



INWOOD
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The Future Rides With Us

2025-2029 Capital Plan

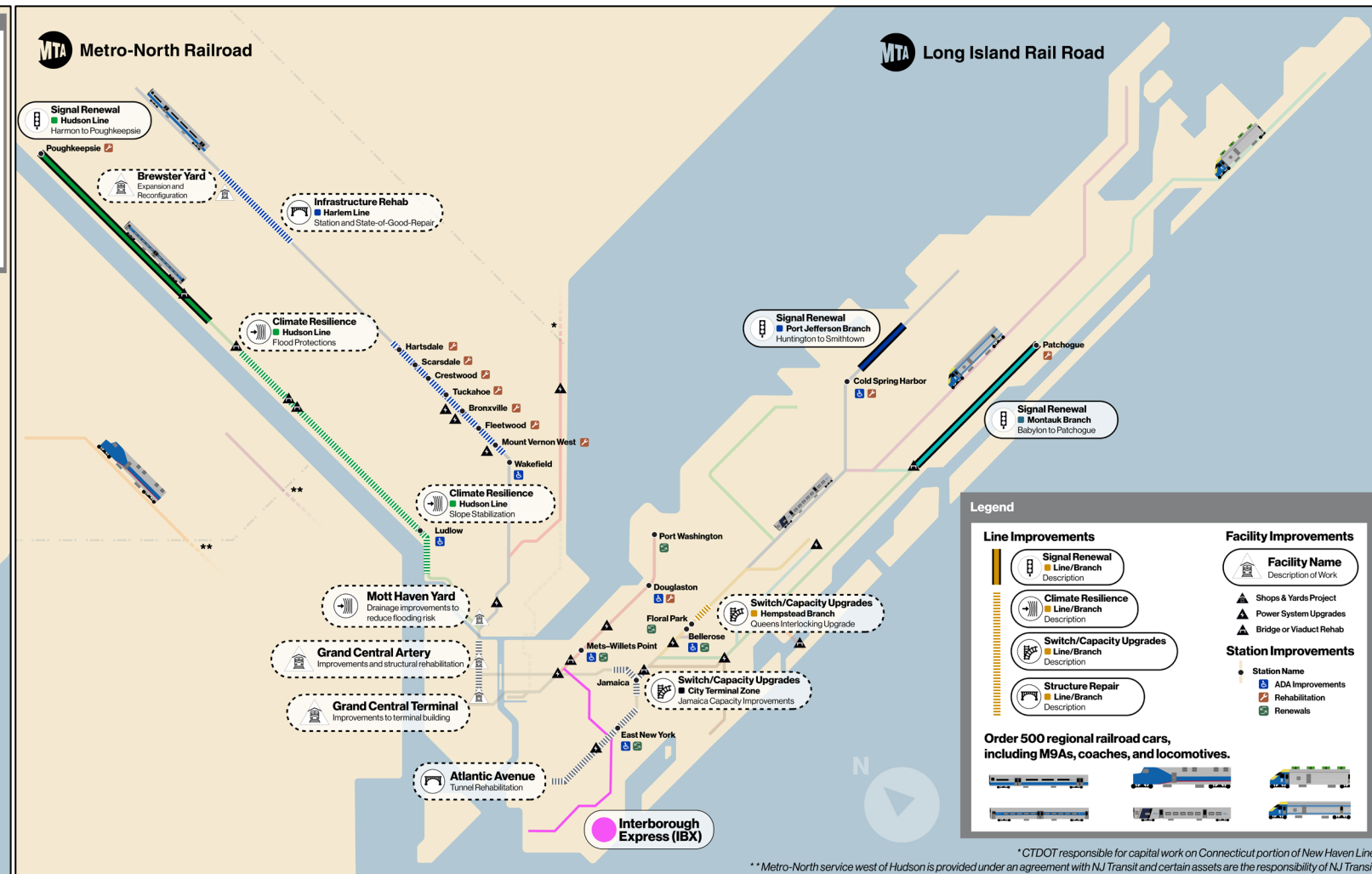


Jay Street
MetroTech



The 2025-2029 Capital Plan

A vital investment in transit in New York City and throughout the region



Provide Frequent & Reliable Service

PLAN HIGHLIGHTS

- Order **2,000** new railcars
- Install **modern signals** on at least **75 miles** of the subway system
- Modernize train **shops & yards**
- Rebuild or repair **80 substations**
- Rebuild key infrastructure, including the **Grand Central Artery**, over **30 railroad bridges and viaducts**, and **subway tunnels**
- Start building the **Interborough Express**





Improve the Customer Experience

PLAN HIGHLIGHTS

- Make at least **60** more subway stations accessible
- Rebuild and make **priority repairs** at **one-third** of subway stations and **30** railroad stations
- Continue to expand **camera infrastructure**
- Install new **technology to communicate with customers**
- Install **new fare gates in 150** subway stations





