	0.0	5.5
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	6.3	0.0	0.0	0.0	6.3
14 2012 Switch Repl: White Plains Road	NR	0.0	0.0	9.3	0.0	0.0	0.0	9.3
15 2012 Switch Repl: Utica Ave E PKWY	NR	0.0	0.0	9.3	0.0	0.0	0.0	9.3
16 2012 Switch Repl: N/O New Lots E PKWY	NR	0.0	0.0	3.8	0.0	0.0	0.0	3.8
17 2013 Switch Repl: Queens Blvd IND	NR	0.0	0.0	0.0	15.3	0.0	0.0	15.3
18 2013 Switch Repl: Jamaica	NR	0.0	0.0	0.0	13.9	0.0	0.0	13.9
19 2013 Switch Repl: 8th Avenue	NR	0.0	0.0	0.0	3.1	0.0	0.0	3.1
20 2013 Switch Repl: Brighton	NR	0.0	0.0	0.0	4.8	0.0	0.0	4.8
<b>Element Total 03</b>		<b>\$52.9</b>	<b>\$46.8</b>	<b>\$57.3</b>	<b>\$43.2</b>	<b>\$47.6</b>	<b>\$0.0</b>	<b>\$247.7</b>
<b>Category Total 605</b>		<b>\$290.7</b>	<b>\$303.3</b>	<b>\$335.8</b>	<b>\$275.6</b>	<b>\$271.9</b>	<b>\$0.0</b>	<b>\$1,477.3</b>

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Commitments  
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ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 TUNNEL LIGHTING</b>								
01 Tunnel Lighting:11 St Portal-Queens Plaza Line	SGR	9.5	0.0	0.0	0.0	0.0	0.0	9.5
02 Tunnel Lighting:4 Av-Church Av Culver Line	SGR	28.6	0.1	0.1	2.5	0.0	0.0	31.3
03 Tunnel Lighting:Roosevelt Av-36 St Queens Blv Line	SGR	1.0	0.0	5.0	46.4	0.0	0.0	52.4
<b>Element Total 02</b>		<b>\$39.1</b>	<b>\$0.1</b>	<b>\$5.1</b>	<b>\$48.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$93.2</b>
<b>03 VENTILATION FACILITIES</b>								
02 New Vent Plant Study:S.of G.Central-Lexington Line	SGR	0.0	0.0	0.0	0.0	2.1	0.0	2.1
03 New Vent Plant: Mulry Square 8th Avenue Line	SGR	0.0	0.0	58.1	2.8	0.0	0.0	60.9
04 New Vent Plant: 46 St Queens Boulevard Line	SGR	0.0	0.0	1.0	85.5	0.0	0.0	86.5
05 Replace Ventilation Controls at 26 Locations	SGR	0.0	0.0	0.8	14.5	0.0	0.0	15.4
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$59.9</b>	<b>\$102.8</b>	<b>\$2.1</b>	<b>\$0.0</b>	<b>\$164.8</b>
<b>04 PUMPING FACILITIES</b>								
01 Deep Wells Rehabilitation-Nostrand Av Line	SGR	0.0	0.0	0.0	0.0	14.3	0.0	14.3
02 Deep Wells Rehabilitation - Crosstown Line	SGR	10.1	0.0	0.0	0.0	0.0	0.0	10.1
03 Pumps at 4 Locations Pelham. Jerome	SGR	0.0	0.0	1.8	15.7	0.0	0.0	17.5
04 Pumps at 2 Locations - Manhattan Midtown	SGR	0.0	0.0	0.0	0.0	0.7	19.5	20.3
<b>Element Total 04</b>		<b>\$10.1</b>	<b>\$0.0</b>	<b>\$1.8</b>	<b>\$15.7</b>	<b>\$15.0</b>	<b>\$19.5</b>	<b>\$62.2</b>
<b>Category Total 606</b>		<b>\$49.2</b>	<b>\$0.2</b>	<b>\$66.8</b>	<b>\$167.4</b>	<b>\$17.1</b>	<b>\$19.5</b>	<b>\$320.2</b>

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Commitments  
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ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>03 LINE STRUCTURE REHABILITATION</b>								
01 Structural Rehab / Flood Wall: 148 St Yard	NR	0.0	21.4	0.1	1.1	0.0	0.0	22.6
02 Rehabilitate Emergency Exits at 125 Locations	NR	11.3	0.0	18.0	0.0	0.0	0.0	29.3
03 Culver Viaduct Rehabilitation Ph 3: Underside	SGR	0.0	40.0	0.3	0.0	0.0	0.0	40.4
04 Viaduct Repair: Far Rockaway/Rockaway Park Line	NR	39.2	0.6	0.0	0.0	0.0	0.0	39.8
05 Struct.Repair: Cypress Hills-130 St Jamaica Line	NR	20.0	0.4	0.1	0.4	0.0	0.0	21.0
06 Demolish Abandoned Structures	SGR	0.0	0.0	2.2	0.0	13.0	0.0	15.2
07 Overcoat Steel Bridges-Rockaway Line	SGR	4.4	0.0	0.0	0.0	0.0	0.0	4.4
08 Overcoat 15 Bridges-Brighton Line	SGR	8.1	0.0	0.0	0.0	0.0	0.0	8.2
09 Overcoat Portal-E180 St-White Plain Road Line	SGR	0.0	0.0	0.0	30.4	0.0	0.0	30.4
11 Flood Mitigation at 6 Locations in Manhattan	SI	0.0	0.0	0.0	0.0	45.1	0.0	45.1
12 Sea Beach Line Retaining Wall Rehabilitation	NR	0.0	0.0	0.0	0.0	41.0	0.0	41.0
13 Structure Repairs-Dyre Avenue Line	SGR	0.0	0.7	0.3	8.6	0.0	0.0	9.7
14 Overcoat Broadway Jct Cypress Hills-Jamaica Ln	SGR	0.0	0.0	19.0	0.1	0.0	0.0	19.0
15 Overcoat Dyckman St - 215 St Broadway-7th Av Line	SGR	0.0	1.0	0.0	12.9	0.0	0.0	13.9
16 Component Structural Repairs	SGR	0.0	0.0	0.0	0.5	14.3	0.0	14.8
17 Overcoat: Church Av Portal-W 8 - Culver Line	SGR	0.0	0.0	0.8	0.0	50.6	0.0	51.4
18 Overcoat: Cypress Hills-130 St on Jamaica Line	SGR	18.3	0.0	0.1	0.8	0.0	0.0	19.2
19 Overcoat:Broadway Jct-New Lots Av Canarsie Ln	SGR	0.0	0.0	1.2	0.0	24.4	0.0	25.6
20 Trackway Stabilization Franklin Avenue Shuttle	SGR	0.0	0.0	0.0	0.0	0.4	0.0	0.4
21 Steinway Tube Rehabilitation	SGR	0.0	4.3	4.9	0.0	10.1	0.0	19.3
22 122St &135 St Portal Repair/BW7	SGR	0.0	0.8	0.0	15.9	0.0	0.0	16.7
23 Roof Replacement Delancey St/NAS	SGR	0.0	0.0	0.4	2.3	0.0	0.0	2.8
24 Column Repair 9th Av Station/WST	SGR	0.0	0.0	2.8	0.0	16.1	0.0	18.8
<b>Element Total 03</b>		<b>\$101.3</b>	<b>\$69.2</b>	<b>\$50.3</b>	<b>\$73.0</b>	<b>\$215.0</b>	<b>\$0.0</b>	<b>\$508.9</b>
<b>Category Total 607</b>		<b>\$101.3</b>	<b>\$69.2</b>	<b>\$50.3</b>	<b>\$73.0</b>	<b>\$215.0</b>	<b>\$0.0</b>	<b>\$508.9</b>

\* 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		
<b>03 SIGNAL MODERNIZATION</b>									
01 Signal Control Line Modifications Phase 4	NR	0.0	24.0	0.3	1.0	0.0	0.0	25.3	
02 Messenger Brackets Brighton Line	NR	0.0	0.0	0.0	1.4	0.0	0.0	1.4	
03 Interlocking Church Av Rehab/Replace.- Culver Line	SGR	191.4	0.4	0.1	10.5	0.0	0.0	202.4	
04 Solid State Signal Equipment 13 Locations	NR	0.0	6.8	0.2	9.3	0.0	0.0	16.3	
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	58.8	4.2	0.8	5.0	0.0	95.9	164.8	
07 Station Time Signal Enhancmts-Lexington Ln Phase 2	SI	0.1	27.9	0.3	0.9	0.0	0.0	29.2	
08 Stop Cable Replacement	SGR	0.0	4.1	0.1	0.5	0.0	0.0	4.8	
10 QBL Interlockings: 71st and Union	SGR	0.0	0.1	295.8	2.0	12.9	0.0	310.8	
11 CBTC Signals Test Track- Culver Line Phase 2	SI	0.0	80.0	4.9	0.1	0.0	0.0	84.9	
12 Signal Control Line Modifications Phase 5	NR	0.0	0.0	0.0	0.0	10.0	0.0	10.0	
13 Signal Modernization 2 Interlockings-Dyre Ave Line	SGR	0.0	3.6	3.4	217.8	0.0	0.0	224.8	
14 Interlocking Modern. Roosevelt Av-Queens Blvd Ln	SGR	0.0	0.1	0.0	101.4	0.0	0.0	101.4	
15 Interlocking Modernization: 34 St - 6th Av Line	SGR	4.1	0.1	0.4	221.8	0.0	0.0	226.4	
16 Interlocking Modernization:W. 4 St - 6th Ave Line	SGR	4.6	0.0	0.1	226.1	0.0	0.0	230.8	
18 Signal Key-By Circuit Modification Phase 3	NR	0.0	0.0	0.0	15.0	0.0	0.0	15.0	
19 CBTC Queens Blvd Ln West Ph 1	SGR	0.0	0.0	0.0	0.0	122.9	0.0	122.9	
21 Interlocking Jay St- 6th Avenue Line DES	SGR	0.0	0.0	0.0	0.0	7.1	0.0	7.1	
22 Steinway Tube Duct Rehab & Negative Cable	SGR	0.0	46.1	0.4	0.0	0.0	0.0	46.5	
24 CBTC Supplier Interoperability (Design Only)	SI	0.0	0.0	1.2	0.0	0.0	0.0	1.2	
25 New Display Boards at Rail Control Center	NR	0.0	0.0	0.0	0.0	7.2	0.0	7.2	
26 New Servers at Rail Control Center	NR	0.0	0.0	0.0	0.0	5.9	0.0	5.9	
<b>Element Total 03</b>		<b>\$259.0</b>	<b>\$422.2</b>	<b>\$307.9</b>	<b>\$812.7</b>	<b>\$166.0</b>	<b>\$95.9</b>	<b>\$2,063.7</b>	
<b>06 COMMUNICATIONS SYSTEMS</b>									
01 Fiber Optic Cable Replacement Phase 1	SGR	0.0	0.0	0.0	1.1	0.0	10.9	12.0	
02 Application Cutover to SONET Phase 1	NR	0.0	0.0	0.0	10.0	0.0	0.0	10.0	
03 Police Radio Time Domain Interference/Enhancement	SGR	0.0	0.0	0.0	28.0	0.0	0.0	28.0	
04 Public Address/Customer Info Screen at 43 Stations	SGR	1.7	0.7	55.3	18.6	0.0	0.0	76.3	
05 Communication Room Upgrade/Expansion Phase 1	SI	0.0	0.0	0.0	0.0	19.3	0.0	19.3	
06 Portable Radio Unit Replacement	NR	6.4	0.3	0.0	0.0	0.0	0.0	6.7	
07 Copper Cable Upgrade/Replacement Phase 2	SGR	0.0	0.0	2.3	7.7	0.0	0.0	10.0	
08 VHF Radio System Upgrade/Replacement	SGR	0.0	0.1	197.4	13.3	0.0	0.0	210.7	
09 Communication Room HVAC Upgrade Phase 2	SGR	0.0	0.0	0.9	0.0	0.0	0.0	1.0	
10 PBX Upgrade: Phase 1	NR	0.0	0.0	0.0	0.0	23.2	0.0	23.2	
13 Antenna Cable Upgrade/Replacement Phase 1	SGR	0.0	0.0	0.0	12.9	0.0	0.0	12.9	
15 Copper Cable Upgrade/Replacement Phase 3	SGR	0.0	0.0	0.0	0.0	10.0	0.0	10.0	
16 Communication Room HVAC Upgrade Phase 3	SGR	0.0	0.0	0.0	5.6	0.0	21.1	26.7	
17 Integrated Service Info & Management - "B" Div	SGR	0.0	3.8	0.9	0.0	72.7	115.8	193.2	
18 Copper Cable Replacement	SGR	8.8	0.1	0.0	0.0	0.0	0.0	9.0	
19 Communications Rooms Waterproofing	SGR	0.0	1.2	0.0	13.0	0.0	0.0	14.2	
20 Hydrogen Gas Ventilation at 19 Comm Rooms	SGR	0.0	0.0	1.5	0.0	4.8	0.0	6.3	
21 Passenger Station LAN: 31 Stations (3rd party)	SI	0.0	0.0	0.0	23.0	0.0	0.0	23.0	
22 Help Point: 93 Stations	SI	0.0	0.0	0.0	30.0	0.0	0.0	30.0	
23 Passenger Station LAN: 68 Stations DES	SI	0.0	0.0	0.0	5.0	0.0	0.0	5.0	
24 Comm Room Waterproofing 5 Locations SBMP	SGR	0.0	0.0	0.0	1.3	0.0	0.0	1.3	
<b>Element Total 06</b>		<b>\$16.9</b>	<b>\$6.2</b>	<b>\$258.3</b>	<b>\$169.6</b>	<b>\$130.0</b>	<b>\$147.8</b>	<b>\$728.8</b>	
<b>Category Total 608</b>		<b>\$275.9</b>	<b>\$428.4</b>	<b>\$566.3</b>	<b>\$982.2</b>	<b>\$296.0</b>	<b>\$243.8</b>	<b>\$2,792.5</b>	