Take Action on Climate Change

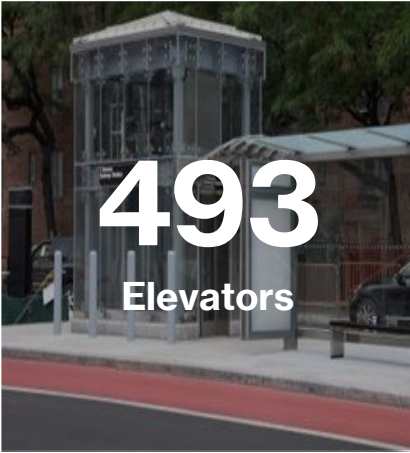
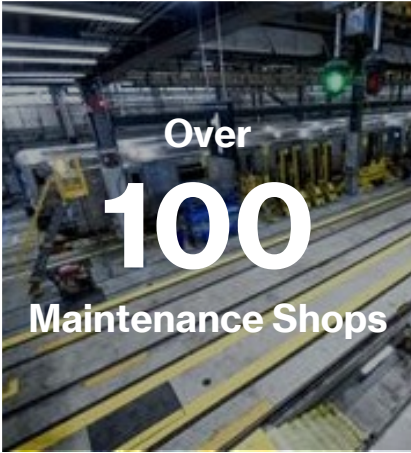
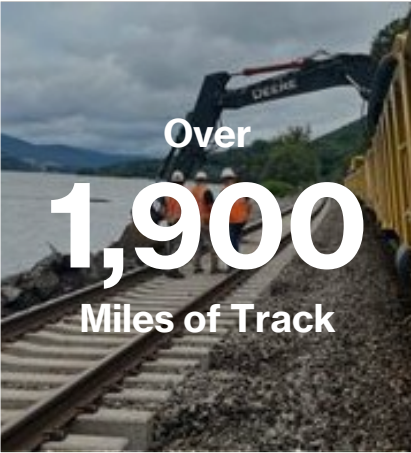
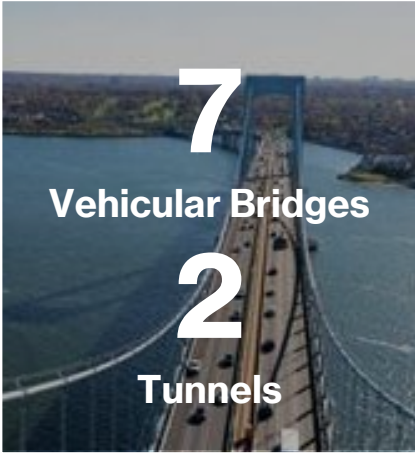
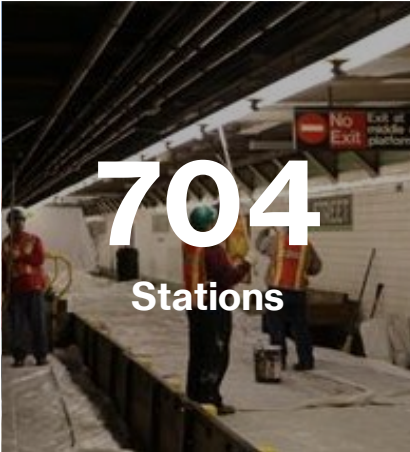
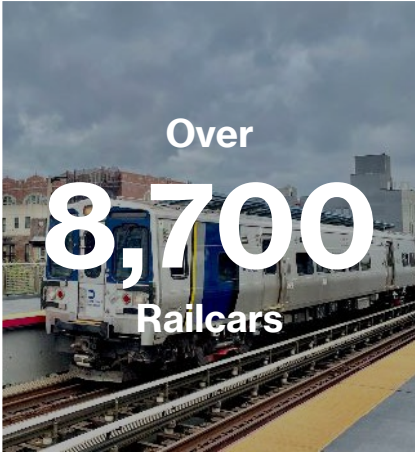
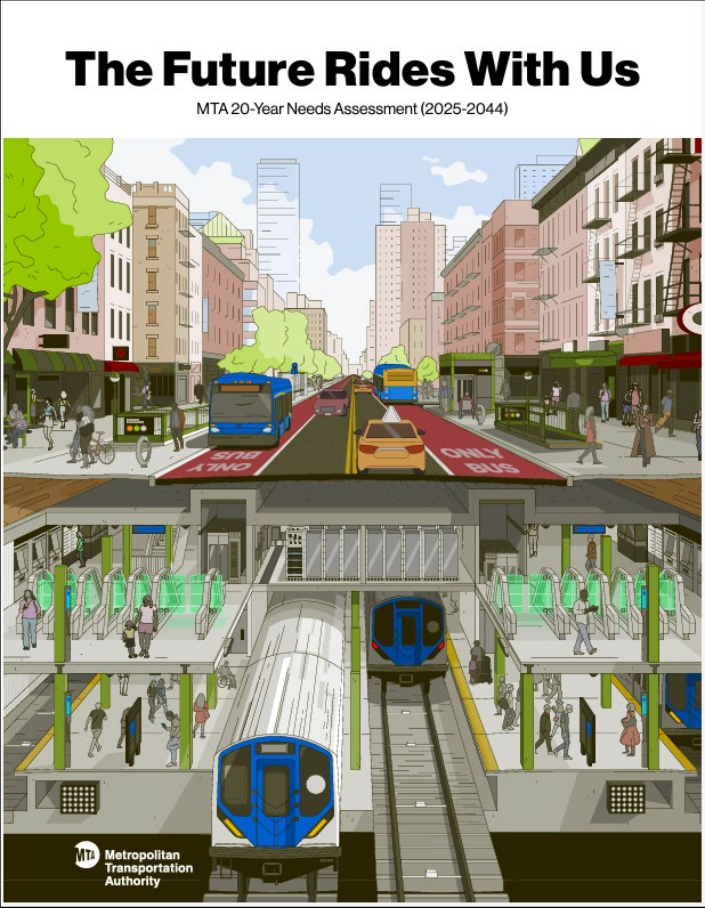
PLAN HIGHLIGHTS

- Install new infrastructure to improve **stormwater flood protections**
- Protect over **20 miles of the Hudson Line**
- Improve **ventilation** and reduce **excessive heat**
- **Safeguard our bridges**
- Purchase **500 zero-emission buses**



Building the Plan

Bottom up: building on the 20-Year Needs Assessment to determine investment needs



Building the Plan

Bottom up: building on the 20-Year Needs Assessment to determine investment needs