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 SUBSTATIONS</b>								
01 Rehabilitate 5 Substation Enclosures	SGR	14.8	0.2	0.1	0.0	0.0	0.0	15.2
02 Modernize 10 St Substation - Culver Line	SGR	17.1	0.2	0.1	0.0	0.0	0.0	17.4
03 Underground Substation Hatchways Ph 2	SGR	0.0	3.8	6.3	5.5	0.0	0.0	15.7
04 Cabling Central Substation - 6th Avenue Line	SGR	0.0	0.0	1.8	17.7	0.0	0.0	19.5
05 Rehabilitate 5 IRT Substation Roofs/Enclosures	SGR	0.0	1.0	0.5	0.0	12.2	0.0	13.7
06 Underground Substation Hatchways Ph 3	SGR	0.0	0.0	0.0	0.0	16.5	0.0	16.5
07 Roof & Encl: Concourse/144 St: JER SMBP	SGR	0.0	0.0	1.4	0.0	0.0	0.0	1.4
<b>Element Total 02</b>		<b>\$31.9</b>	<b>\$5.1</b>	<b>\$10.3</b>	<b>\$23.2</b>	<b>\$28.7</b>	<b>\$0.0</b>	<b>\$99.2</b>
<b>04 POWER DISTRIBUTION</b>								
01 Duct Bank 141 St-148 St - Lenox Avenue Line	NR	18.7	0.1	0.1	0.9	0.0	0.0	19.8
02 Rehab Circuit Breaker House 292/293 Nostrand Ln	SGR	0.0	6.3	0.0	0.0	0.0	0.0	6.3
03 Replace Emergency Telephones - Pilot	NR	0.0	0.0	0.0	0.0	5.7	0.0	5.7
04 Rehab Circuit Breaker House #74/74A Jamaica Line	SGR	1.0	0.0	0.9	0.2	0.0	20.7	22.8
05 Rehab Circuit Breaker House #403 Flushing Line	SGR	0.0	0.0	1.0	12.6	0.0	0.0	13.6
06 Rehab Circuit Breaker House #146 Brighton Line	NR	0.0	0.5	0.5	5.9	0.0	0.0	7.0
07 Replace Emergency Alarms Phase 1	NR	0.0	0.0	0.0	0.0	21.1	0.0	21.1
08 Replace Negative Cables 59 St-Pacific-4th Av Line	NR	0.0	0.0	0.0	0.0	5.0	0.0	5.0
09 Rehab Circuit Breaker House #275 Clark St.Line	SGR	0.0	0.0	0.0	0.0	7.9	0.0	7.9
10 Power Cable Ducts (Joralemon and Central Subst)	SGR	3.5	9.5	0.0	0.0	10.4	0.0	23.5
<b>Element Total 04</b>		<b>\$23.2</b>	<b>\$16.4</b>	<b>\$2.5</b>	<b>\$19.7</b>	<b>\$50.1</b>	<b>\$20.7</b>	<b>\$132.6</b>
<b>Category Total 609</b>		<b>\$55.1</b>	<b>\$21.5</b>	<b>\$12.8</b>	<b>\$42.9</b>	<b>\$78.8</b>	<b>\$20.7</b>	<b>\$231.8</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>04 SHOPS AND YARDS</b>								
01 207 St Overhaul Shop Air-Conditioning Shop	SGR	0.0	0.0	0.0	0.0	53.9	0.0	53.9
02 207 St Overhaul Shop Electrical System	SGR	20.5	0.2	0.1	0.1	0.0	0.0	20.9
03 207 St Overhaul Shop Heating Plant	SGR	13.2	0.1	0.0	3.2	0.0	0.0	16.5
04 207 St Maintenance Shop DC Power Upgrade	SGR	0.0	1.0	0.9	12.5	0.0	0.0	14.4
05 East New York Maintenance Shop Ventilation	SGR	0.0	4.4	0.0	0.0	0.0	0.0	4.4
06 Rehabilitate Coney Island Power Centers #2 #3	NR	0.9	7.4	0.1	0.0	0.0	0.0	8.4
07 Car Equipment Shops - Priority Repairs	SGR	0.0	0.4	0.0	1.1	42.3	7.6	51.4
08 Replace Heavy Shop Equipment	NR	0.0	0.0	12.9	0.0	0.0	0.0	12.9
09 Yard Lighting Jerome Pelham	SGR	0.6	0.0	0.8	13.3	0.0	0.0	14.6
10 Yard Closed-Circuit Television Phase 2	SI	0.0	0.0	0.0	0.0	17.4	0.0	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	1.8	0.0	0.0	0.0	1.8
14 2013 Yard Track Replacement	SGR	0.0	0.0	0.1	5.6	0.0	0.0	5.6
15 2014 Yard Track Replacement	SGR	0.0	0.0	0.0	0.0	3.4	0.0	3.4
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	3.7	0.0	0.0	0.0	4.0
20 2013 Yard Switch Replacement	SGR	0.0	0.0	0.3	6.9	0.0	0.0	7.2
21 2014 Yard Switch Replacement	SGR	0.0	0.0	0.0	0.0	5.5	0.0	5.5
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	2.0	0.0	0.0	2.0
26 180th Street Maint. Shop- Facility Waterproofing	SGR	0.0	0.0	0.4	0.0	0.0	0.0	0.4
<b>Element Total 04</b>		<b>\$42.6</b>	<b>\$24.5</b>	<b>\$20.9</b>	<b>\$44.6</b>	<b>\$123.1</b>	<b>\$7.6</b>	<b>\$263.2</b>
<b>Category Total 610</b>		<b>\$42.6</b>	<b>\$24.5</b>	<b>\$20.9</b>	<b>\$44.6</b>	<b>\$123.1</b>	<b>\$7.6</b>	<b>\$263.2</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>03 DEPOT REHAB AND RECONSTRUCTION</b>								
02 In-house Mini-Rehabilitation at Various Depots	NR	0.0	0.0	0.0	0.0	27.8	0.0	27.8
03 Jamaica: New Depot Phase 1	SGR	0.0	0.0	0.0	0.0	25.0	0.0	25.0
04 126 St Depot Environmental Work & Site Preparation	NR	0.0	0.0	0.0	0.0	5.0	0.0	5.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$57.8</b>	<b>\$0.0</b>	<b>\$57.8</b>
<b>04 DEPOT IMPROVEMENTS</b>								
01 Paint Booth Air System at 6 Depots	NR	0.0	0.0	0.0	0.0	10.0	0.0	10.0
02 Bus Rapid Transit - 3 Routes	SI	0.2	3.6	0.5	3.8	16.9	0.0	25.0
03 Replace Bus Radio System	NR	0.0	0.6	8.8	0.0	215.1	0.0	224.4
05 Intelligent Vehicle Network: 9 Depots	SI	0.0	0.0	2.1	0.5	0.0	0.0	2.6
06 Bus Washers Kingsbrg MTV Gun Hill Stengel	NR	0.0	1.0	3.7	0.0	0.0	0.0	4.7
07 Property Purchase: Kingsbridge Depot	SI	0.0	0.0	0.0	0.0	5.0	0.0	5.0
09 Tank Upgrades: Fresh Pond- Mentoring	NR	0.0	0.7	0.0	1.3	0.0	0.0	2.1
10 Upgrade HVAC Yukon Depot	NR	0.0	0.0	1.7	0.0	13.6	0.0	15.3
11 Depot Equipment Replacement	NR	0.0	0.0	0.0	0.0	15.9	0.0	15.9
14 Automated Fuel Management System Upgrade	NR	0.0	0.0	0.0	0.0	2.5	0.0	2.5
16 Bus Washer: 5 Depots	NR	0.0	0.0	0.5	0.0	18.4	0.0	19.0
18 Camera Enforcement System Pilot	SI	0.0	0.0	0.0	3.8	0.0	0.0	3.8
19 Miscellaneous Property Acquisition	NR	0.0	0.2	0.0	0.0	9.1	0.0	9.3
20 Jamaica Bus Terminal	SI	0.0	0.0	0.0	0.0	3.4	0.0	3.4
21 Department of Buses Facility at St George Terminal	SI	0.0	0.0	0.0	0.0	4.2	0.0	4.2
22 Manhattanville Comprehensive Facade Repairs	NR	0.0	0.0	0.2	0.0	9.8	0.0	10.0
23 Tank Upgrade at Jamaica SBMP	NR	0.0	0.0	0.6	0.0	0.0	0.0	0.6
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
29 Bus Command Center Building	SI	0.0	0.0	0.0	0.0	51.6	0.0	51.6
<b>Element Total 04</b>		<b>\$0.2</b>	<b>\$6.0</b>	<b>\$21.4</b>	<b>\$9.3</b>	<b>\$375.6</b>	<b>\$0.0</b>	<b>\$412.6</b>
<b>Category Total 612</b>		<b>\$0.2</b>	<b>\$6.0</b>	<b>\$21.4</b>	<b>\$9.3</b>	<b>\$433.4</b>	<b>\$0.0</b>	<b>\$470.4</b>

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Commitments  
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ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 SERVICE VEHICLES</b>								
01 Purchase 87 Non Revenue Vehicles	NR	0.0	9.0	3.1	1.1	0.0	0.0	13.2
02 Purchase 54 Flatcars	NR	0.0	0.0	0.0	0.0	35.4	0.0	35.4
03 Purchase 8 Auger Snow-throwers	NR	0.2	8.6	0.0	0.1	0.0	0.0	9.0
05 Purchase 80 Non Revenue Vehicles	NR	0.0	0.0	0.0	13.9	0.0	0.0	13.9
06 Purchase 101 Non Revenue Vehicled	NR	0.0	0.0	0.0	11.5	0.0	0.0	11.5
07 Purchase Vacuum Train	NR	0.0	0.0	0.0	1.0	19.0	0.0	20.0
<b>Element Total 02</b>		<b>\$0.2</b>	<b>\$17.7</b>	<b>\$3.1</b>	<b>\$27.6</b>	<b>\$54.4</b>	<b>\$0.0</b>	<b>\$103.0</b>
<b>Category Total 613</b>		<b>\$0.2</b>	<b>\$17.7</b>	<b>\$3.1</b>	<b>\$27.6</b>	<b>\$54.4</b>	<b>\$0.0</b>	<b>\$103.0</b>

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Commitments  
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ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 MISCELLANEOUS</b>								
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	13.5	0.0	15.0
07 All Agency Protective Liability Insurance Premiums		0.6	1.3	1.6	2.2	1.4	0.0	7.1
08 2010-2014 Emerging Needs		0.0	0.0	0.0	30.8	0.0	0.0	30.8
09 Owner Controlled Insurance Program		0.0	0.0	80.0	0.0	26.4	0.0	106.4
11 Mentoring Program		0.0	0.0	0.0	11.0	0.0	0.0	11.0
<b>Element Total 02</b>		<b>\$5.6</b>	<b>\$7.8</b>	<b>\$86.6</b>	<b>\$49.0</b>	<b>\$46.3</b>	<b>\$0.0</b>	<b>\$195.4</b>
<b>04 MANAGEMENT INFORMATION SYSTEMS</b>								
02 NYCT-Wide Storage Area Network/Disaster Recovery	SI	0.0	5.9	0.5	11.7	0.0	0.0	18.1
03 Enterprise Security Network Infrastructure	SI	0.0	10.4	0.0	0.0	0.0	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
<b>Element Total 04</b>		<b>\$0.0</b>	<b>\$16.3</b>	<b>\$0.5</b>	<b>\$21.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$38.0</b>
<b>05 ENGINEERING SERVICES</b>								
01 Boring Services Brooklyn	NR	0.0	1.5	0.0	0.0	0.0	0.0	1.5
02 Boring Services Manhattan	NR	0.0	1.8	0.0	0.0	0.0	0.0	1.8
03 Test Pits Contract	NR	0.0	2.5	0.0	0.0	0.0	0.0	2.5
04 MTA Independent Engineering Consultant	NR	1.2	2.6	2.6	9.2	3.9	0.0	19.5
05 General Order Support Traffic Checkers	NR	6.9	0.0	13.8	0.0	13.8	0.0	34.5
06 2010 Value Engineering Services	NR	1.5	0.0	0.0	0.5	0.0	0.0	2.0
07 Engineering Services	NR	2.2	2.6	1.7	7.9	3.6	0.0	18.0
08 Construction Support Services Reserve		2.3	0.0	0.0	2.5	0.0	0.0	4.8
09 Scope Development		3.8	7.2	7.5	19.5	12.0	0.0	50.0
10 Design Reserve		0.0	0.0	0.0	47.7	0.0	0.0	47.7
11 Concrete Batch Plant 2012	NR	0.0	0.0	0.0	1.3	0.0	0.0	1.3
12 Concrete Cylinder Testing 2012	NR	0.0	0.0	0.0	0.8	0.0	0.0	0.8
13 Boring Services: Manhattan	NR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
14 Boring Services: Brooklyn	NR	0.0	0.0	0.0	0.0	1.7	0.0	1.7
15 Test Pits Contract	NR	0.0	0.0	0.0	0.0	5.6	0.0	5.6
<b>Element Total 05</b>		<b>\$18.0</b>	<b>\$18.1</b>	<b>\$25.5</b>	<b>\$89.3</b>	<b>\$42.6</b>	<b>\$0.0</b>	<b>\$193.6</b>

\* 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
<b>06 ENVIRONMENTAL AND SAFETY</b>								
01 Asbestos Abatement: Priority 7	NR	0.4	4.3	0.0	0.3	0.0	0.0	5.0
02 Asbestos Removal	NR	6.8	0.0	0.0	1.5	0.0	0.0	8.3
03 Asbestos / Lead Air Monitoring	NR	5.7	0.0	0.0	1.5	0.0	0.0	7.2
04 Asbestos Disposal	NR	0.0	0.0	0.0	2.5	0.0	0.0	2.5
05 Sprinkler Alarm Systems at 11 Employee Facilities	NR	1.0	2.3	12.7	14.2	0.0	0.0	30.1
06 Fire Alarm 207 St Overhaul Shop	NR	0.0	0.0	0.5	0.5	4.2	0.0	5.1
07 Groundwater, Soil Remediation	NR	0.0	0.0	0.0	6.5	0.0	0.0	6.5
08 Consult Svcs Underground Storage Tank Remediation	NR	0.0	0.0	6.0	0.0	0.0	0.0	6.0
09 Asbestos Removal	NR	0.0	0.0	0.0	0.0	9.7	0.0	9.7
10 Asbestos / Lead Air Monitoring	NR	0.0	0.0	0.0	0.0	9.1	0.0	9.1
11 Replace Fire Alarm Systems at 16 Locations	NR	0.0	0.0	0.0	0.0	39.4	0.0	39.4
<b>Element Total 06</b>		<b>\$13.8</b>	<b>\$6.6</b>	<b>\$19.2</b>	<b>\$26.9</b>	<b>\$62.3</b>	<b>\$0.0</b>	<b>\$128.9</b>
<b>07 EMPLOYEE FACILITIES</b>								
02 Jay Street Systems Relocation	NR	0.0	0.0	10.5	0.0	0.0	0.0	10.5
03 RTO Facilities Hardening Ph 1	NR	0.0	0.9	3.1	2.0	0.0	0.0	6.0
05 Employee Facility Rehab: RTO Chambers St nas	SGR	0.0	0.0	0.5	6.5	0.0	0.0	7.1
06 Maspeth Warehouse Repairs	NR	0.0	0.9	0.6	8.3	0.0	0.0	9.8
07 Perimeter Hardening Rail Contrl Ctr/130 Livingston	NR	0.0	0.5	0.0	11.5	0.0	0.0	12.0
08 Livingston Plaza Emergency Generator Upgrade	SGR	0.0	0.0	0.0	0.0	10.4	0.0	10.4
09 Facility Roof Repair/Replacement Ph 3	SGR	0.0	0.0	1.4	11.8	0.0	0.0	13.2
11 Automated Fare Control Facility 8 Av Sea Beach Ln	SGR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
12 Upgrade Power: Rail and Power Control Center	NR	0.0	0.0	1.0	0.0	21.3	0.0	22.3
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
15 Employee Facility Rehab 9 Locations-Crosstown Line	SGR	0.0	0.0	0.0	0.0	7.5	0.0	7.5
16 AFC Office Upgrade 4 Depots SBMP	SGR	0.0	0.0	0.4	5.1	0.0	0.0	5.5
17 Livingston Plaza Repairs	NR	0.0	0.0	0.5	0.5	20.8	0.0	21.7
19 Facility Roof Repair/Replacement Phase 4	SGR	0.0	0.0	0.0	0.0	14.4	0.0	14.4
20 RTO Facilities Hardening Ph 2	NR	0.0	0.0	0.0	0.0	10.0	0.0	10.0
21 Maspeth Warehs Roof Replc at Office Building	SGR	0.0	0.5	0.7	0.0	0.0	0.0	1.3
22 Maspeth Warehs Roof Structure at Storage Area	SGR	0.0	0.6	0.3	0.0	0.0	0.0	0.9
23 Livingston Plz: Sidewalk Shed SBMP	NR	0.0	0.0	1.2	0.0	0.0	0.0	1.2
<b>Element Total 07</b>		<b>\$0.0</b>	<b>\$3.4</b>	<b>\$26.9</b>	<b>\$45.8</b>	<b>\$86.3</b>	<b>\$0.0</b>	<b>\$162.3</b>
<b>Category Total 616</b>		<b>\$37.4</b>	<b>\$52.2</b>	<b>\$158.7</b>	<b>\$232.3</b>	<b>\$237.6</b>	<b>\$0.0</b>	<b>\$718.2</b>
<b>TOTAL</b>		<b>\$1,062.1</b>	<b>\$1,753.0</b>	<b>\$2,214.3</b>	<b>\$2,855.7</b>	<b>\$3,201.2</b>	<b>\$436.7</b>	<b>\$11,523.1</b>

\* 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
<b>01 SIR: MISCELLANEOUS</b>								
01 Staten Island Railway: Station Structural Repairs	NR	0.0	11.7	0.3	0.1	0.0	0.0	12.1
02 Staten Island Railway: Rehab 8 Bridges, 1 Culvert	NR	0.0	17.7	0.9	4.0	0.0	0.0	22.7
03 St George Track and Signal Replacement Phase I	SGR	0.0	1.6	0.3	12.3	0.0	0.0	14.2
04 Car Investments/Retrofits	NR	0.0	0.0	0.0	0.0	20.0	0.0	20.0
05 New Substation:Prince's Bay	SI	0.0	0.0	1.5	0.5	24.7	0.0	26.7
08 Staten Island Railway: New Station-Arthur Kill	SI	0.0	0.0	0.0	22.3	0.0	0.0	22.3
09 SIR Non-reporting Blocks	SGR	0.0	0.0	0.0	0.0	1.0	0.0	1.0
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$31.0</b>	<b>\$3.0</b>	<b>\$39.2</b>	<b>\$45.7</b>	<b>\$0.0</b>	<b>\$118.9</b>
<b>Category Total 607</b>		<b>\$0.0</b>	<b>\$31.0</b>	<b>\$3.0</b>	<b>\$39.2</b>	<b>\$45.7</b>	<b>\$0.0</b>	<b>\$118.9</b>
<b>TOTAL</b>		<b>\$0.0</b>	<b>\$31.0</b>	<b>\$3.0</b>	<b>\$39.2</b>	<b>\$45.7</b>	<b>\$0.0</b>	<b>\$118.9</b>