2,000
railcars beyond useful life

42%
Buses due for replacement

80
LIRR bridges and viaducts in poor condition

53%
Harlem Line station platforms in disrepair

Cable dehumidification needed at Whitestone & Throgs Neck Bridges

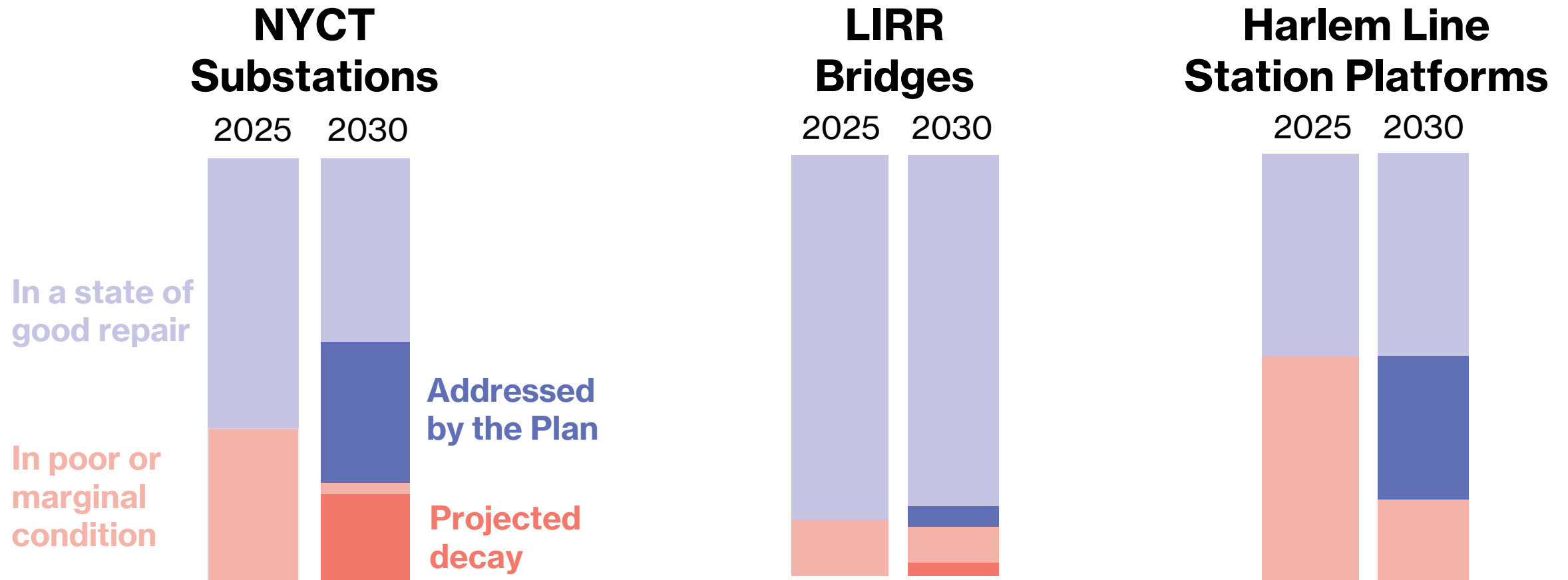
39%
Metro-North track is in poor condition

8 of 16
shops have majority components in disrepair

36%
NYCT substation components in poor/marginal condition

State of Good Repair Focus

Across the program, investments are sized to get us on **the path to State of Good Repair**, taking into account the continued aging of the system.