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# NYCT AGENCY SUMMARY

Commitments  
(\$ in millions)

AGENCY		2010	2011	2012	2013	2014	Post 2014	Total All Years
TOTAL NYCT	PROGRAM	\$1,062.1	\$1,753.0	\$2,214.3	\$2,855.7	\$3,201.2	\$436.7	\$11,523.1
TOTAL SIR	PROGRAM	\$0	\$31.0	\$3.0	\$39.2	\$45.7	\$0.0	\$118.9
<b>TOTAL</b>		<b>\$1,062.1</b>	<b>\$1,784.1</b>	<b>\$2,217.3</b>	<b>\$2,894.9</b>	<b>\$3,246.9</b>	<b>\$436.7</b>	<b>\$11,642.0</b>
TOTAL MTA	CAPITAL PROGRAM	\$1,062.1	\$1,784.1	\$2,217.3	\$2,894.9	\$3,246.9	\$436.7	\$11,642.0

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 REVENUE EQUIPMENT</b>								
MA M-9 Rolling Stock Procurement - 76 cars	NR	0.0	1.3	2.8	351.3	0.0	0.0	355.5
MD Alternative Diesel Equipment	SI	0.0	0.0	0.0	0.0	37.2	0.0	37.2
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$1.3</b>	<b>\$2.8</b>	<b>\$351.3</b>	<b>\$37.2</b>	<b>\$0.0</b>	<b>\$392.7</b>
<b>Category Total 601</b>		<b>\$0.0</b>	<b>\$1.3</b>	<b>\$2.8</b>	<b>\$351.3</b>	<b>\$37.2</b>	<b>\$0.0</b>	<b>\$392.7</b>

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# Long Island Rail Road

# STATIONS L - 602

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>04 STATION AND BUILDINGS</b>								
UB Massapequa Station Platform Replacement	NR	0.0	1.7	1.3	17.5	0.0	0.0	20.5
UC Wantagh Station Platform Replacement	NR	0.1	0.0	0.8	0.0	19.9	0.0	20.7
UD Escalator Replacement Program	NR	0.0	0.0	0.0	0.0	4.3	0.0	4.3
UE East Side Access / Grand Central Terminal Support	SI	0.0	0.0	0.0	0.0	16.5	0.0	16.5
UF Mets / Willets Point Station Renovation	SI	0.0	0.0	0.0	2.0	0.0	0.0	2.0
UH Elevator Replacement Program	NR	0.0	0.0	1.0	0.2	3.8	0.0	5.0
<b>Element Total 04</b>		<b>\$0.1</b>	<b>\$1.7</b>	<b>\$3.1</b>	<b>\$19.8</b>	<b>\$44.5</b>	<b>\$0.0</b>	<b>\$69.1</b>
<b>05 PARKING</b>								
U1 Wyandanch Parking Facility	SI	0.0	0.0	0.3	39.7	0.0	0.0	40.0
<b>Element Total 05</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>\$39.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$40.0</b>
<b>06 PENN STATION</b>								
VL Penn Station Heating, Ventilation & AirConditioning	NR	0.0	0.0	0.0	0.0	11.0	0.0	11.0
<b>Element Total 06</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$11.0</b>	<b>\$0.0</b>	<b>\$11.0</b>
<b>Category Total</b>	<b>602</b>	<b>\$0.1</b>	<b>\$1.7</b>	<b>\$3.3</b>	<b>\$59.5</b>	<b>\$55.5</b>	<b>\$0.0</b>	<b>\$120.1</b>

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# Long Island Rail Road

# TRACK L - 603

## Commitments (\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 ANNUAL TRACK REHAB PROGRAM</b>								
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	53.1	0.3	1.7	0.0	0.0	55.1
TC 2012 Annual Track Program	NR	0.0	0.0	51.8	0.0	0.0	0.0	51.8
TD 2013 Annual Track Program	NR	0.0	0.0	0.0	67.9	0.0	0.0	67.9
TE 2014 Annual Track Program	NR	0.0	0.0	0.0	0.0	51.0	0.0	51.0
TF Construction Equipment	NR	0.0	3.4	2.9	0.4	0.2	0.0	7.0
TG Atlantic Branch Half Ties	NR	0.0	0.0	2.7	0.0	11.3	0.0	14.0
TH Merrick / Bellmore Direct Fixation	NR	0.5	0.0	14.0	0.0	0.0	0.0	14.5
TJ Right of Way - Culverts	NR	0.0	1.5	0.0	0.5	0.5	0.0	2.5
TK Right of Way - Drainage Control	NR	0.0	2.1	0.0	0.7	0.7	0.0	3.5
TL Right of Way - Fencing	SI	2.5	1.0	1.3	1.6	1.6	0.0	8.0
TM East River Tunnel Track Replacement	NR	0.0	0.0	19.4	8.6	0.0	0.0	28.0
TN Right of Way - Track Stability / Retaining Walls	NR	0.0	0.7	0.0	0.2	0.2	0.0	1.1
<b>Element Total 01</b>		<b>\$60.4</b>	<b>\$61.9</b>	<b>\$92.5</b>	<b>\$81.6</b>	<b>\$65.5</b>	<b>\$0.0</b>	<b>\$361.8</b>
<b>04 OTHER TRACK IMPROVEMENTS</b>								
TU Jamaica Capacity Improvements - Phase One	SI	0.0	1.0	15.9	1.8	102.9	180.1	301.7
TV Massapequa Pocket Track	SI	0.0	2.5	0.3	3.1	13.7	0.0	19.6
TW Extend Great Neck Pocket Track	SI	0.1	0.0	0.0	0.4	25.4	0.0	25.8
TX Second Track Farmingdale to Ronkonkoma Phase I	SI	0.0	0.0	11.0	0.1	126.1	0.0	137.2
<b>Element Total 04</b>		<b>\$0.1</b>	<b>\$3.4</b>	<b>\$27.2</b>	<b>\$5.5</b>	<b>\$268.1</b>	<b>\$180.1</b>	<b>\$484.3</b>
<b>Category Total 603</b>		<b>\$60.4</b>	<b>\$65.3</b>	<b>\$119.7</b>	<b>\$87.1</b>	<b>\$333.6</b>	<b>\$180.1</b>	<b>\$846.1</b>

\* 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
<b>01 BRIDGES</b>								
BB Bridge Program	SGR	0.0	0.0	6.9	17.7	0.0	0.0	24.6
BC Colonial Road Highway Bridge Replacement	SGR	0.0	0.0	0.0	0.0	9.5	0.0	9.5
BD Broadway /Port Washington Bridge Rehabilitation	SGR	0.0	0.0	4.8	0.0	0.0	0.0	4.8
BE Construct Three Montauk Branch Bridges	SGR	0.0	18.3	1.1	0.0	0.0	0.0	19.4
BF Atlantic Avenue Viaduct - Phase II b	SGR	23.3	0.9	0.6	0.5	1.1	0.0	26.4
BG Bridge Painting Program	SGR	0.0	2.7	2.4	0.3	0.0	0.0	5.4
BH Woodhaven Boulevard Bridge	SGR	0.0	0.0	9.3	0.0	1.7	0.0	11.0
BK 150th Street / Jamaica Bridge Rehabilitation	SGR	0.0	0.0	0.0	1.1	23.8	0.0	24.9
<b>Element Total 01</b>		<b>\$23.3</b>	<b>\$21.8</b>	<b>\$25.1</b>	<b>\$19.7</b>	<b>\$36.2</b>	<b>\$0.0</b>	<b>\$125.9</b>
<b>02 TUNNELS</b>								
BP East River Tunnel Fire and Life Safety	NR	0.0	0.0	3.0	0.0	13.6	0.0	16.6
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.0</b>	<b>\$0.0</b>	<b>\$13.6</b>	<b>\$0.0</b>	<b>\$16.6</b>
<b>Category Total</b>	<b>604</b>	<b>\$23.3</b>	<b>\$21.8</b>	<b>\$28.1</b>	<b>\$19.7</b>	<b>\$49.8</b>	<b>\$0.0</b>	<b>\$142.5</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 COMMUNICATIONS IMPROVEMENTS</b>								
L1 Fiber Optic Network	NR	0.0	0.0	10.0	0.0	0.0	0.0	10.0
L2 PrivateBranchExchange-Wayside Phone Rplcmt Ph 1	NR	0.0	6.1	0.0	0.0	4.4	0.0	10.5
L3 Communication Pole / Copper Plant Replacement	NR	0.0	7.0	0.0	0.0	0.0	0.0	7.0
L4 Radio Coverage Improvements	SI	0.0	0.0	10.2	0.1	0.0	0.0	10.3
L6 PennStation Radio Retrofit/EastRiverTunnel Antenna	NR	0.0	0.0	0.0	1.5	5.0	0.0	6.5
L7 Atlantic Avenue Tunnel Cable Replacement	NR	0.0	0.5	2.7	1.9	0.0	0.0	5.1
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$13.6</b>	<b>\$22.9</b>	<b>\$3.5</b>	<b>\$9.4</b>	<b>\$0.0</b>	<b>\$49.4</b>
<b>02 SIGNAL IMPROVEMENTS</b>								
LA Positive Train Control (PTC)	SI	7.9	12.2	9.2	165.5	67.4	2.3	264.5
LB Signal Normal Replacement Program	NR	10.0	0.0	0.0	0.0	5.0	0.0	15.0
LC Speonk to Montauk Signalization	SI	0.0	13.9	0.0	24.6	11.4	0.0	49.9
LD Babylon Interlocking Renewal	NR	0.0	0.0	0.0	0.0	0.0	2.0	2.0
LF Centralized Train Control - Movement Bureau	SI	0.0	0.0	8.8	0.5	3.6	0.0	12.9
<b>Element Total 02</b>		<b>\$17.9</b>	<b>\$26.1</b>	<b>\$17.9</b>	<b>\$190.6</b>	<b>\$87.5</b>	<b>\$4.3</b>	<b>\$344.3</b>
<b>Category Total 605</b>		<b>\$17.9</b>	<b>\$39.6</b>	<b>\$40.8</b>	<b>\$194.1</b>	<b>\$97.0</b>	<b>\$4.3</b>	<b>\$393.7</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 SHOPS AND YARDS</b>								
YA Shop Reconfig& Reliability Centered Maint Infrastr	NR	0.0	8.3	0.2	0.8	0.4	0.0	9.6
YB Hillside Facility Roof Renewal	NR	0.0	0.0	0.0	5.8	0.2	0.0	6.0
YC Hillside Maintenance Facility	NR	0.0	1.1	0.4	1.3	0.0	0.0	2.8
YE Diesel Locomotive Facility Investments	NR	0.0	0.0	0.0	0.0	1.0	0.0	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	1.6	9.7	65.3	76.6
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$9.4</b>	<b>\$0.5</b>	<b>\$9.4</b>	<b>\$11.3</b>	<b>\$77.5</b>	<b>\$108.1</b>
<b>04 EMPLOYEE FACILITIES</b>								
YT Employee Facilities Renewal	NR	0.0	1.3	1.2	0.0	7.4	0.0	10.0
<b>Element Total 04</b>		<b>\$0.0</b>	<b>\$1.3</b>	<b>\$1.2</b>	<b>\$0.0</b>	<b>\$7.4</b>	<b>\$0.0</b>	<b>\$10.0</b>
<b>Category Total</b>	<b>606</b>	<b>\$0.0</b>	<b>\$10.8</b>	<b>\$1.7</b>	<b>\$9.4</b>	<b>\$18.8</b>	<b>\$77.5</b>	<b>\$118.1</b>

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# Long Island Rail Road

# POWER L - 607

## Commitments (\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 POWER</b>								
AA Replacement of Hillside & Kew Gardens Substations	NR	0.0	2.2	10.9	12.0	0.4	0.0	25.5
AB Substation Battery Replacement	NR	0.8	0.0	0.0	0.0	0.0	0.0	0.8
AC Signal Power Motor Generator Replacement	NR	0.2	1.8	0.0	0.0	0.0	0.0	2.0
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	2.5	0.0	0.0	0.0	0.0	0.0	2.5
AF 3rd Rail - Disconnect Switches	NR	1.0	0.0	0.0	0.0	0.0	0.0	1.0
AG 3rd Rail - Protection Board	NR	7.2	0.0	0.0	0.0	2.0	0.0	9.2
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	2.8	0.0	0.0	0.0	0.2	0.0	3.0
AM New Substations	SI	0.0	0.0	0.0	0.0	0.0	22.1	22.1
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	4.0	0.0	0.0	0.0	0.0	0.0	4.0
AQ Replacement of Port Washington Substation	NR	0.0	0.0	0.1	0.0	22.4	0.0	22.5
AR Replacement of Richmond Hill Substation	NR	0.0	0.0	0.0	0.0	12.0	0.0	12.0
<b>Element Total 01</b>		<b>\$36.8</b>	<b>\$4.0</b>	<b>\$18.0</b>	<b>\$12.0</b>	<b>\$37.0</b>	<b>\$22.1</b>	<b>\$130.0</b>
<b>Category Total 607</b>		<b>\$36.8</b>	<b>\$4.0</b>	<b>\$18.0</b>	<b>\$12.0</b>	<b>\$37.0</b>	<b>\$22.1</b>	<b>\$130.0</b>

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# 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	
<b>04 MISCELLANEOUS</b>									
N3	Chlordane Remediation - 20 Substations	NR	0.0	0.9	0.0	0.9	6.6	0.0	8.5
N4	Yaphank Landfill Remediation	NR	0.0	0.0	0.0	0.0	7.7	1.4	9.1
N6	Smithtown Viaduct Remediation	NR	0.0	0.0	0.0	0.2	0.8	2.2	3.2
NA	Program Administration		22.8	22.0	24.9	20.9	36.4	0.7	127.7
NB	Program Development		0.0	0.0	0.0	0.0	8.3	0.0	8.3
NC	Insurance		0.0	0.1	0.2	0.2	0.5	0.0	1.0
ND	Independent Engineer		0.0	1.1	1.5	1.1	1.1	0.0	4.7
NE	Mentoring Program Administration		0.0	0.0	0.0	0.8	0.0	0.0	0.8
NF	OCIP		0.0	0.0	7.2	0.0	0.0	0.0	7.2
<b>Element Total 04</b>			<b>\$22.8</b>	<b>\$24.1</b>	<b>\$33.8</b>	<b>\$24.1</b>	<b>\$61.5</b>	<b>\$4.3</b>	<b>\$170.6</b>
<b>Category Total 609</b>			<b>\$22.8</b>	<b>\$24.1</b>	<b>\$33.8</b>	<b>\$24.1</b>	<b>\$61.5</b>	<b>\$4.3</b>	<b>\$170.6</b>
<b>TOTAL</b>			<b>\$161.2</b>	<b>\$168.6</b>	<b>\$248.2</b>	<b>\$757.2</b>	<b>\$690.3</b>	<b>\$288.3</b>	<b>\$2,313.8</b>

\* Represents values less than \$50,000

Numbers may not add due to rounding

**Commitments  
(\$ in millions)**

<b>ELEMENT DESCRIPTION/PROJECT</b>	<b>Needs Code</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Post 2014</b>	<b>Total All Years</b>
<b>01 REVENUE EQUIPMENT</b>								
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	203.1	0.0	0.1	17.3	0.0	220.5
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$228.1</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$17.3</b>	<b>\$0.0</b>	<b>\$245.5</b>
<b>Category Total 601</b>		<b>\$0.0</b>	<b>\$228.1</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$17.3</b>	<b>\$0.0</b>	<b>\$245.5</b>

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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
<b>01 GRAND CENTRAL TERMINAL</b>								
01 GCT Trainshed / Park Avenue Tunnel Structure	NR	0.0	5.7	3.0	2.6	17.8	0.0	29.0
02 Park Avenue Tunnel Renewal	NR	0.0	0.0	8.1	0.0	0.0	0.0	8.1
05 GCT Leaks Remediation	SGR	0.0	0.0	0.0	18.6	0.0	0.0	18.6
06 GCT Elevator Renewal - Phase 4	NR	0.0	0.0	1.2	0.0	6.3	0.0	7.5
08 GCT Utilities	NR	0.0	0.0	1.0	1.5	24.9	0.0	27.4
09 Customer Communications - GCT	NR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
10 GCT Recycling Facility	SI	0.0	0.0	0.0	1.1	0.0	0.0	1.1
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$5.7</b>	<b>\$13.4</b>	<b>\$23.8</b>	<b>\$51.0</b>	<b>\$0.0</b>	<b>\$93.8</b>
<b>02 OUTLYING STATIONS</b>								
01 Poughkeepsie Station Building	NR	0.0	0.0	0.6	0.8	0.0	0.0	1.4
02 Fordham Station Improvements	NR	0.0	0.0	0.0	12.4	0.6	0.0	13.0
03 Harlem Line Station Renewal	NR	0.0	0.0	0.1	2.2	23.5	0.0	25.8
04 Station Building Renewal / Net Lease	NR	0.0	0.0	0.1	4.9	0.0	0.0	4.9
06 New Haven Line Stations - Phase II	NR	0.0	0.5	35.2	0.5	0.0	0.0	36.3
08 Customer Communication/Connectivity Improvements	NR	0.0	0.0	0.0	0.0	48.1	0.0	48.1
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.5</b>	<b>\$36.0</b>	<b>\$20.9</b>	<b>\$72.2</b>	<b>\$0.0</b>	<b>\$129.6</b>
<b>03 PARKING</b>								
02 Strategic Facilities	SI	0.0	0.1	0.0	0.0	16.5	0.0	16.6
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$16.5</b>	<b>\$0.0</b>	<b>\$16.6</b>
<b>Category Total 602</b>		<b>\$0.0</b>	<b>\$6.2</b>	<b>\$49.4</b>	<b>\$44.7</b>	<b>\$139.7</b>	<b>\$0.0</b>	<b>\$239.9</b>