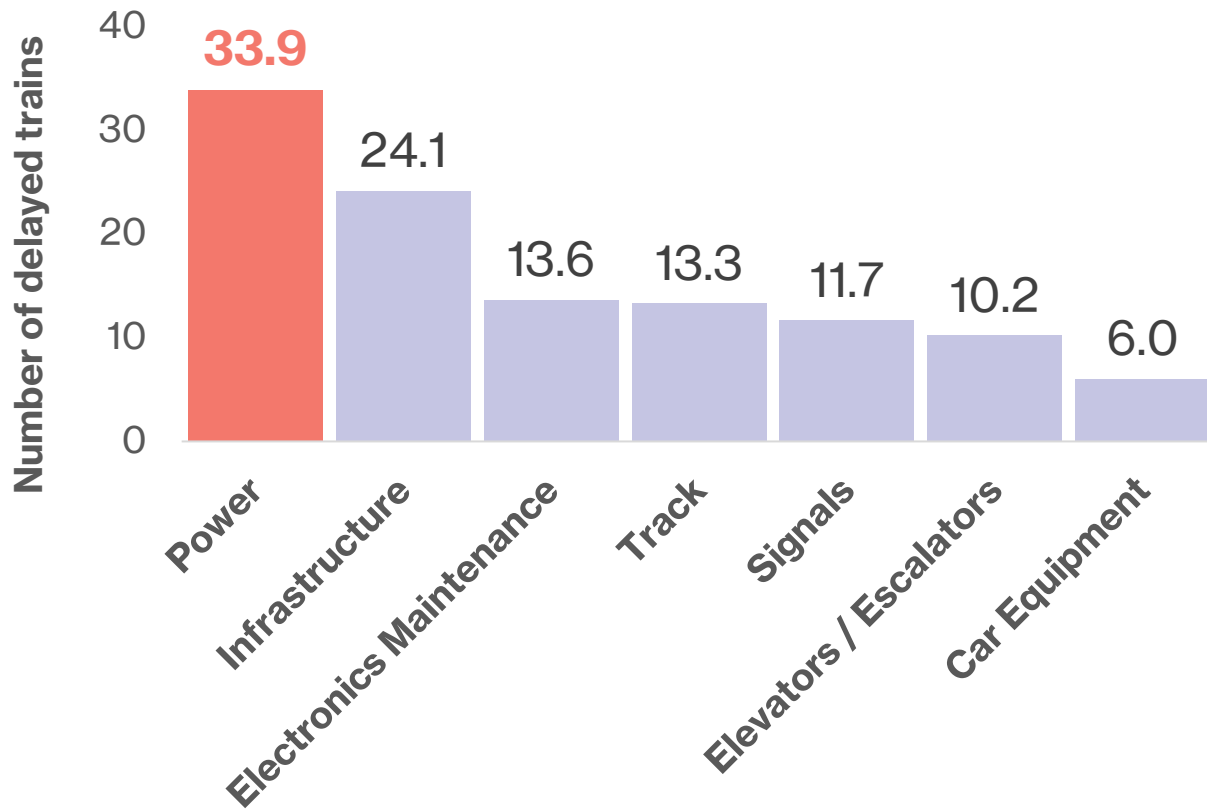


New York City Transit – Power

The power system is vital to providing good service and our assets are aging

Average number of trains delayed per incident

July 2018 – March 2024



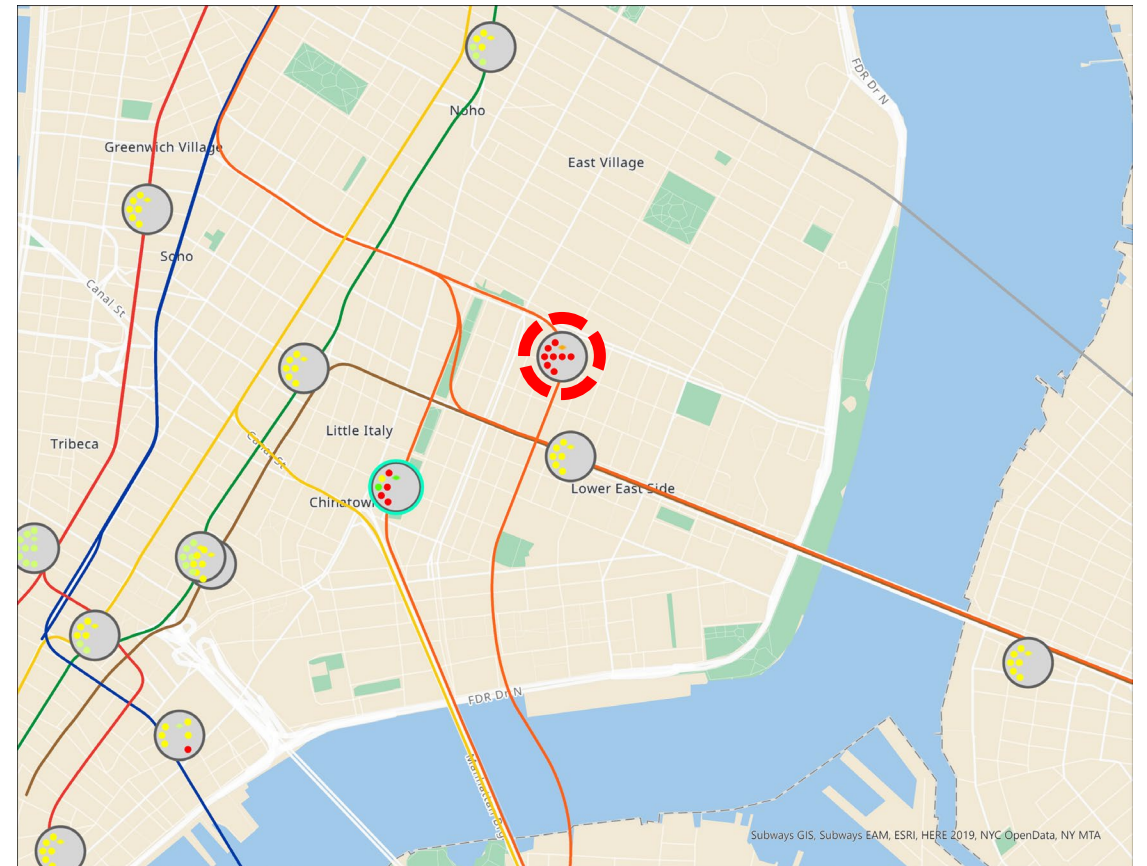
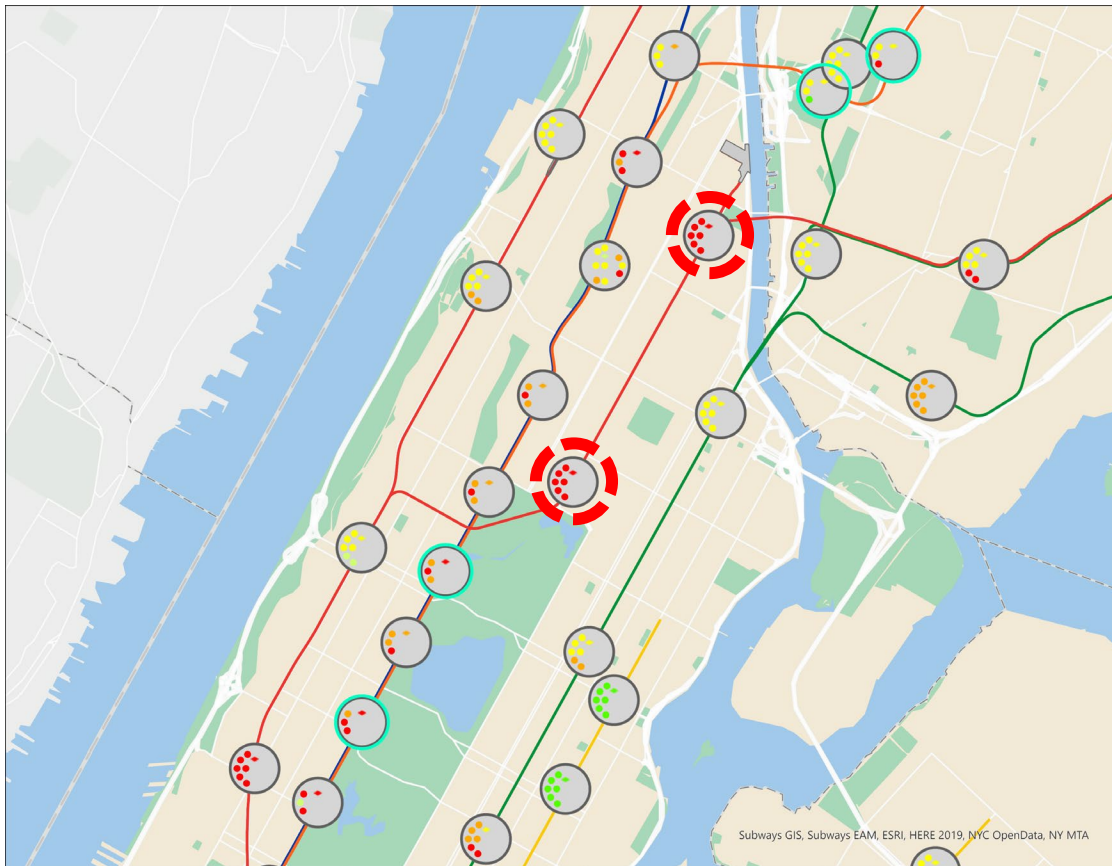
81 of **224** substations are rated poor or marginal...