\* 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	
<b>01 TRACK</b>								
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	9.7	10.9	19.5	10.1	14.7	0.0	64.9
03 GCT Turnout / Switch Renewal	NR	2.8	1.2	3.5	3.5	2.6	0.0	13.6
04 Turnouts: Yards / Sidings	NR	1.0	1.2	0.6	0.8	0.8	0.0	4.4
05 Maintenance of Way Equipment / Rolling Stock	NR	0.0	0.0	0.0	0.0	2.0	0.0	2.0
06 Cyclical Replacement of Insulated Joints	NR	0.0	0.5	1.3	0.0	0.0	0.0	1.7
07 Rock Slope Remediation	SGR	0.3	1.7	5.0	0.0	0.0	0.0	7.0
08 Drainage and Undercutting	NR	0.0	0.0	2.3	7.7	0.0	0.0	10.0
09 Rebuild Retaining Walls	NR	0.1	0.7	8.0	0.0	0.0	0.0	8.9
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	12.6	0.0	0.0	0.0	12.6
13 2013 Cyclical Track Program	NR	0.0	0.0	0.0	12.7	0.0	0.0	12.7
14 2014 Cyclical Track Program	NR	0.0	0.0	0.0	0.0	13.6	0.0	13.6
<b>Element Total 01</b>		<b>\$26.7</b>	<b>\$28.8</b>	<b>\$52.8</b>	<b>\$34.8</b>	<b>\$33.7</b>	<b>\$0.0</b>	<b>\$176.8</b>
<b>02 STRUCTURES</b>								
01 Replace Timbers Undergrade Bridges	NR	0.1	2.3	0.0	1.3	0.0	0.0	3.7
02 Renew / Replace Railtop Culverts	NR	1.6	0.1	0.0	0.0	0.7	0.0	2.4
03 Right-of-Way Fencing	NR	0.1	0.2	0.0	0.0	0.0	0.0	0.3
04 DC Substation / Signal House	NR	0.4	0.4	0.0	0.0	0.7	0.0	1.4
05 Bridge Walkways Installation	NR	0.1	0.4	0.0	0.5	0.0	0.0	0.9
06 Remove Obsolete Facilities	NR	0.5	0.5	0.0	0.7	1.4	0.0	3.0
09 Employee Welfare and Storage Facilities	NR	0.0	2.3	0.7	0.0	7.0	0.0	10.0
10 Replace / Repair Undergrade Bridges	SGR	0.0	2.8	11.7	3.5	0.7	3.0	21.7
11 Harlem River Lift Bridge Cable	NR	0.0	0.7	1.2	8.6	0.0	0.0	10.5
12 Overhead Bridge Program - East of Hudson	SGR	0.9	0.0	0.0	0.4	15.9	0.0	17.1
13 Catenary Painting/Rehabilitate Catenary Structures	NR	0.0	0.0	3.3	0.2	0.0	0.0	3.5
14 Park Avenue Viaduct Direct Fixation	NR	0.0	0.0	0.0	1.8	0.0	0.0	1.8
<b>Element Total 02</b>		<b>\$3.6</b>	<b>\$9.6</b>	<b>\$16.9</b>	<b>\$16.9</b>	<b>\$26.3</b>	<b>\$3.0</b>	<b>\$76.3</b>
<b>03 WEST OF HUDSON INFRASTRUCTURE</b>								
01 West of Hudson Track Program	NR	3.9	1.8	7.3	4.5	3.6	0.0	21.2
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	5.9	0.8	3.1	0.0	0.0	10.0
04 Otisville Tunnel Renewal	SGR	0.0	0.0	3.7	0.0	0.0	0.0	3.7
05 West of Hudson Replace/Renew Undergrade Bridges	SGR	0.0	1.8	1.0	1.1	7.1	0.0	10.9
<b>Element Total 03</b>		<b>\$4.8</b>	<b>\$10.2</b>	<b>\$13.5</b>	<b>\$8.7</b>	<b>\$10.7</b>	<b>\$0.0</b>	<b>\$47.9</b>
<b>Category Total 603</b>		<b>\$35.1</b>	<b>\$48.6</b>	<b>\$83.2</b>	<b>\$60.4</b>	<b>\$70.7</b>	<b>\$3.0</b>	<b>\$301.0</b>

\* Represents values less than \$50,000

Numbers may not add due to rounding

**Commitments  
(\$ in millions)**

<b>ELEMENT DESCRIPTION/PROJECT</b>	<b>Needs Code</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Post 2014</b>	<b>Total All Years</b>
<b>01 COMMUNICATIONS AND SIGNALS</b>								
01 Positive Train Control	SI	0.7	7.8	5.2	60.6	112.7	0.0	187.1
02 West of Hudson Signal Improvements	SI	0.0	0.0	53.1	2.3	12.2	0.0	67.6
03 Replace Fiber / Communication & Signals Cables	NR	0.1	0.9	0.4	3.5	0.0	0.0	4.9
04 Replace Field Code System - Mott Haven	NR	0.0	0.2	0.6	1.0	0.0	0.0	1.8
05 Crossing Upgrades - Phase 2	NR	0.2	0.1	0.8	0.0	0.0	0.0	1.0
06 Centralized Train Control /SCADA Intrusion Testing	NR	0.0	0.0	0.0	0.7	0.0	0.0	0.7
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	0.3	0.1	0.0	0.0	0.4
09 Replace High Cycle Relays	NR	0.1	0.1	0.0	0.1	0.2	0.0	0.6
11 PBX Equipment Upgrade	NR	0.0	0.2	2.0	0.1	1.4	0.0	3.7
13 Rolling Stock Radios and PA Equipment	NR	0.0	0.2	0.1	0.0	0.0	0.0	0.3
14 Radio Base Station Replacement	NR	0.3	0.5	0.0	0.0	0.0	0.0	0.8
16 Radio Frequency Rebanding	NR	1.0	0.2	0.7	0.0	0.0	0.0	1.8
17 NHL Signal Improvements	NR	0.0	0.0	0.0	2.5	0.0	0.0	2.5
<b>Element Total 01</b>		<b>\$2.4</b>	<b>\$10.3</b>	<b>\$63.1</b>	<b>\$71.0</b>	<b>\$126.5</b>	<b>\$0.0</b>	<b>\$273.4</b>
<b>Category Total 604</b>		<b>\$2.4</b>	<b>\$10.3</b>	<b>\$63.1</b>	<b>\$71.0</b>	<b>\$126.5</b>	<b>\$0.0</b>	<b>\$273.4</b>

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# Metro-North Railroad

# POWER M- 605

### Commitments (\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 POWER</b>								
01 Substation Bridge 23 - Construction	NR	0.0	6.9	23.6	0.0	0.0	0.0	30.5
02 Renewal Harlem & Hudson Substations-Construction	NR	0.3	4.5	3.3	0.0	0.0	0.0	8.0
03 Harlem & Hudson Lines Power Improvements	SGR	0.0	0.0	2.3	31.4	2.0	0.0	35.7
04 Replace Motor Alternators	NR	0.0	0.0	0.1	1.7	6.2	0.0	8.0
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	4.3	10.5	0.0	0.0	14.9
08 Replace 3rd Rail Sectionalizing Switches	NR	0.0	1.3	0.0	0.0	0.0	0.0	1.3
09 Replace 3rd Rail Brackets - Park Avenue Tunnel	NR	0.0	0.1	0.0	5.8	0.0	0.0	5.9
<b>Element Total 01</b>		<b>\$0.3</b>	<b>\$13.2</b>	<b>\$33.6</b>	<b>\$49.5</b>	<b>\$8.2</b>	<b>\$0.0</b>	<b>\$104.7</b>
<b>Category Total</b>	<b>605</b>	<b>\$0.3</b>	<b>\$13.2</b>	<b>\$33.6</b>	<b>\$49.5</b>	<b>\$8.2</b>	<b>\$0.0</b>	<b>\$104.7</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 SHOPS AND YARDS</b>								
01 Harmon Shop Improvements	SGR	0.0	14.3	6.7	3.5	265.3	0.0	289.8
03 Other Shops / Yards Renewal	NR	0.0	0.0	0.0	0.0	13.3	0.0	13.3
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$14.3</b>	<b>\$6.7</b>	<b>\$3.5</b>	<b>\$278.6</b>	<b>\$0.0</b>	<b>\$303.1</b>
<b>Category Total 606</b>		<b>\$0.0</b>	<b>\$14.3</b>	<b>\$6.7</b>	<b>\$3.5</b>	<b>\$278.6</b>	<b>\$0.0</b>	<b>\$303.1</b>

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**Commitments  
(\$ in millions)**

<b>ELEMENT DESCRIPTION/PROJECT</b>	<b>Needs Code</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Post 2014</b>	<b>Total All Years</b>
<b>01 MISCELLANEOUS</b>								
01 Systemwide Lead / Asbestos Abatement	SGR	0.0	0.0	0.0	0.5	0.0	0.0	0.5
02 Environmental Remediation	SGR	0.0	0.2	0.0	0.0	0.0	0.0	0.2
03 Railroad Protective Liability		0.0	0.2	0.1	0.8	3.0	0.0	4.2
04 Independent Engineer		0.0	1.0	1.0	3.4	1.4	0.0	6.7
05 Mentoring Program Administration		0.0	0.0	0.0	0.8	0.0	0.0	0.8
06 Program Administration		6.2	4.9	5.8	7.6	8.0	0.0	32.6
07 Program Scope Development		1.9	2.0	2.2	2.3	2.3	0.0	10.7
08 OCIP - Insurance		0.0	0.0	15.5	0.0	0.0	0.0	15.5
09 Systemwide Security Initiatives	SI	0.0	0.0	0.0	5.0	0.0	0.0	5.0
<b>Element Total 01</b>		<b>\$8.2</b>	<b>\$8.2</b>	<b>\$24.6</b>	<b>\$20.5</b>	<b>\$14.7</b>	<b>\$0.0</b>	<b>\$76.2</b>
<b>Category Total 608</b>		<b>\$8.2</b>	<b>\$8.2</b>	<b>\$24.6</b>	<b>\$20.5</b>	<b>\$14.7</b>	<b>\$0.0</b>	<b>\$76.2</b>
<b>TOTAL</b>		<b>\$46.0</b>	<b>\$329.0</b>	<b>\$260.6</b>	<b>\$249.6</b>	<b>\$655.7</b>	<b>\$3.0</b>	<b>\$1,543.8</b>

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# CRR AGENCY SUMMARY

Commitments  
(\$ in millions)

AGENCY		2010	2011	2012	2013	2014	Post 2014	Total All Years
TOTAL LIRR	PROGRAM	\$161.2	\$168.6	\$248.2	\$757.2	\$690.3	\$288.3	\$2,313.8
TOTAL MNR	PROGRAM	\$46.0	\$329.0	\$260.6	\$249.6	\$655.7	\$3.0	\$1,543.8
<b>TOTAL</b>		<b>\$207.2</b>	<b>\$497.5</b>	<b>\$508.8</b>	<b>\$1,006.8</b>	<b>\$1,346.0</b>	<b>\$291.3</b>	<b>\$3,857.6</b>
TOTAL MTA	CAPITAL PROGRAM	\$207.2	\$497.5	\$508.8	\$1,006.8	\$1,346.0	\$291.3	\$3,857.6

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 BUS COMPANY PROJECTS</b>								
01 Project Administration & Engineering Support Svcs.		0.0	0.0	0.0	4.1	13.3	0.0	17.4
04 Security Improvements	SI	0.0	0.0	0.0	5.4	0.0	0.0	5.4
05 Depot Equipment	SGR	0.0	0.0	0.0	3.3	11.7	0.0	15.0
07 New Elevator at College Point Depot	SGR	0.0	0.0	0.0	0.0	2.2	0.0	2.2
08 New Apron at JFK Depot	SGR	0.0	0.0	0.0	6.5	0.0	0.0	6.5
10 5 New Bus Washers Spring Creek	SGR	0.0	0.0	0.0	0.0	6.5	0.0	6.5
11 New HVAC Spring Creek	SGR	0.0	0.0	0.0	0.0	6.5	0.0	6.5
12 CNG Upgrade/Conversion Spring Creek	SGR	0.0	0.0	0.0	0.0	5.0	0.0	5.0
13 Depot Modific.for Articulated Buses:Baisley Pk	SGR	0.0	0.0	0.0	0.0	6.1	0.0	6.1
14 Storeroom Expansion: Various Locations	SGR	0.0	0.0	0.0	0.0	3.0	0.0	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	2.5	39.1	0.0	0.0	0.0	41.7
17 Purchase 45 Standard Buses	NR	0.0	0.0	0.0	23.8	0.0	0.0	23.8
19 Purchase 75 Articulated Buses	NR	0.0	0.0	0.0	0.0	61.6	0.0	61.6
21 Design Management Services		0.0	0.0	0.0	2.1	6.6	0.0	8.7
22 Construction Management Services		0.0	0.0	0.0	2.1	6.6	0.0	8.7
24 Bus Cameras	NR	0.0	0.0	2.2	0.0	0.0	0.0	2.2
25 Bus Command Center	SI	0.0	0.0	0.0	0.0	8.7	0.0	8.7
26 Bus Radio System	NR	0.0	0.0	0.0	0.0	27.8	0.0	27.8
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$42.8</b>	<b>\$41.3</b>	<b>\$47.2</b>	<b>\$165.7</b>	<b>\$0.0</b>	<b>\$297.0</b>
<b>Category Total 603</b>		<b>\$0.0</b>	<b>\$42.8</b>	<b>\$41.3</b>	<b>\$47.2</b>	<b>\$165.7</b>	<b>\$0.0</b>	<b>\$297.0</b>
<b>TOTAL</b>		<b>\$0.0</b>	<b>\$42.8</b>	<b>\$41.3</b>	<b>\$47.2</b>	<b>\$165.7</b>	<b>\$0.0</b>	<b>\$297.0</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 MTA PD PROJECTS</b>								
02 Staten Island District Office	NR	0.0	0.0	0.0	3.0	9.0	0.0	12.0
03 Nassau County District Office	NR	0.0	0.0	0.0	3.0	10.0	0.0	13.0
04 Public Safety Radio - Phase 2	SI	0.0	0.0	0.0	60.0	0.0	0.0	60.0
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$66.0</b>	<b>\$19.0</b>	<b>\$0.0</b>	<b>\$85.0</b>
<b>Category Total 610</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$66.0</b>	<b>\$19.0</b>	<b>\$0.0</b>	<b>\$85.0</b>

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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
<b>01 Security-Bridges and Tunnels</b>								
aa Electronic Sec-BBT Manh & Brooklyn Vent Bldgs	SI	0.0	0.5	0.0	0.0	0.0	0.0	0.5
bb Electronic Sec-TNB Bronx Anchorage	SI	0.0	0.2	0.0	0.0	0.0	0.0	0.2
cc Electronic Sec- Governor's Island Vent Bldg	SI	0.0	0.0	0.2	0.0	0.0	0.0	0.2
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$0.8</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.0</b>
<b>03 Security-Metro-North Railroad</b>								
aa '11TSG Harlem River Lift Brg Security Study&Design	SI	0.0	0.0	2.0	1.2	0.0	0.0	3.2
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.0</b>	<b>\$1.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.2</b>
<b>04 Security-New York City Transit</b>								
aa '10TSG URT Phase 1 - Electronic Security	SI	0.0	18.8	1.8	0.0	0.0	0.0	20.6
bb '10TSG Boro Hall-Court St - Electronic Security	SI	0.0	0.0	2.0	17.8	0.0	0.0	19.8
cc '10TSG Atlantic / Pacific St - Electronic Security	SI	0.0	0.0	1.8	16.9	0.0	0.0	18.6
dd '11TSG NYCT Wall Street ESS Design	SI	0.0	0.0	0.8	0.0	0.0	0.0	0.8
ee '11TSG URT Phase 2 - Electronic Security	SI	0.0	0.0	2.3	29.7	0.0	0.0	32.0
<b>Element Total 04</b>		<b>\$0.0</b>	<b>\$18.8</b>	<b>\$8.6</b>	<b>\$64.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$91.8</b>
<b>99 Security-All Agencies</b>								
aa MTA-Wide Security Initiatives	SI	0.0	0.0	0.0	40.0	50.0	64.0	154.0
<b>Element Total 99</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$40.0</b>	<b>\$50.0</b>	<b>\$64.0</b>	<b>\$154.0</b>
<b>Category Total 614</b>		<b>\$0.0</b>	<b>\$19.6</b>	<b>\$10.9</b>	<b>\$105.6</b>	<b>\$50.0</b>	<b>\$64.0</b>	<b>\$250.0</b>