and are only getting older

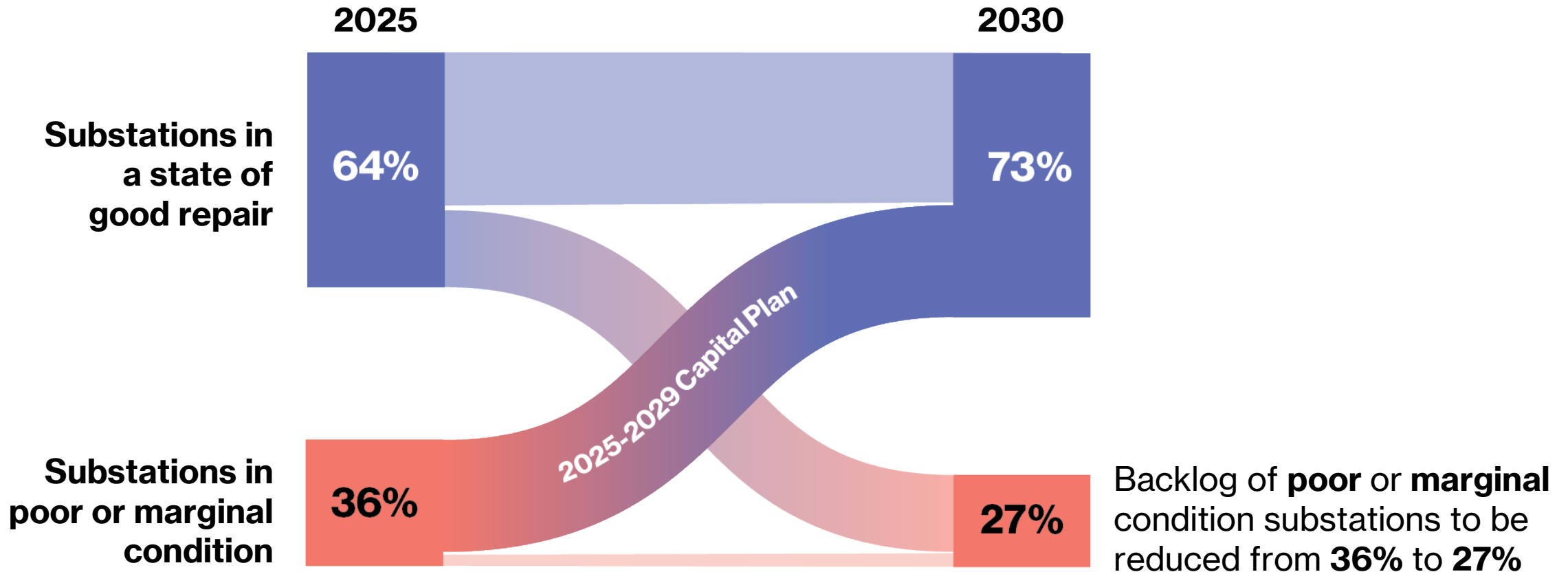
New York City Transit – Power

This Plan will address the most vulnerable locations



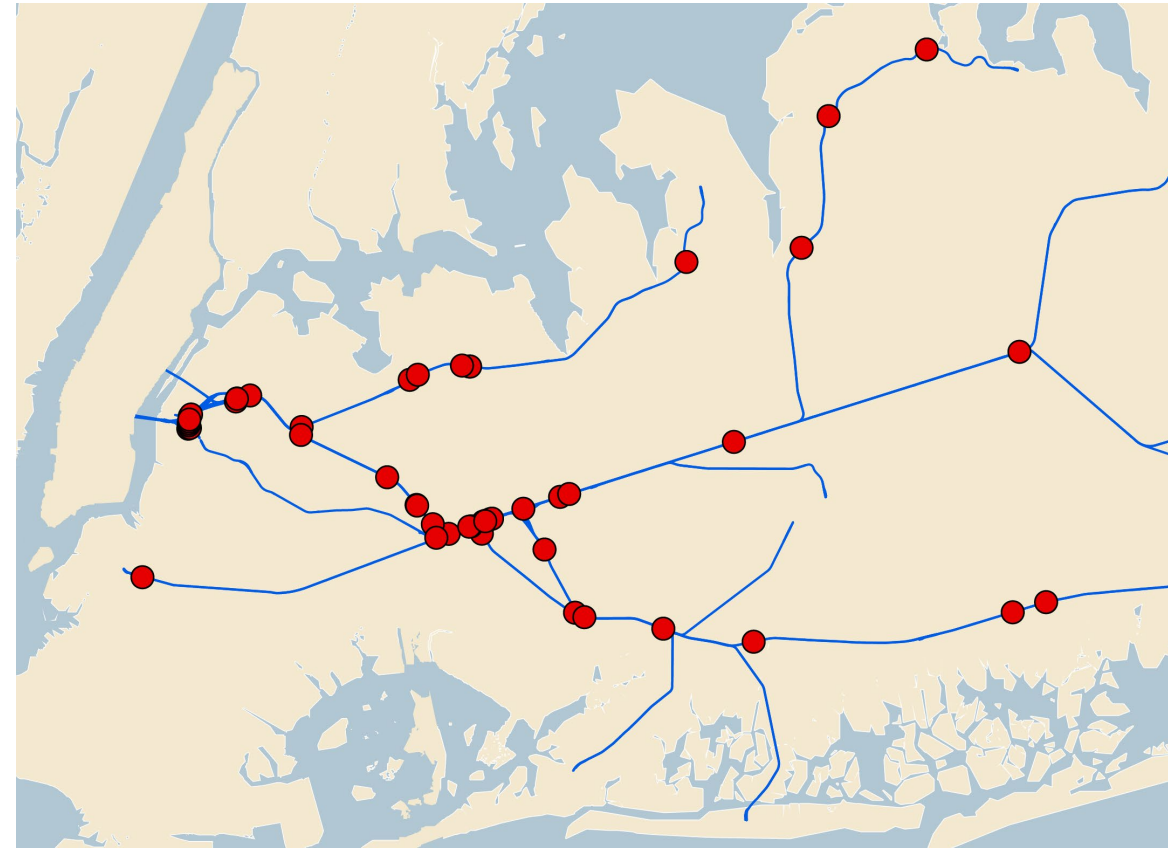
New York City Transit – Power

This Plan will keep us ahead of the decay curve



Long Island Rail Road – Bridges

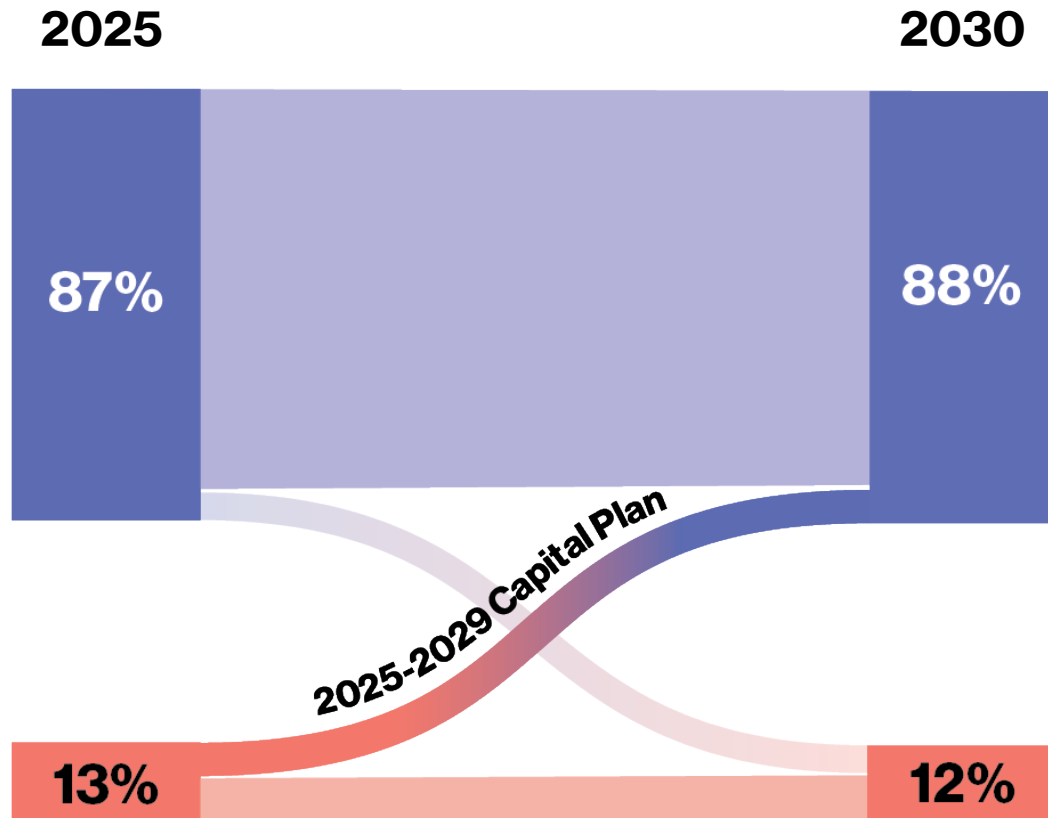
Even though it's a small percentage, a large number of LIRR bridges need repair