\* Represents values less than \$50,000

Numbers may not add due to rounding

**Security / Disaster Recovery**  
**New York City Transit**

**SUBWAY CARS**  
**E - T01**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 SUBWAY CARS REPAIRS: SANDY</b>									
03 Rolling Stock Restoration	SGR	0.0	0.0	0.0	4.0	0.0	0.0	4.0	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$4.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$4.0</b>	
<b>Category Total T01</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$4.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$4.0</b>	

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**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
<b>02 STATION REPAIRS: SANDY</b>								
01 South Ferry Restoration	SGR	0.0	0.0	0.0	175.0	25.0	0.0	200.0
02 Rockaway Line Stations	SGR	0.0	0.0	0.0	15.0	0.0	0.0	15.0
04 Major Station Restoration: Various Locations	SGR	0.0	0.0	0.0	32.5	32.5	0.0	65.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$222.5</b>	<b>\$57.5</b>	<b>\$0.0</b>	<b>\$280.0</b>
<b>03 STATION MITIGATION: SANDY</b>								
01 Seal System Openings from Floodwaters	SI	0.0	0.0	0.0	30.0	67.0	37.0	134.0
02 Emergency Communication Enhancements	SI	0.0	0.0	0.0	50.0	0.0	0.0	50.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$80.0</b>	<b>\$67.0</b>	<b>\$37.0</b>	<b>\$184.0</b>
<b>Category Total T04</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$302.5</b>	<b>\$124.5</b>	<b>\$37.0</b>	<b>\$464.0</b>

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**Security / Disaster Recovery**  
**New York City Transit**

**TRACK**  
**E - T05**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 TRACK/SWITCH REPAIRS: SANDY</b>									
02 Rockaway Line Restoration	SGR	0.0	0.0	0.0	65.0	15.0	0.0	80.0	
05 Track Restoration: Various Locations	SGR	0.0	0.0	0.0	0.0	125.0	0.0	125.0	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$65.0</b>	<b>\$140.0</b>	<b>\$0.0</b>	<b>\$205.0</b>	
<b>Category Total T05</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$65.0</b>	<b>\$140.0</b>	<b>\$0.0</b>	<b>\$205.0</b>	

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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		
<b>02 LINE EQUIPMENT REPAIRS: SANDY</b>									
01 South Ferry Restoration	SGR	0.0	0.0	0.0	10.0	30.0	0.0	40.0	
06 Line Equipment Restoration: Various Locations	SGR	0.0	0.0	0.0	115.0	175.0	0.0	290.0	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$125.0</b>	<b>\$205.0</b>	<b>\$0.0</b>	<b>\$330.0</b>	
<b>03 LINE EQUIPMT MITIGATION: SANDY</b>									
01 Pumping System Improvements	SI	0.0	0.0	0.0	100.0	155.0	95.0	350.0	
02 Subway Equipmt Hardening-Flood-Prone Areas Ph 1	SI	0.0	0.0	0.0	50.0	150.0	150.0	350.0	
03 Subway Equipmt Hardening-Flood-Prone Areas Ph 2	SI	0.0	0.0	0.0	0.0	0.0	100.0	100.0	
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$150.0</b>	<b>\$305.0</b>	<b>\$345.0</b>	<b>\$800.0</b>	
<b>Category Total T06</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$275.0</b>	<b>\$510.0</b>	<b>\$345.0</b>	<b>\$1,130.0</b>	

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**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		
<b>02 LINE STRUCTURE REPAIRS: SANDY</b>									
02 Rockaway Line Restoration	SGR	0.0	0.0	0.0	46.0	0.0	0.0	46.0	
06 Line Structure Repairs: Various Locations	SGR	0.0	0.0	0.0	12.0	38.0	0.0	50.0	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$58.0</b>	<b>\$38.0</b>	<b>\$0.0</b>	<b>\$96.0</b>	
<b>03 LINE STRUCTRE MITIGATION:SANDY</b>									
01 Internal Sealing:Tunnels/Station Complexes	SI	0.0	0.0	0.0	0.0	0.0	200.0	200.0	
02 Rockaway Line Realignment/Reconstruction Ph 1	SI	0.0	0.0	0.0	0.0	75.0	150.0	225.0	
03 Rockaway Line Realignment/Reconstruction Ph 2	SI	0.0	0.0	0.0	0.0	0.0	1,368.4	1,368.4	
04 Sea Beach Line Flood Prevention Ph 1	SI	0.0	0.0	0.0	0.0	25.0	25.0	50.0	
05 Sea Beach Line Flood Prevention Ph 2	SI	0.0	0.0	0.0	0.0	0.0	50.0	50.0	
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$100.0</b>	<b>\$1,793.4</b>	<b>\$1,893.4</b>	
<b>Category Total T07</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$58.0</b>	<b>\$138.0</b>	<b>\$1,793.4</b>	<b>\$1,989.4</b>	

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**Security / Disaster Recovery**  
**New York City Transit**

**SIGNALS & COMMUNICATIONS**  
**E - T08**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 SIGNAL/COMM REPAIRS: SANDY</b>									
01 South Ferry Restoration	SGR	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
02 Rockaway Line Restoration	SGR	0.0	0.0	0.0	230.0	30.0	0.0	260.0	
06 Signal/Comm Restoration: Various Locations	SGR	0.0	0.0	0.0	12.5	47.5	0.0	60.0	
07 Signals Restoration	SGR	0.0	0.0	0.0	234.0	0.0	0.0	234.0	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$576.5</b>	<b>\$77.5</b>	<b>\$0.0</b>	<b>\$654.0</b>	
<b>03 SIGNAL/COMM MITIGATION: SANDY</b>									
01 System Imprvmnts-Subway Service Flexibility Ph 1	SI	0.0	0.0	0.0	0.0	250.0	385.0	635.0	
02 System Imprvmnts-Subway Service Flexibility Ph 2	SI	0.0	0.0	0.0	0.0	0.0	215.0	215.0	
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$250.0</b>	<b>\$600.0</b>	<b>\$850.0</b>	
<b>Category Total T08</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$576.5</b>	<b>\$327.5</b>	<b>\$600.0</b>	<b>\$1,504.0</b>	

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Numbers may not add due to rounding

**Security / Disaster Recovery**  
**New York City Transit**

**TRACTION POWER**  
**E - T09**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 TRACTION POWER REPAIRS: SANDY</b>									
01 South Ferry Restoration	SGR	0.0	0.0	0.0	15.0	15.0	0.0	30.0	
02 Rockaway Line Restoration	SGR	0.0	0.0	0.0	12.5	47.5	0.0	60.0	
06 Traction Power Restoration: Various Locations	SGR	0.0	0.0	0.0	197.5	552.5	0.0	750.0	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$225.0</b>	<b>\$615.0</b>	<b>\$0.0</b>	<b>\$840.0</b>	
<b>03 TRACTIONPOWER MITIGATION:SANDY</b>									
01 Power Mitigation: Cables, Ducts	SI	0.0	0.0	0.0	100.0	200.0	0.0	300.0	
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$100.0</b>	<b>\$200.0</b>	<b>\$0.0</b>	<b>\$300.0</b>	
<b>Category Total T09</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$325.0</b>	<b>\$815.0</b>	<b>\$0.0</b>	<b>\$1,140.0</b>	

\* 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
<b>02 SHOPS &amp; YARDS REPAIRS: SANDY</b>								
08 Facilities Restoration	SGR	0.0	0.0	0.0	260.0	490.0	0.0	750.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$260.0</b>	<b>\$490.0</b>	<b>\$0.0</b>	<b>\$750.0</b>
<b>03 SHOPS&amp;YARDS MITIGATION: SANDY</b>								
01 Coney Island Yard Flood Mitigation	SI	0.0	0.0	0.0	0.0	25.0	175.0	200.0
02 Rockaway & 207 St Yards Flood Mitigation	SI	0.0	0.0	0.0	0.0	50.0	75.0	125.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$75.0</b>	<b>\$250.0</b>	<b>\$325.0</b>
<b>Category Total T10</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$260.0</b>	<b>\$565.0</b>	<b>\$250.0</b>	<b>\$1,075.0</b>

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**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		
<b>03 DEPOTS MITIGATION: SANDY</b>									
01 Depot Flood Mitigation in Flood Zones Ph 1	SI	0.0	0.0	0.0	0.0	97.0	0.0	97.0	
02 Depot Flood Mitigation in Flood Zones Ph 2	SI	0.0	0.0	0.0	0.0	0.0	80.0	80.0	
03 Bus Rapid Transit/Bus Service Enhancements Ph 1	SI	0.0	0.0	0.0	5.0	10.0	0.0	15.0	
04 Bus Rapid Transit/Bus Service Enhancements Ph 2	SI	0.0	0.0	0.0	0.0	0.0	15.0	15.0	
05 Right of Way: BRT Staten Island North Shore	SI	0.0	0.0	0.0	0.0	0.0	268.3	268.3	
06 Contingency Planning: Bus/Transit Service	SI	0.0	0.0	0.0	11.0	15.0	0.0	26.0	
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$16.0</b>	<b>\$122.0</b>	<b>\$363.3</b>	<b>\$501.3</b>	
<b>Category Total T12</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$16.0</b>	<b>\$122.0</b>	<b>\$363.3</b>	<b>\$501.3</b>	

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**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
<b>02 MISCELLANEOUS REPAIRS: SANDY</b>								
08 Facilities Restoration	SGR	0.0	0.0	0.0	15.0	15.0	0.0	30.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$15.0</b>	<b>\$15.0</b>	<b>\$0.0</b>	<b>\$30.0</b>
<b>03 MISCELLANEOUS MITIGATION: SANDY</b>								
01 Flood Mitigation at Police&Other Facilities	SI	0.0	0.0	0.0	0.0	25.0	0.0	25.0
02 Mitigation at Administrative Facilities	SI	0.0	0.0	0.0	0.0	25.0	0.0	25.0
03 Bus Stations BRT Staten Island North Shore	SI	0.0	0.0	0.0	0.0	0.0	45.8	45.8
04 Systems: BRT Staten Island North Shore	SI	0.0	0.0	0.0	0.0	0.0	10.0	10.0
05 Support Facilities: BRT Staten Island North Shore	SI	0.0	0.0	0.0	0.0	0.0	1.5	1.5
06 Real Estate: BRT Staten Island North Shore	SI	0.0	0.0	0.0	0.0	0.0	30.4	30.4
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$50.0</b>	<b>\$87.7</b>	<b>\$137.7</b>
<b>Category Total T16</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$15.0</b>	<b>\$65.0</b>	<b>\$87.7</b>	<b>\$167.7</b>

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**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
<b>02 SIR REPAIRS: SANDY</b>								
09 Staten Island Railway Restoration	SGR	0.0	0.0	0.0	130.0	30.0	0.0	160.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$130.0</b>	<b>\$30.0</b>	<b>\$0.0</b>	<b>\$160.0</b>
<b>03 SIR MITIGATION: SANDY</b>								
01 SIR Mitigation: Various Locations	SI	0.0	0.0	0.0	100.0	0.0	0.0	100.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$100.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$100.0</b>
<b>Category Total S07</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$230.0</b>	<b>\$30.0</b>	<b>\$0.0</b>	<b>\$260.0</b>

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1,681.0</b>	<b>\$1,668.0</b>	<b>\$0.0</b>	<b>\$3,349.0</b>
<b>Mitigation:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$446.0</b>	<b>\$1,169.0</b>	<b>\$3,476.4</b>	<b>\$5,091.4</b>
<b>TOTAL New York City Transit</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2,127.0</b>	<b>\$2,837.0</b>	<b>\$3,476.4</b>	<b>\$8,440.3</b>

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**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		
<b>03 TRACK MITIGATION: SANDY</b>									
ZG Double Track Phase II / South Shore Resiliency	SI	0.0	0.0	0.0	0.0	30.0	270.0	300.0	
ZH Emergency Management Equipment Mitigation	SI	0.0	0.0	0.0	0.0	5.0	15.0	20.0	
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$35.0</b>	<b>\$285.0</b>	<b>\$320.0</b>	
<b>Category Total L03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$35.0</b>	<b>\$285.0</b>	<b>\$320.0</b>	

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**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
<b>02 LINE STRUCTURE REPAIRS: SANDY</b>								
ZA East River Tunnel Signal Sys & Infra Restoration	SGR	0.0	0.0	0.0	10.0	0.0	58.6	68.6
ZB Wreck Lead Bridge Systems Restoration	SGR	0.0	0.0	0.0	2.2	4.8	0.0	7.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.2</b>	<b>\$4.8</b>	<b>\$58.6</b>	<b>\$75.6</b>
<b>03 LINE STRUCTRE MITIGATION:SANDY</b>								
ZJ Atlantic Avenue Tunnels Mitigation	SI	0.0	0.0	0.0	0.0	2.0	2.0	4.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.0</b>	<b>\$2.0</b>	<b>\$4.0</b>
<b>Category Total L04</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.2</b>	<b>\$6.8</b>	<b>\$60.6</b>	<b>\$79.6</b>

\* 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
<b>02 COMM/SIGNAL REPAIRS: SANDY</b>								
ZC Long Beach Branch - Systems Restoration	SGR	0.0	0.0	0.0	15.9	16.1	24.4	56.4
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$15.9</b>	<b>\$16.1</b>	<b>\$24.4</b>	<b>\$56.4</b>
<b>Category Total L05</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$15.9</b>	<b>\$16.1</b>	<b>\$24.4</b>	<b>\$56.4</b>

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**Security / Disaster Recovery**  
**Long Island Rail Road**

**SHOPS AND YARDS**  
**E - L06**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 SHOP &amp; YARD REPAIRS: SANDY</b>								
ZD West Side Storage Yard Restoration	SGR	0.0	0.0	0.0	10.2	0.0	20.9	31.1
ZL Long Island City Yard Restoration	SGR	0.0	0.0	0.0	1.8	32.0	0.0	33.8
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.0</b>	<b>\$32.0</b>	<b>\$20.9</b>	<b>\$64.9</b>
<b>03 SHOP &amp; YARD MITIGATION: SANDY</b>								
ZK West Side Yard, LIC & East River Tunnel Mitigation	SI	0.0	0.0	0.0	0.0	8.5	76.5	85.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$8.5</b>	<b>\$76.5</b>	<b>\$85.0</b>
<b>Category Total L06</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.0</b>	<b>\$40.5</b>	<b>\$97.4</b>	<b>\$149.9</b>

\* 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)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 POWER REPAIRS: SANDY</b>									
ZE Systemwide Substation Restoration	SGR	0.0	0.0	0.0	16.9	40.9	0.2	58.0	
ZM 1st Avenue Substation Restoration	SGR	0.0	0.0	0.0	1.3	4.8	0.0	6.1	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$18.2</b>	<b>\$45.8</b>	<b>\$0.2</b>	<b>\$64.1</b>	
<b>Category Total L07</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$18.2</b>	<b>\$45.8</b>	<b>\$0.2</b>	<b>\$64.1</b>	

\* 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		
<b>02 MISCELLANEOUS REPAIRS: SANDY</b>									
ZF Infrastructure/System Upgrades (Various Locs)	SGR	0.0	0.0	0.0	5.7	0.0	0.3	6.0	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$5.7</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>\$6.0</b>	
<b>Category Total L09</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$5.7</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>\$6.0</b>	

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$64.0</b>	<b>\$98.7</b>	<b>\$104.3</b>	<b>\$267.0</b>
<b>Mitigation:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$45.5</b>	<b>\$363.5</b>	<b>\$409.0</b>
<b>TOTAL Long Island Rail Road</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$64.0</b>	<b>\$144.2</b>	<b>\$467.8</b>	<b>\$676.0</b>

\* Represents values less than \$50,000

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**Security / Disaster Recovery**  
**Metro-North Railroad**

**ROLLING STOCK**  
**E - M01**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 ROLLING STOCK REPAIRS: SANDY</b>									
01 Rolling Stock Restoration	SGR	0.0	0.0	0.0	3.3	0.0	0.0	3.3	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.3</b>	
<b>Category Total M01</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.3</b>	

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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
<b>02 TRACK/STRUCTURE REPAIRS: SANDY</b>								
02 Right of Way Restoration: Various Locations	SGR	0.0	0.0	0.0	8.0	0.0	0.0	8.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$8.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$8.0</b>
<b>03 TRACK/STRUCT MITIGATION: SANDY</b>								
01 Rail Vacuum Mitigation	SI	0.0	0.0	0.0	12.0	0.0	0.0	12.0
02 Water Level Monitoring Mitigation	SI	0.0	0.0	0.0	0.0	1.5	23.5	25.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.0</b>	<b>\$1.5</b>	<b>\$23.5</b>	<b>\$37.0</b>
<b>Category Total M03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$20.0</b>	<b>\$1.5</b>	<b>\$23.5</b>	<b>\$45.0</b>

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**Security / Disaster Recovery**  
**Metro-North Railroad**

**COMMUNICATIONS AND SIGNALS**  
**E - M04**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 COMM/SIGNAL REPAIRS: SANDY</b>								
05 Comm & Signal Infrastructure Restoration-Ph1	SGR	0.0	0.0	0.0	5.6	59.4	1.8	66.8
06 Comm & Signal Infrastructure Restoration-Ph2	SGR	0.0	0.0	0.0	0.0	0.0	47.3	47.3
07 Comm & Signal Infrastr Restoration-Eqpmt Replcmt	SGR	0.0	0.0	0.0	7.1	0.0	11.8	18.9
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.7</b>	<b>\$59.4</b>	<b>\$60.9</b>	<b>\$133.0</b>
<b>03 COMM/SIGNAL MITIGATION: SANDY</b>								
01 Power and Signals Mitigation	SI	0.0	0.0	0.0	0.0	5.0	45.0	50.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$5.0</b>	<b>\$45.0</b>	<b>\$50.0</b>
<b>Category Total M04</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.7</b>	<b>\$64.4</b>	<b>\$105.9</b>	<b>\$183.0</b>

\* Represents values less than \$50,000

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**Security / Disaster Recovery**  
**Metro-North Railroad**

**POWER**  
**E - M05**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 POWER REPAIRS: SANDY</b>								
06 Power Infrastructure Restoration-Phase 1	SGR	0.0	0.0	0.0	17.7	51.0	2.2	70.9
07 Power Infrastructure Restoration-Phase 2	SGR	0.0	0.0	0.0	0.0	0.0	51.8	51.8
08 Power Infrastructure Restoration-Substations	SGR	0.0	0.0	0.0	2.8	36.8	0.0	39.5
09 Power Infrastructure Restoration-HRLB	SGR	0.0	0.0	0.0	0.7	4.4	0.0	5.1
10 Power Infrastr Restoration-Remote Terminal Houses	SGR	0.0	0.0	0.0	1.3	0.0	0.0	1.3
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$22.4</b>	<b>\$92.2</b>	<b>\$54.0</b>	<b>\$168.6</b>
<b>Category Total M05</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$22.4</b>	<b>\$92.2</b>	<b>\$54.0</b>	<b>\$168.6</b>

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**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		
<b>03 MISC MITIGATION: SANDY</b>									
01 MNR Network Resiliency - Design/Program Mgmt	NE	0.0	0.0	0.0	9.4	31.3	0.0	40.6	
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$9.4</b>	<b>\$31.3</b>	<b>\$0.0</b>	<b>\$40.6</b>	
<b>Category Total M08</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$9.4</b>	<b>\$31.3</b>	<b>\$0.0</b>	<b>\$40.6</b>	

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$46.4</b>	<b>\$151.7</b>	<b>\$114.9</b>	<b>\$312.9</b>	
<b>Mitigation:Sandy</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$21.4</b>	<b>\$37.8</b>	<b>\$68.5</b>	<b>\$127.6</b>	
<b>TOTAL Metro-North Railroad</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$67.8</b>	<b>\$189.4</b>	<b>\$183.4</b>	<b>\$440.6</b>	

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**Security / Disaster Recovery**  
**MTA Bus Company**

**BUS COMPANY PROJECTS**  
**E - U03**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 BUS COMPANY REPAIRS: SANDY</b>								
01 Far Rockaway Depot Rehabilitation	SGR	0.0	0.0	0.0	25.0	0.0	0.0	25.0
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$25.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$25.0</b>
<b>03 BUS COMPANY MITIGATION: SANDY</b>								
01 Depot Flood Mitigation in Flood Zones Ph 1	SI	0.0	0.0	0.0	0.0	25.5	0.0	25.5
02 Depot Flood Mitigation in Flood Zones Ph 2	SI	0.0	0.0	0.0	0.0	0.0	20.0	20.0
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$25.5</b>	<b>\$20.0</b>	<b>\$45.5</b>
<b>Category Total U03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$25.0</b>	<b>\$25.5</b>	<b>\$20.0</b>	<b>\$70.5</b>

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$25.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$25.0</b>
<b>Mitigation:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$25.5</b>	<b>\$20.0</b>	<b>\$45.5</b>
<b>TOTAL MTA Bus Company</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$25.0</b>	<b>\$25.5</b>	<b>\$20.0</b>	<b>\$70.5</b>

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**Security / Disaster Recovery  
Capital Construction Company**

**MISCELLANEOUS  
E - G16**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>02 MISCELLANEOUS REPAIRS: SANDY</b>								
09 East Side Access Impacts		0.0	0.0	0.0	0.0	0.0	0.0	0.0 *
10 Second Ave Subway Impacts		0.0	0.0	0.0	0.1	0.0	0.0	0.1
12 Fulton Center Impacts		0.0	0.0	0.0	0.0	0.0	0.0	0.0 *
14 IESS East River Tunnel Impacts		0.0	0.0	0.0	1.4	21.7	0.0	23.1
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.5</b>	<b>\$21.7</b>	<b>\$0.0</b>	<b>\$23.2</b>
<b>Category Total</b>	<b>G16</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.5</b>	<b>\$21.7</b>	<b>\$0.0</b>	<b>\$23.2</b>

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.5</b>	<b>\$21.7</b>	<b>\$0.0</b>	<b>\$23.2</b>
<b>TOTAL Capital Construction Company</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.5</b>	<b>\$21.7</b>	<b>\$0.0</b>	<b>\$23.2</b>

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# AGENCY MTA SECURITY/DISASTER RECOVERY SUMMARY

AGENCY	Commitments (\$ in millions)						Total All Years
	2010	2011	2012	2013	2014	Post 2014	
<b>MTA SECURITY</b>							
MTA Police Security	\$0.0	\$0.0	\$0.0	\$66.0	\$19.0	\$0.0	\$85.0
MTA System-Wide Security	\$0.0	\$19.6	\$10.9	\$105.6	\$50.0	\$64.0	\$250.0
<b>SUB TOTAL</b>	<b>\$0.0</b>	<b>\$19.6</b>	<b>\$10.9</b>	<b>\$171.6</b>	<b>\$69.0</b>	<b>\$64.0</b>	<b>\$335.0</b>
<b>MTA DISASTER RECOVERY:REPAIRS</b>							
New York City Transit	\$0.0	\$0.0	\$0.0	\$1,681.0	\$1,668.0	\$0.0	\$3,349.0
Long Island Rail Road	\$0.0	\$0.0	\$0.0	\$64.0	\$98.7	\$104.3	\$267.0
Metro-North Railroad	\$0.0	\$0.0	\$0.0	\$46.4	\$151.7	\$114.9	\$312.9
MTA Bus Company	\$0.0	\$0.0	\$0.0	\$25.0	\$0.0	\$0.0	\$25.0
Capital Construction Company	\$0.0	\$0.0	\$0.0	\$1.5	\$21.7	\$0.0	\$23.2
Bridges and Tunnels	\$0.0	\$0.0	\$0.0	\$85.5	\$692.0	\$0.0	\$777.5
<b>SUB TOTAL</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1,903.4</b>	<b>\$2,631.9</b>	<b>\$219.2</b>	<b>\$4,754.6</b>
<b>MTA DISASTER RECOVERY:MITIGATION</b>							
New York City Transit	\$0.0	\$0.0	\$0.0	\$446.0	\$1,169.0	\$3,476.4	\$5,091.4
Long Island Rail Road	\$0.0	\$0.0	\$0.0	\$0.0	\$45.5	\$363.5	\$409.0
Metro-North Railroad	\$0.0	\$0.0	\$0.0	\$21.4	\$37.8	\$68.5	\$127.6
MTA Bus Company	\$0.0	\$0.0	\$0.0	\$0.0	\$25.5	\$20.0	\$45.5
Bridges and Tunnels	\$0.0	\$0.0	\$0.0	\$24.6	\$52.6	\$18.9	\$96.0
<b>SUB TOTAL</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$491.9</b>	<b>\$1,330.4</b>	<b>\$3,947.2</b>	<b>\$5,769.5</b>
<b>GRAND TOTAL</b>	<b>\$0.0</b>	<b>\$19.6</b>	<b>\$10.9</b>	<b>\$2,566.9</b>	<b>\$4,031.3</b>	<b>\$4,230.5</b>	<b>\$10,859.1</b>

\* 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
<b>01 MTA MENTORING PROGRAM ADMIN</b>								
01 MTA MENTORING PROGRAM ADMINISTRATION	NI	0.0	6.2	0.2	4.3	0.0	0.0	10.6
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$6.2</b>	<b>\$0.2</b>	<b>\$4.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$10.6</b>
<b>Category Total</b>	<b>600</b>	<b>\$0.0</b>	<b>\$6.2</b>	<b>\$0.2</b>	<b>\$4.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$10.6</b>

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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
<b>01 MTA BSC / FACILITIES REHAB</b>								
01 MTA Business Service Center	SI	29.8	0.0	45.2	0.0	0.0	0.0	75.0
02 Jay Street Building Rehabilitation	NR	0.0	0.0	0.0	60.0	0.0	0.0	60.0
03 Biltmore Room Connection	NE	0.0	0.0	0.8	14.7	0.0	0.0	15.5
<b>Element Total 01</b>		<b>\$29.8</b>	<b>\$0.0</b>	<b>\$46.1</b>	<b>\$74.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$150.5</b>
<b>Category Total 611</b>		<b>\$29.8</b>	<b>\$0.0</b>	<b>\$46.1</b>	<b>\$74.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$150.5</b>

\* 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
<b>01 MTA PLANNING INITIATIVES</b>								
01 Core Planning Support	SI	0.0	0.0	5.0	5.8	5.6	8.2	24.6
02 Corridor Planning Support	SI	0.0	0.0	0.0	5.2	2.6	5.2	13.0
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
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$0.7</b>	<b>\$7.2</b>	<b>\$11.0</b>	<b>\$8.2</b>	<b>\$13.4</b>	<b>\$40.5</b>
<b>Category Total 612</b>		<b>\$0.0</b>	<b>\$0.7</b>	<b>\$7.2</b>	<b>\$11.0</b>	<b>\$8.2</b>	<b>\$13.4</b>	<b>\$40.5</b>
<b>TOTAL</b>		<b>\$29.8</b>	<b>\$6.9</b>	<b>\$53.4</b>	<b>\$90.0</b>	<b>\$8.2</b>	<b>\$13.4</b>	<b>\$201.6</b>

\* 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	\$6.2	\$0.2	\$4.3	\$0.0	\$0.0	\$10.6
TOTAL	MTA BSC / FACILITIES REHAB	\$29.8	\$0.0	\$46.1	\$74.7	\$0.0	\$0.0	\$150.5
TOTAL	MTA PLANNING	\$0.0	\$0.7	\$7.2	\$11.0	\$8.2	\$13.4	\$40.5
TOTAL	MTA Interagency	\$29.8	\$6.9	\$53.4	\$90.0	\$8.2	\$13.4	\$201.6

\* 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
<b>01 EAST SIDE ACCESS</b>								
01 Program Management	NE	0.0	21.6	8.3	12.8	13.1	0.0	55.9
02 Engineering	NE	0.0	26.1	0.0	27.4	6.2	0.0	59.6
03 MTA Management	NE	0.0	0.0	3.3	8.3	13.4	0.0	25.0
05 Manh Structures 1-MNR ForcAcct	NE	0.0	14.9	0.0	0.0	0.0	0.0	14.9
11 OCIP	NE	0.0	4.2	0.0	27.6	10.1	0.0	42.0
12 55th St. Ventilation Facility	NE	0.0	0.0	58.8	0.0	0.0	0.0	58.8
13 Construction Management	NE	0.0	52.3	31.0	47.6	67.4	0.0	198.4
14 GCT Concrse&Facilities	NE	0.0	46.5	0.0	2.5	237.3	0.0	286.3
15 Vertical Circulation Elements	NE	0.0	0.0	0.0	0.0	24.5	0.0	24.5
16 General Conditions	NE	0.0	16.9	0.0	12.6	9.5	0.0	39.0
17 Manhattan Structures and Cavern	NE	0.0	0.0	0.0	487.0	1.8	0.0	488.8
18 Harold Interlocking ForceAcct	NE	0.0	58.2	1.3	26.2	26.2	0.0	111.9
20 Plaza Substation & Structures	NE	0.0	68.4	103.1	16.9	0.0	0.0	188.4
21 Mid-Day Storage Yard Facility	NE	0.0	0.0	0.0	0.0	107.5	0.0	107.5
22 Harold Structures (Part 1)	NE	0.0	0.0	62.9	5.0	0.0	0.0	67.9
23 Harold Structures - Part 3	NE	0.0	0.0	0.0	68.9	0.0	0.0	68.9
24 Harold Structures - Part 3B	NE	0.0	0.0	0.0	0.0	25.3	0.0	25.3
25 Amtrak Access & Protection	NE	0.0	0.9	0.0	3.6	0.0	0.0	4.5
26 LIRR Access & Protection	NE	0.0	0.0	0.0	3.4	0.0	0.0	3.5
27 System Testing & Commissioning	NE	0.0	0.0	0.0	5.7	3.4	0.0	9.1
28 Rolling Stock Procurement	NE	0.0	0.0	0.0	0.0	194.5	0.0	194.5
29 Real Estate	NE	0.0	0.0	3.6	23.0	0.0	0.0	26.6
30 GCT Concourse Civil&Structural	NE	0.0	254.7	0.0	0.9	0.0	0.0	255.6
31 250 Hz Track Circuit	NE	0.0	0.0	0.0	15.3	0.0	0.0	15.3
32 Management Reserve	NE	0.0	0.0	0.0	35.9	0.0	0.0	35.9
33 Program Contingency	NE	0.0	0.0	0.0	11.8	0.0	0.0	11.8
34 Protect Locomotive	NE	0.0	0.0	0.0	0.0	7.5	0.0	7.5
35 Facility Systems	NE	0.0	0.0	0.0	497.5	0.0	0.0	497.5
36 Tunnel Systems	NE	0.0	0.0	0.0	0.0	155.6	0.0	155.6
37 Signal Equipment	NE	0.0	0.0	0.0	22.1	0.0	0.0	22.1
38 Force Account Warehouse	NE	0.0	0.0	0.0	1.5	1.9	0.0	3.4
39 Manhattan Utilities Relocations	NE	0.0	0.0	5.0	1.7	2.0	0.0	8.7
40 Queens Bored Tunnel - Tunnel A	NE	0.0	0.0	0.0	39.3	0.0	0.0	39.3
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$564.8</b>	<b>\$277.5</b>	<b>\$1,404.5</b>	<b>\$907.2</b>	<b>\$0.0</b>	<b>\$3,154.0</b>
<b>Category Total 609</b>		<b>\$0.0</b>	<b>\$564.8</b>	<b>\$277.5</b>	<b>\$1,404.5</b>	<b>\$907.2</b>	<b>\$0.0</b>	<b>\$3,154.0</b>