● Bridge in poor or marginal condition

Long Island Rail Road – Bridges

This Plan will nearly double our investment in structures to address the most urgent locations and stabilize the decay curve



This Plan will address **~20 locations for rehabilitation...**

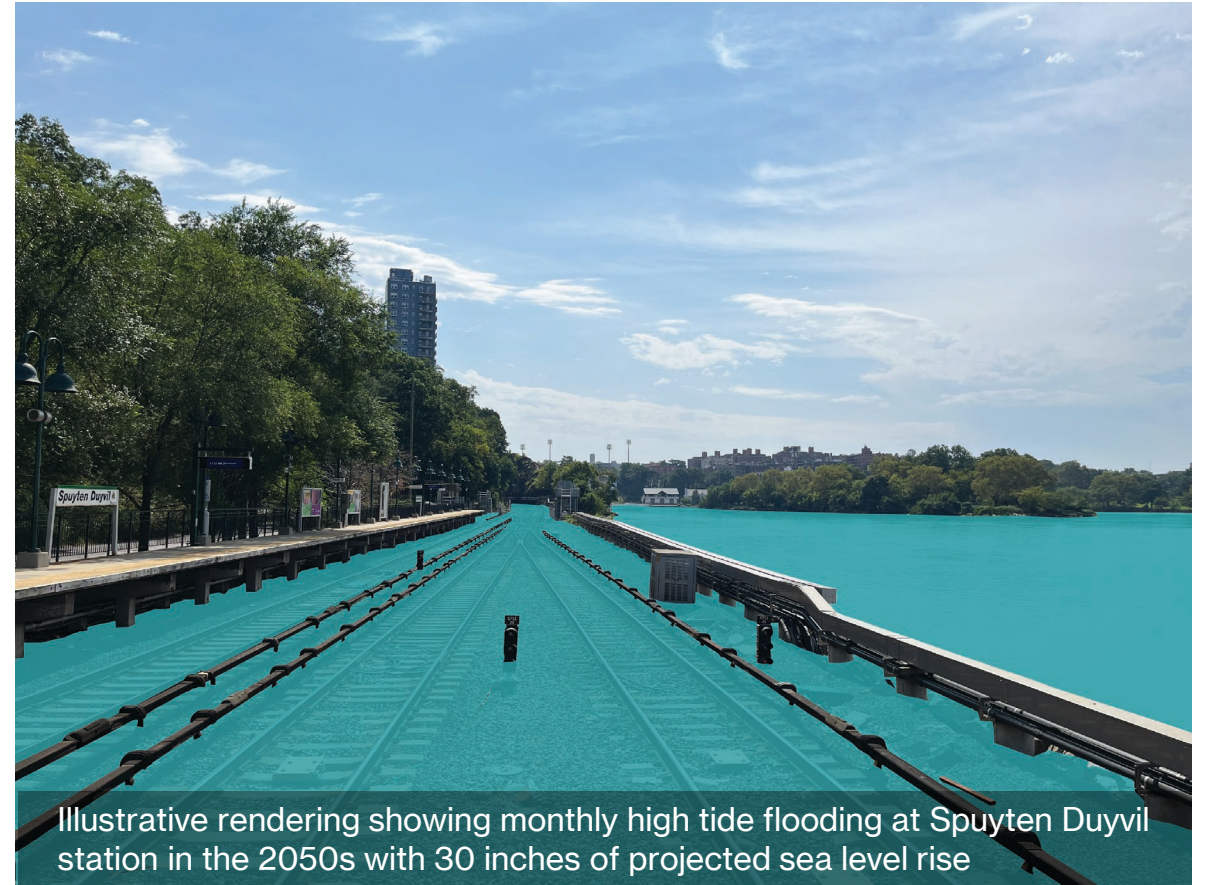
...and ~45 locations for painting and waterproofing.