\* 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
<b>01 FULL LENGTH SECOND AVE SUBWAY</b>								
01 2B/C: Shell/Finishes/MEP 96 St	NE	0.0	0.0	363.7	0.0	0.0	0.0	363.7
02 4C: Station Finishes/MEP 72 St	NE	0.0	0.0	0.0	272.3	0.0	0.0	272.3
03 5B: Mining/Lining 86 St	NE	0.0	260.7	0.2	0.0	0.0	0.0	260.9
04 5C: Station Finishes/MEP 86 St	NE	0.0	0.0	0.0	265.9	0.0	0.0	265.9
06 SAS Construction Management	NE	0.0	0.0	20.0	0.0	0.0	0.0	20.0
07 2A: 96St Station Structures	NE	0.0	0.0	8.0	0.0	0.0	0.0	8.0
95 2010-2014 SAS Project Support	NE	0.0	0.0	0.1	0.0	0.0	0.0	0.1
96 2010-2014 Unallocated AFI Reserve	NE	0.0	0.0	0.0	101.4	0.0	0.0	101.4
97 OCIP Owner Controlled Insurance Program	NE	0.0	0.0	0.0	18.0	0.0	0.0	18.0
98 Real Estate	NE	0.0	0.0	0.0	11.8	0.0	0.0	11.8
99 Executive Reserve	NE	0.0	0.0	0.0	0.0	160.0	0.0	160.0
AW Artwork	NE	0.0	0.0	0.1	4.9	0.0	0.0	5.0
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$260.7</b>	<b>\$392.2</b>	<b>\$674.2</b>	<b>\$160.0</b>	<b>\$0.0</b>	<b>\$1,487.1</b>
<b>Category Total 610</b>		<b>\$0.0</b>	<b>\$260.7</b>	<b>\$392.2</b>	<b>\$674.2</b>	<b>\$160.0</b>	<b>\$0.0</b>	<b>\$1,487.1</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 REGIONAL INVESTMENTS</b>								
01 WBBP & EBRR Force Account Connections	NE	0.0	0.0	0.0	22.8	14.6	0.0	37.4
02 Harold Structures Part 3B: East-Bound Re-Route	NE	0.0	0.0	0.0	0.0	115.9	0.0	115.9
03 Harold Structures Part 3A: West-Bound By-Pass	NE	0.0	0.0	0.0	150.1	0.0	0.0	150.1
04 Loop Interlocking	NE	0.0	2.7	6.2	8.0	0.0	0.0	17.0
05 Amtrak Buildings	NE	0.0	12.9	0.0	0.0	3.2	0.0	16.1
06 Rolling Stock Procurement	NE	0.0	0.0	0.0	0.0	50.0	0.0	50.0
07 Elevators and Escalators	NE	0.0	0.5	0.0	2.3	0.0	0.0	2.8
09 Design	NE	0.0	0.0	0.0	24.4	0.0	0.0	24.4
10 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	17.9	0.0	0.0	17.9
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$16.1</b>	<b>\$6.2</b>	<b>\$242.5</b>	<b>\$183.7</b>	<b>\$0.0</b>	<b>\$448.4</b>
<b>Category Total 614</b>		<b>\$0.0</b>	<b>\$16.1</b>	<b>\$6.2</b>	<b>\$242.5</b>	<b>\$183.7</b>	<b>\$0.0</b>	<b>\$448.4</b>

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Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>01 ESA RS / LIABILITY RESERVE</b>								
01 Rolling Stock Reserve	NE	0.0	0.0	0.0	0.0	463.0	0.0	463.0
02 Liability Reserve	NE	0.0	39.9	3.5	50.2	39.7	39.6	172.8
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$39.9</b>	<b>\$3.5</b>	<b>\$50.2</b>	<b>\$502.7</b>	<b>\$39.6</b>	<b>\$635.8</b>
<b>Category Total 615</b>		<b>\$0.0</b>	<b>\$39.9</b>	<b>\$3.5</b>	<b>\$50.2</b>	<b>\$502.7</b>	<b>\$39.6</b>	<b>\$635.8</b>

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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	
<b>01 MISCELLANEOUS</b>								
01 Misc Engineering/Prog Support	NE	0.0	35.4	5.0	39.6	30.0	30.0	140.0
<b>Element Total 01</b>		<b>\$0.0</b>	<b>\$35.4</b>	<b>\$5.0</b>	<b>\$39.6</b>	<b>\$30.0</b>	<b>\$30.0</b>	<b>\$140.0</b>
<b>Category Total 616</b>		<b>\$0.0</b>	<b>\$35.4</b>	<b>\$5.0</b>	<b>\$39.6</b>	<b>\$30.0</b>	<b>\$30.0</b>	<b>\$140.0</b>
<b>TOTAL</b>		<b>\$0.0</b>	<b>\$916.9</b>	<b>\$684.3</b>	<b>\$2,411.0</b>	<b>\$1,783.6</b>	<b>\$69.6</b>	<b>\$5,865.4</b>

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# ALL CPRB AGENCY SUMMARY

AGENCY		Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>Total</b>	<b>New York City Transit</b>	\$1,062.1	\$1,784.1	\$2,217.3	\$2,894.9	\$3,246.9	\$436.7	\$11,642.0
<b>Total</b>	<b>Long Island Rail Road</b>	\$161.2	\$168.6	\$248.2	\$757.2	\$690.3	\$288.3	\$2,313.8
<b>Total</b>	<b>Metro-North Railroad</b>	\$46.0	\$329.0	\$260.6	\$249.6	\$655.7	\$3.0	\$1,543.8
<b>Total</b>	<b>MTA Bus Company</b>	\$0.0	\$42.8	\$41.3	\$47.2	\$165.7	\$0.0	\$297.0
<b>Total</b>	<b>Security/Disaster Recovery: (Core+Superstorm Sandy)</b>	\$0.0	\$19.6	\$10.9	\$2,456.8	\$3,286.7	\$4,211.6	\$9,985.6
	Security(Core)	\$0.0	\$19.6	\$10.9	\$171.6	\$69.0	\$64.0	\$335.0
	Disaster Recovery:REPAIRS	\$0.0	\$0.0	\$0.0	\$1,817.9	\$1,939.9	\$219.2	\$3,977.1
	Disaster Recovery:MITIGATION	\$0.0	\$0.0	\$0.0	\$467.4	\$1,277.8	\$3,928.4	\$5,673.5
<b>Total</b>	<b>MTA Interagency</b>	\$29.8	\$6.9	\$53.4	\$90.0	\$8.2	\$13.4	\$201.6
<b>Core Subtotal</b>		\$1,299.1	\$2,350.8	\$2,831.7	\$6,495.7	\$8,053.5	\$4,953.0	\$25,983.8
<b>Total</b>	<b>Capital Construction Company</b>	\$0.0	\$916.9	\$684.3	\$2,411.0	\$1,783.6	\$69.6	\$5,865.4
<b>Total 2010-2014 CPRB Program</b>		\$1,299.1	\$3,267.7	\$3,516.0	\$8,906.7	\$9,837.1	\$5,022.6	\$31,849.2

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# Bridges and Tunnels

# Structures

D - 601

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>AW Agency-wide</b>								
98 Feasibility Study:BBT/QMT Improve/Modernize	NR	0.8	2.5	0.0	0.0	0.0	0.0	3.4
<b>Element Total AW</b>		<b>\$0.8</b>	<b>\$2.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.4</b>
<b>BB Brooklyn-Battery Tunnel</b>								
28 Rehab. Walls, Roadway, Firelines, Ceiling Repair	NR	0.0	0.0	3.9	5.1	69.6	0.0	78.6
<b>Element Total BB</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.9</b>	<b>\$5.1</b>	<b>\$69.6</b>	<b>\$0.0</b>	<b>\$78.6</b>
<b>BW Bronx-Whitestone Bridge</b>								
07 Tower and Pier Fender Protection	NR	0.0	0.1	0.0	3.1	0.0	0.0	3.1
14 Miscellaneous Structural Rehabilitation	NR	0.0	0.0	0.0	2.4	11.1	0.0	13.5
84 Cable Investigation / Monitoring	NR	0.0	0.0	0.1	2.9	6.3	0.0	9.2
97 Concrete Anchorage Repairs	NR	0.0	0.1	8.0	0.0	0.0	0.0	8.0
<b>Element Total BW</b>		<b>\$0.0</b>	<b>\$0.1</b>	<b>\$8.0</b>	<b>\$8.4</b>	<b>\$17.4</b>	<b>\$0.0</b>	<b>\$33.9</b>
<b>CB Cross Bay Bridge</b>								
09 Substructure & Underwater Work	NR	20.1	0.0	0.0	0.0	0.0	0.0	20.1
<b>Element Total CB</b>		<b>\$20.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$20.1</b>
<b>HH Henry Hudson Bridge</b>								
07 Structural Rehabilitation - Phase I	NR	0.0	0.3	8.3	0.0	0.0	0.0	8.6
81 Replace Lower Level South Approach	NR	0.0	0.1	0.0	0.0	0.0	0.0	0.1
89 Skewbacks Retrofit	NR	0.0	0.0	0.0	5.7	0.0	0.0	5.7
<b>Element Total HH</b>		<b>\$0.0</b>	<b>\$0.4</b>	<b>\$8.3</b>	<b>\$5.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$14.4</b>
<b>MP Marine Parkway Bridge</b>								
06 Substructure & Underwater Scour Protection	NR	3.7	0.0	0.0	24.0	0.0	0.0	27.6
16 Miscellaneous Steel Repairs	NR	0.0	0.0	0.8	1.8	0.0	0.0	2.5
<b>Element Total MP</b>		<b>\$3.7</b>	<b>\$0.0</b>	<b>\$0.8</b>	<b>\$25.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$30.2</b>
<b>QM Queens Midtown Tunnel</b>								
18 Entrance and Exit Plazas Structural Rehabilitation	NR	0.0	3.5	0.0	0.0	17.1	0.0	20.6
40 Tunnel Wall and Ceiling Repairs and Leak Control	NR	0.0	0.0	1.7	3.4	17.9	0.0	23.0
<b>Element Total QM</b>		<b>\$0.0</b>	<b>\$3.5</b>	<b>\$1.7</b>	<b>\$3.4</b>	<b>\$35.0</b>	<b>\$0.0</b>	<b>\$43.6</b>
<b>RK Robert F. Kennedy Bridge</b>								
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	11.6	6.7	76.9	0.0	97.8
76 Miscellaneous Structural Repair	NR	0.0	0.0	0.1	1.0	19.0	0.0	20.0
<b>Element Total RK</b>		<b>\$0.0</b>	<b>\$2.5</b>	<b>\$17.1</b>	<b>\$7.7</b>	<b>\$95.9</b>	<b>\$0.0</b>	<b>\$123.2</b>
<b>TN Throgs Neck Bridge</b>								
52 Miscellaneous Structural Rehabilitation	NR	0.0	5.1	0.2	4.1	12.6	0.0	22.0
60 Anchorage Dehumidification	NR	0.0	0.0	0.1	3.2	0.0	0.0	3.3
<b>Element Total TN</b>		<b>\$0.0</b>	<b>\$5.1</b>	<b>\$0.3</b>	<b>\$7.3</b>	<b>\$12.6</b>	<b>\$0.0</b>	<b>\$25.3</b>

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# Bridges and Tunnels

# Structures D - 601

## Commitments (\$ in millions)

ELEMENT DESCRIPTION/PROJECT		Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>VN Verrazano-Narrows Bridge</b>									
34	Verrazano-Narrows Bridge Main Cable Testing	NR	0.0	0.0	0.0	0.1	5.3	0.0	5.4
35	Steel Repair & Concrete Rehab. & Drainage Systems	NR	0.0	0.0	0.9	18.2	0.0	0.0	19.1
<b>Element Total VN</b>			<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.9</b>	<b>\$18.2</b>	<b>\$5.3</b>	<b>\$0.0</b>	<b>\$24.4</b>
<b>Category Total 601</b>			<b>\$24.6</b>	<b>\$14.2</b>	<b>\$40.9</b>	<b>\$81.7</b>	<b>\$235.7</b>	<b>\$0.0</b>	<b>\$397.1</b>

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# Bridges and Tunnels

# Roadways and Deck D - 602

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)						Total All Years
		2010	2011	2012	2013	2014	Post 2014	
<b>BB Brooklyn-Battery Tunnel</b>								
54 Replacement Brooklyn Plaza Structural Slab	NR	0.0	0.0	2.4	0.4	19.5	0.0	22.3
<b>Element Total BB</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.4</b>	<b>\$0.4</b>	<b>\$19.5</b>	<b>\$0.0</b>	<b>\$22.3</b>
<b>BW Bronx-Whitestone Bridge</b>								
89 Deck Replacement-Elevated and On Grade Approach	NR	0.0	157.7	0.0	4.3	0.0	0.0	162.0
<b>Element Total BW</b>		<b>\$0.0</b>	<b>\$157.7</b>	<b>\$0.0</b>	<b>\$4.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$162.0</b>
<b>HH Henry Hudson Bridge</b>								
10 Upper Level Sidewalk / Curb Stringers	NR	42.0	0.0	0.0	0.0	0.0	0.0	42.0
88 Replace Upper & Lower Level Plza & Southbnd. Appr.	NR	0.0	0.0	8.6	0.0	40.8	0.0	49.4
<b>Element Total HH</b>		<b>\$42.0</b>	<b>\$0.0</b>	<b>\$8.6</b>	<b>\$0.0</b>	<b>\$40.8</b>	<b>\$0.0</b>	<b>\$91.4</b>
<b>MP Marine Parkway Bridge</b>								
21 Rehabilitate Rockaway Point Blvd Overpass	NR	0.0	0.4	0.6	0.0	6.6	0.0	7.6
<b>Element Total MP</b>		<b>\$0.0</b>	<b>\$0.4</b>	<b>\$0.6</b>	<b>\$0.0</b>	<b>\$6.6</b>	<b>\$0.0</b>	<b>\$7.6</b>
<b>RK Robert F. Kennedy Bridge</b>								
65 Deck Replacement-Bronx/Manhattan Ramps/TollPlaza	NR	4.5	33.3	19.8	25.4	235.0	0.0	317.9
73 Deck Replacement- RFK MQ Ramp	NR	0.0	0.7	62.9	0.0	0.0	0.0	63.6
74 Replace T-48 Wearing Surface	NR	0.8	9.8	0.0	0.0	0.0	0.0	10.6
75 Interim Repairs - Toll Plaza Deck	NR	0.0	3.2	0.0	14.1	30.5	0.0	47.8
<b>Element Total RK</b>		<b>\$5.3</b>	<b>\$46.9</b>	<b>\$82.7</b>	<b>\$39.5</b>	<b>\$265.5</b>	<b>\$0.0</b>	<b>\$439.8</b>
<b>TN Throgs Neck Bridge</b>								
49 Suspended Span Replacement - Phase A	NR	0.0	1.7	7.8	2.2	10.4	0.0	22.2
82 Rehabilitate Orthotropic Deck - Phase B	NR	0.0	25.4	0.0	0.0	0.0	0.0	25.4
<b>Element Total TN</b>		<b>\$0.0</b>	<b>\$27.1</b>	<b>\$7.8</b>	<b>\$2.2</b>	<b>\$10.4</b>	<b>\$0.0</b>	<b>\$47.5</b>
<b>VN Verrazano-Narrows Bridge</b>								
03 Toll Plaza-East & West Bound Ramps Improvements	NR	0.0	69.4	0.0	0.0	1.2	0.0	70.6
80 Replace Upper Level Suspended Span	NR	0.0	0.0	277.5	91.8	1.0	0.0	370.3
84 Widening of Belt Parkway Ramps	NR	0.0	0.0	0.1	8.2	0.0	0.0	8.2
<b>Element Total VN</b>		<b>\$0.0</b>	<b>\$69.4</b>	<b>\$277.5</b>	<b>\$100.0</b>	<b>\$2.2</b>	<b>\$0.0</b>	<b>\$449.1</b>
<b>Category Total 602</b>		<b>\$47.3</b>	<b>\$301.5</b>	<b>\$379.7</b>	<b>\$146.4</b>	<b>\$345.0</b>	<b>\$0.0</b>	<b>\$1,219.8</b>

\* 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
<b>AW Agency-wide</b>								
35 Weather Information Systems	SI	0.0	0.1	0.0	0.2	0.9	0.0	1.2
36 Installation of CCTV / Fiber Optic Cable	NR	0.0	0.0	0.0	22.4	0.0	0.0	22.4
48 2nd Generation E-Zpass In-Lane	NR	10.0	0.8	0.0	9.8	0.9	0.0	21.4
57 Advanced Traffic Management Systems	SI	0.0	0.1	0.0	0.7	2.9	0.0	3.7
<b>Element Total AW</b>		<b>\$10.0</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>\$33.2</b>	<b>\$4.7</b>	<b>\$0.0</b>	<b>\$48.8</b>
<b>Category Total</b>	<b>603</b>	<b>\$10.0</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>\$33.2</b>	<b>\$4.7</b>	<b>\$0.0</b>	<b>\$48.8</b>

\* 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
<b>AW Agency-wide</b>								
80 Advanced Traveler Information Systems	SI	0.0	0.1	0.0	11.5	0.0	0.0	11.6
<b>Element Total AW</b>		<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$11.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$11.6</b>
<b>BB Brooklyn-Battery Tunnel</b>								
45 Replace Electrical Switchgear & Equipment	NR	56.2	0.5	0.0	0.0	0.0	0.0	56.7
<b>Element Total BB</b>		<b>\$56.2</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$56.7</b>
<b>BW Bronx-Whitestone Bridge</b>								
15 Necklace Lighting	NR	0.0	0.7	0.0	9.5	0.0	0.0	10.2
<b>Element Total BW</b>		<b>\$0.0</b>	<b>\$0.7</b>	<b>\$0.0</b>	<b>\$9.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$10.2</b>
<b>MP Marine Parkway Bridge</b>								
03 Programmable Logic Controller & Mechanical Rehab.	NR	0.0	3.6	0.0	0.0	20.4	0.0	24.0
<b>Element Total MP</b>		<b>\$0.0</b>	<b>\$3.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$20.4</b>	<b>\$0.0</b>	<b>\$24.0</b>
<b>QM Queens Midtown Tunnel</b>								
30 Tunnel Ventilation Building Electrical Upgrade	NR	0.0	0.0	55.7	0.5	0.0	0.0	56.2
81 Controls / Communication System	NR	0.0	0.0	0.1	4.3	0.0	0.0	4.3
<b>Element Total QM</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$55.7</b>	<b>\$4.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$60.5</b>
<b>VN Verrazano-Narrows Bridge</b>								
87 Substation #1 Rehabilitation	NR	0.0	0.1	0.8	15.8	0.0	0.0	16.6
<b>Element Total VN</b>		<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.8</b>	<b>\$15.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$16.6</b>
<b>Category Total 604</b>		<b>\$56.2</b>	<b>\$4.9</b>	<b>\$56.5</b>	<b>\$41.5</b>	<b>\$20.4</b>	<b>\$0.0</b>	<b>\$179.6</b>

\* 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	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>AW Agency-wide</b>								
12 Hazardous Materials Abatement	NR	1.3	0.0	0.1	5.4	1.9	0.0	8.7
<b>Element Total AW</b>		<b>\$1.3</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$5.4</b>	<b>\$1.9</b>	<b>\$0.0</b>	<b>\$8.7</b>
<b>BB Brooklyn-Battery Tunnel</b>								
21 Service Building Rehabilitation	NR	0.0	0.0	0.5	3.9	0.0	0.0	4.4
43 Misc. Repairs at BP Garage	NR	0.0	0.0	0.6	0.0	5.6	0.0	6.3
<b>Element Total BB</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.2</b>	<b>\$3.9</b>	<b>\$5.6</b>	<b>\$0.0</b>	<b>\$10.7</b>
<b>Category Total</b>	<b>605</b>	<b>\$1.3</b>	<b>\$0.0</b>	<b>\$1.2</b>	<b>\$9.2</b>	<b>\$7.5</b>	<b>\$0.0</b>	<b>\$19.3</b>

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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
<b>AW Agency-wide</b>								
15	MTA Independent Engineer	0.0	0.2	0.2	0.6	2.9	0.0	3.9
18	Protective Liability Insurance	0.4	1.7	1.2	1.6	1.7	0.0	6.6
21	Program Administration	3.1	3.2	3.2	3.3	3.5	0.0	16.3
22	Miscellaneous	0.1	0.1	0.1	0.9	1.9	0.0	3.1
28	Scope Development	2.5	1.3	0.6	2.6	0.0	0.0	7.1
85	Traffic Enforcement Support	0.0	0.0	0.6	1.2	3.9	0.0	5.8
<b>Element Total AW</b>		<b>\$6.2</b>	<b>\$6.3</b>	<b>\$5.9</b>	<b>\$10.3</b>	<b>\$14.0</b>	<b>\$0.0</b>	<b>\$42.7</b>
<b>Category Total 606</b>		<b>\$6.2</b>	<b>\$6.3</b>	<b>\$5.9</b>	<b>\$10.3</b>	<b>\$14.0</b>	<b>\$0.0</b>	<b>\$42.7</b>

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# Bridges and Tunnels

# Structural Painting D - 607

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>AW Agency-wide</b>								
95 Miscellaneous Agency Wide Painting	NR	0.0	0.0	0.0	0.0	6.3	0.0	6.3
<b>Element Total AW</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$6.3</b>	<b>\$0.0</b>	<b>\$6.3</b>
<b>HH Henry Hudson Bridge</b>								
10 Paint - Curb Stringers	NR	0.8	0.0	0.0	0.0	0.0	0.0	0.8
<b>Element Total HH</b>		<b>\$0.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.8</b>
<b>MP Marine Parkway Bridge</b>								
21 Paint - Rockaway Point Overpass	NR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
<b>Element Total MP</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.1</b>	<b>\$0.0</b>	<b>\$1.1</b>
<b>RK Robert F. Kennedy Bridge</b>								
65 Paint - Plaza and Approach Ramps	NR	0.0	0.0	0.0	1.7	17.1	0.0	18.8
<b>Element Total RK</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$1.7</b>	<b>\$17.1</b>	<b>\$0.0</b>	<b>\$18.8</b>
<b>TN Throgs Neck Bridge</b>								
82 Paint - Bronx and Queens Approach Spans	NR	0.0	46.2	0.0	0.0	0.0	0.0	46.2
85 Steel Repairs - Suspended Span	NR	0.9	5.3	0.0	0.0	0.0	0.0	6.2
87 Paint - Bronx and Queens Tower Fender Systems	NR	8.3	0.0	0.0	0.0	0.0	0.0	8.3
<b>Element Total TN</b>		<b>\$9.3</b>	<b>\$51.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$60.8</b>
<b>VN Verrazano-Narrows Bridge</b>								
35 Paint - Brooklyn&Staten Island Lower Level Ramps	NR	0.0	0.0	0.0	19.6	0.0	0.0	19.6
80 Paint - Upper Level Superstructure	NR	0.0	0.0	32.9	0.0	0.0	0.0	32.9
84 Paint - Belt Parkway Ramps	NR	0.0	0.0	0.0	0.3	0.0	0.0	0.3
88 Tower Painting - Below Roadway Level	NR	30.4	0.0	0.0	0.0	0.0	0.0	30.4
<b>Element Total VN</b>		<b>\$30.4</b>	<b>\$0.0</b>	<b>\$32.9</b>	<b>\$19.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$83.1</b>
<b>Category Total 607</b>		<b>\$40.4</b>	<b>\$51.5</b>	<b>\$32.9</b>	<b>\$21.6</b>	<b>\$24.5</b>	<b>\$0.0</b>	<b>\$171.0</b>
<b>TOTAL</b>		<b>\$186.0</b>	<b>\$379.5</b>	<b>\$517.2</b>	<b>\$343.8</b>	<b>\$651.9</b>	<b>\$0.0</b>	<b>\$2,078.4</b>

\* Represents values less than \$50,000

Numbers may not add due to rounding

**Security / Disaster Recovery**  
**Bridges and Tunnels**

**STRUCTURES**  
**E - D01**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 STRUCTURE REPAIRS: SANDY</b>									
02 Restore Hugh L. Carey Tunnel - Structural	SGR	0.0	0.0	0.0	15.7	215.3	0.0	230.9	
03 Restore Queens Midtown Tunnel - Structural	SGR	0.0	0.0	0.0	12.1	144.3	0.0	156.4	
04 Restore Cross Bay Bridge North Abutment	SGR	0.0	0.0	0.0	1.4	0.0	0.0	1.4	
06 Restore MPB South Abutment & Seawall	SGR	0.0	0.0	0.0	3.4	0.0	0.0	3.4	
09 Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	SGR	0.0	0.0	0.0	0.4	1.3	0.0	1.7	
10 Restore RFK Fencing	SGR	0.0	0.0	0.0	0.1	0.0	0.0	0.1	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$33.0</b>	<b>\$360.9</b>	<b>\$0.0</b>	<b>\$393.8</b>	
<b>03 STRUCTURE MITIGATION: SANDY</b>									
01 Hugh Carey Tunnel Mitigation -Perimeter Work	SI	0.0	0.0	0.0	3.0	5.5	0.0	8.5	
02 Hugh Carey Tunnel Mitigation -Flood Gates&Other	SI	0.0	0.0	0.0	1.5	16.3	1.6	19.5	
03 Queens Midtown Tunnel Mitigation -Perimeter Work	SI	0.0	0.0	0.0	2.0	5.5	0.0	7.5	
04 Queens Midtown Tunnel Mitigation-Flood Gates&Other	SI	0.0	0.0	0.0	1.1	12.2	0.0	13.3	
24 MPB / CBB Master Plan & Resiliency Needs	SI	0.0	0.0	0.0	10.0	0.0	0.0	10.0	
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$17.7</b>	<b>\$39.4</b>	<b>\$1.6</b>	<b>\$58.8</b>	
<b>Category Total D01</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$50.7</b>	<b>\$400.3</b>	<b>\$1.6</b>	<b>\$452.6</b>	

\* Represents values less than \$50,000

Numbers may not add due to rounding

**Security / Disaster Recovery**  
**Bridges and Tunnels**

**ROADWAYS & DECKS**  
**E - D02**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 ROADWAY/DECK REPAIRS: SANDY</b>									
02 Restore Hugh L. Carey Tunnel Roadway	SGR	0.0	0.0	0.0	9.1	65.6	0.0	74.7	
03 Restore Queens Midtown Tunnel Roadway	SGR	0.0	0.0	0.0	4.8	57.5	0.0	62.2	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$13.9</b>	<b>\$123.1</b>	<b>\$0.0</b>	<b>\$137.0</b>	
<b>Category Total D02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$13.9</b>	<b>\$123.1</b>	<b>\$0.0</b>	<b>\$137.0</b>	

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**Security / Disaster Recovery  
Bridges and Tunnels**

**UTILITIES  
E - D04**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	2010	2011	2012	2013	2014	Post 2014	Total All Years
<b>02 UTILITIES REPAIRS: SANDY</b>								
01 Restore TNB Tower Base Lighting/Walkway	SGR	0.0	0.0	0.0	0.2	0.0	0.0	0.2
02 Restore Hugh L. Carey Tunnel Utilities	SGR	0.0	0.0	0.0	8.6	103.7	0.0	112.3
03 Restore QMT Vent Buildings Elect. & Mech. Systems	SGR	0.0	0.0	0.0	0.4	4.8	0.0	5.2
04 Replace PBX System, Repair IT & Other Equipment	SGR	0.0	0.0	0.0	4.0	0.0	0.0	4.0
07 Replace MPB Electrical Equipmt at North Abutment	SGR	0.0	0.0	0.0	0.5	1.3	0.0	1.8
08 Replace MPB Lighting Systems	SGR	0.0	0.0	0.0	0.7	0.0	0.0	0.7
10 Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	SGR	0.0	0.0	0.0	1.0	8.0	0.0	9.0
81 Restore QMT Cntrl/Comm Sys, CCTV, Traffic Signals	SGR	0.0	0.0	0.0	6.4	77.4	0.0	83.9
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$21.8</b>	<b>\$195.2</b>	<b>\$0.0</b>	<b>\$217.0</b>
<b>03 UTILITIES MITIGATION: SANDY</b>								
01 Flood Mitigation-Equip.Relocations-Agency-Wide	SI	0.0	0.0	0.0	0.9	7.7	0.0	8.5
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.9</b>	<b>\$7.7</b>	<b>\$0.0</b>	<b>\$8.5</b>
<b>Category Total D04</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$22.7</b>	<b>\$202.8</b>	<b>\$0.0</b>	<b>\$225.5</b>

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**Security / Disaster Recovery**  
**Bridges and Tunnels**

**BUILDINGS & SITES**  
**E - D05**

Commitments  
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	Needs Code	Commitments (\$ in millions)							Total All Years
		2010	2011	2012	2013	2014	Post 2014		
<b>02 BUILDING SITE REPAIRS: SANDY</b>									
01 Restore CBB Service Bldg	SGR	0.0	0.0	0.0	2.2	1.0	0.0	3.2	
02 Hugh L. Carey Tunnel Environmental Cleanup	SGR	0.0	0.0	0.0	4.3	0.0	0.0	4.3	
03 Queens Midtown Tunnel Environmental Cleanup	SGR	0.0	0.0	0.0	8.6	0.0	0.0	8.6	
04 Restore Queens Midtown Tunnel Vent Buildings	SGR	0.0	0.0	0.0	0.2	1.9	0.0	2.1	
21 Restore - Hugh L. Carey Tunnel Vent Bldgs	SGR	0.0	0.0	0.0	1.6	10.0	0.0	11.5	
<b>Element Total 02</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$16.8</b>	<b>\$12.9</b>	<b>\$0.0</b>	<b>\$29.7</b>	
<b>03 BUILDING SITE MITIGATION:SANDY</b>									
01 Flood Mitigation-Relocate Rev Equip -VN	SI	0.0	0.0	0.0	0.8	3.2	0.0	4.0	
02 Flood Mitigation -Studies/Conceptual Design	SI	0.0	0.0	0.0	5.2	0.9	0.0	6.1	
03 Hugh Carey Tunnel-GIVB Mitigation -Raise Seawalls	SI	0.0	0.0	0.0	0.0	1.4	16.7	18.0	
04 QMT Mitigation & Interagency Improvements	SI	0.0	0.0	0.0	0.0	0.0	0.6	0.6	
<b>Element Total 03</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$6.0</b>	<b>\$5.5</b>	<b>\$17.2</b>	<b>\$28.7</b>	
<b>Category Total D05</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$22.8</b>	<b>\$18.4</b>	<b>\$17.2</b>	<b>\$58.4</b>	

**AGENCY SUMMARY: SANDY**

<b>Repairs:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$85.5</b>	<b>\$692.0</b>	<b>\$0.0</b>	<b>\$777.5</b>
<b>Mitigation:Sandy</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$24.6</b>	<b>\$52.6</b>	<b>\$18.9</b>	<b>\$96.0</b>
<b>TOTAL Bridges and Tunnels</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$110.1</b>	<b>\$744.6</b>	<b>\$18.9</b>	<b>\$873.5</b>

\* 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	
<b>Total New York City Transit</b>	\$1,062.1	\$1,784.1	\$2,217.3	\$2,894.9	\$3,246.9	\$436.7	\$11,642.0
<b>Total Long Island Rail Road</b>	\$161.2	\$168.6	\$248.2	\$757.2	\$690.3	\$288.3	\$2,313.8
<b>Total Metro-North Railroad</b>	\$46.0	\$329.0	\$260.6	\$249.6	\$655.7	\$3.0	\$1,543.8
<b>Total MTA Bus Company</b>	\$0.0	\$42.8	\$41.3	\$47.2	\$165.7	\$0.0	\$297.0
<b>Total Security/Disaster Recovery: (Core+Superstorm Sandy)</b>	\$0.0	\$19.6	\$10.9	\$2,456.8	\$3,286.7	\$4,211.6	\$9,985.6
Security(Core)	\$0.0	\$19.6	\$10.9	\$171.6	\$69.0	\$64.0	\$335.0
Disaster Recovery:REPAIRS	\$0.0	\$0.0	\$0.0	\$1,817.9	\$1,939.9	\$219.2	\$3,977.1
Disaster Recovery:MITIGATION	\$0.0	\$0.0	\$0.0	\$467.4	\$1,277.8	\$3,928.4	\$5,673.5
<b>Total MTA Interagency</b>	\$29.8	\$6.9	\$53.4	\$90.0	\$8.2	\$13.4	\$201.6
<b>Core Subtotal</b>	\$1,299.1	\$2,350.8	\$2,831.7	\$6,495.7	\$8,053.5	\$4,953.0	\$25,983.8
<b>Total Capital Construction Company</b>	\$0.0	\$916.9	\$684.3	\$2,411.0	\$1,783.6	\$69.6	\$5,865.4
<b>Total 2010-2014 CPRB Program</b>	\$1,299.1	\$3,267.7	\$3,516.0	\$8,906.7	\$9,837.1	\$5,022.6	\$31,849.2
<b>Total Bridges and Tunnels</b>	\$186.0	\$379.5	\$517.2	\$343.8	\$651.9	\$0.0	\$2,078.4
<b>Total Security/Disaster Recovery: Bridges and Tunnels (Superstorm Sandy)</b>	\$0.0	\$0.0	\$0.0	\$110.1	\$744.6	\$18.9	\$873.5
Disaster Recovery:REPAIRS	\$0.0	\$0.0	\$0.0	\$85.5	\$692.0	\$0.0	\$777.5
Disaster Recovery:MITIGATION	\$0.0	\$0.0	\$0.0	\$24.6	\$52.6	\$18.9	\$96.0
<b>Total 2010-2014 CAPITAL PROGRAM</b>	\$1,485.1	\$3,647.2	\$4,033.2	\$9,360.6	\$11,233.6	\$5,041.5	\$34,801.1

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