Hudson Line Resilience

It's not just asset condition – we're also protecting our system from growing threats like climate change.



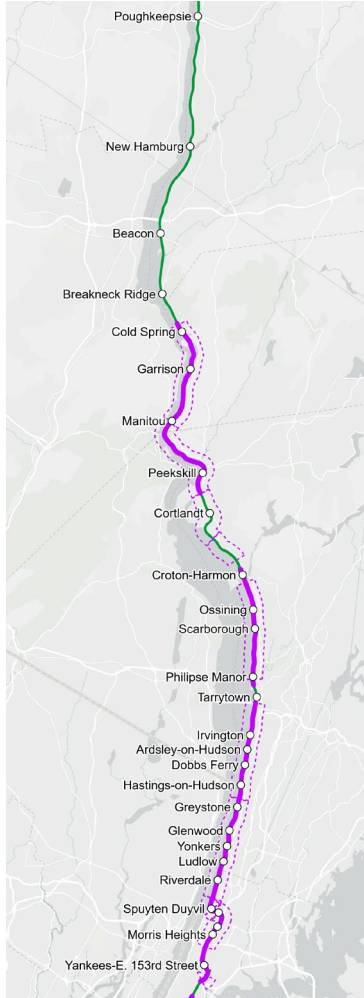
High tide flooding near Croton Harmon after a storm, Jan 2024



Illustrative rendering showing monthly high tide flooding at Spuyten Duyvil station in the 2050s with 30 inches of projected sea level rise

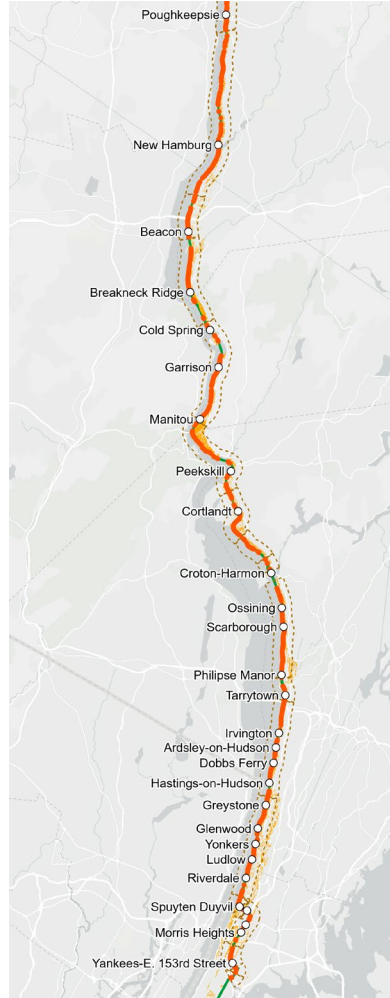
Hudson Line Resilience

We are focused on the most vulnerable segments of the Hudson Line



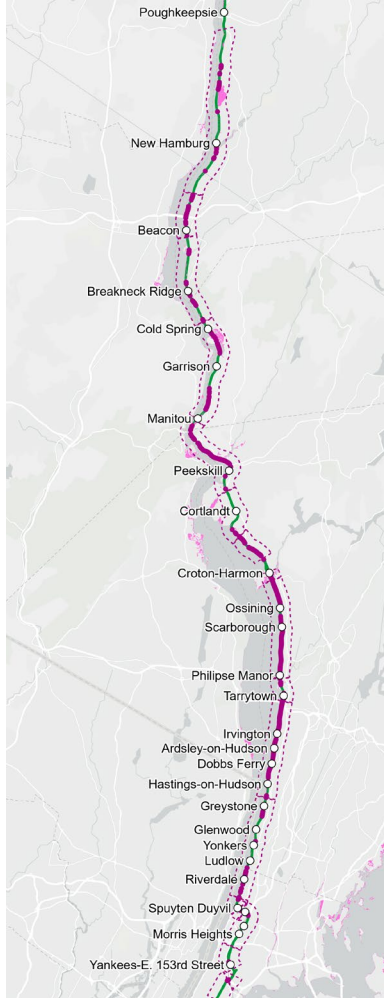
Current torrential rain flood

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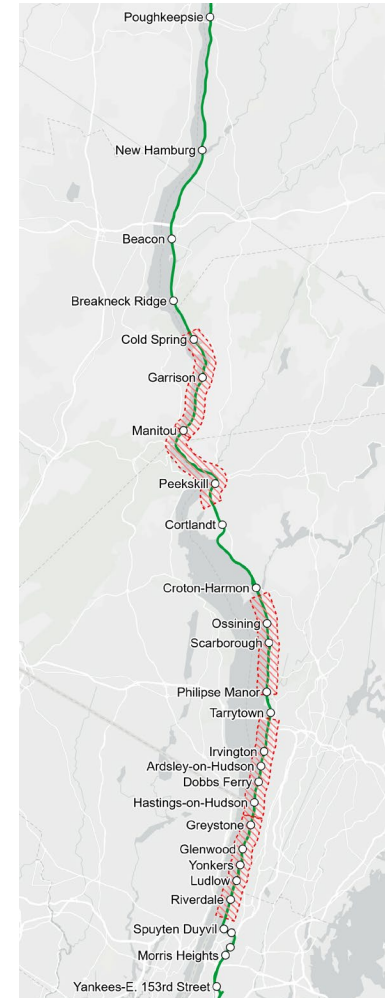
Steep slopes

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2050s sea level rise flood

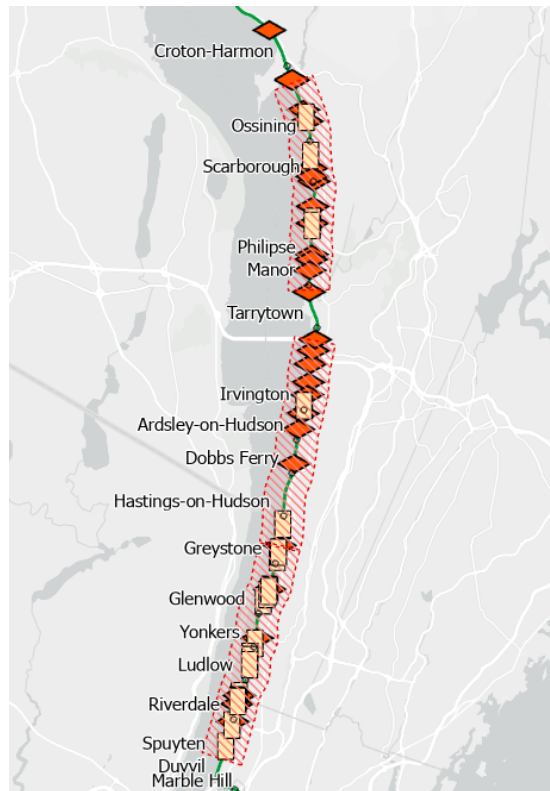
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Climate vulnerable interlockings

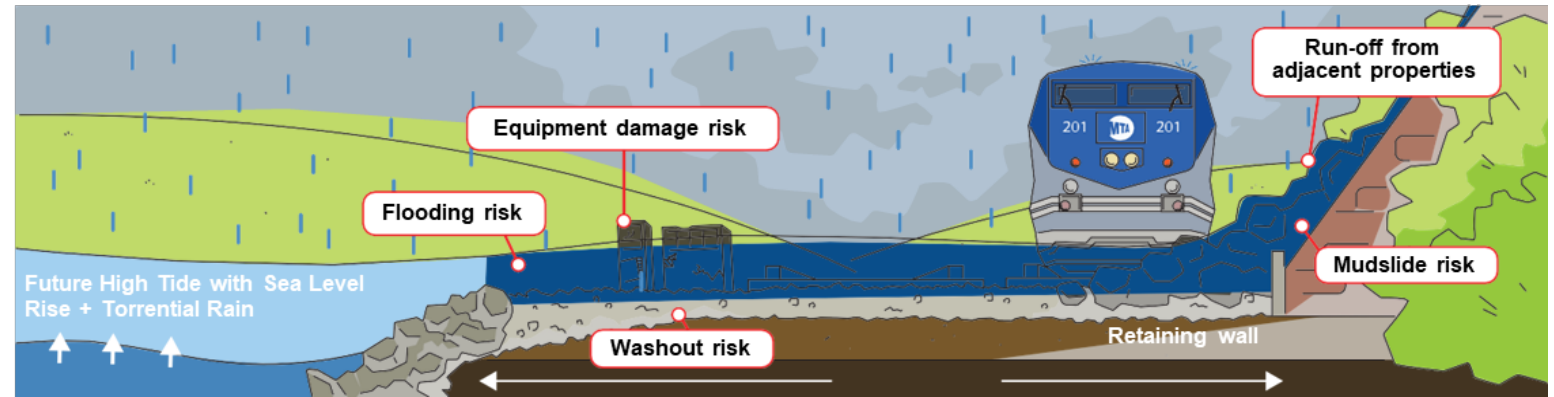
Hudson Line Resilience

This Plan targets climate vulnerability and assets in poor condition, setting us up to continue service for the next hundred years.

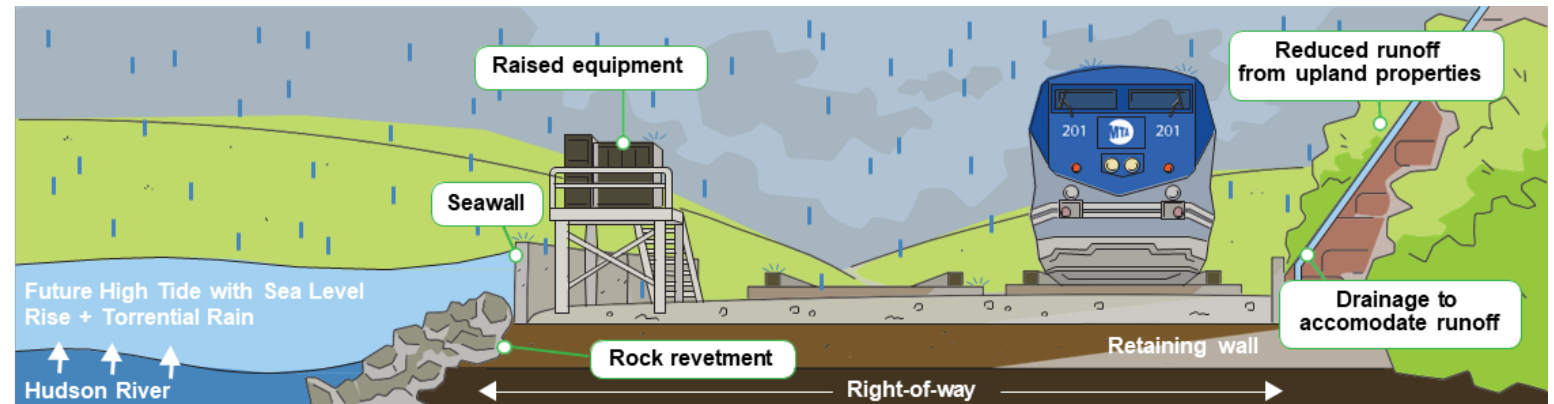


-  Climate vulnerable interlocking
-  Poor/marginal condition culvert
-  Poor/marginal condition retaining wall

Torrential rain and tidal flood threats on the Hudson Line

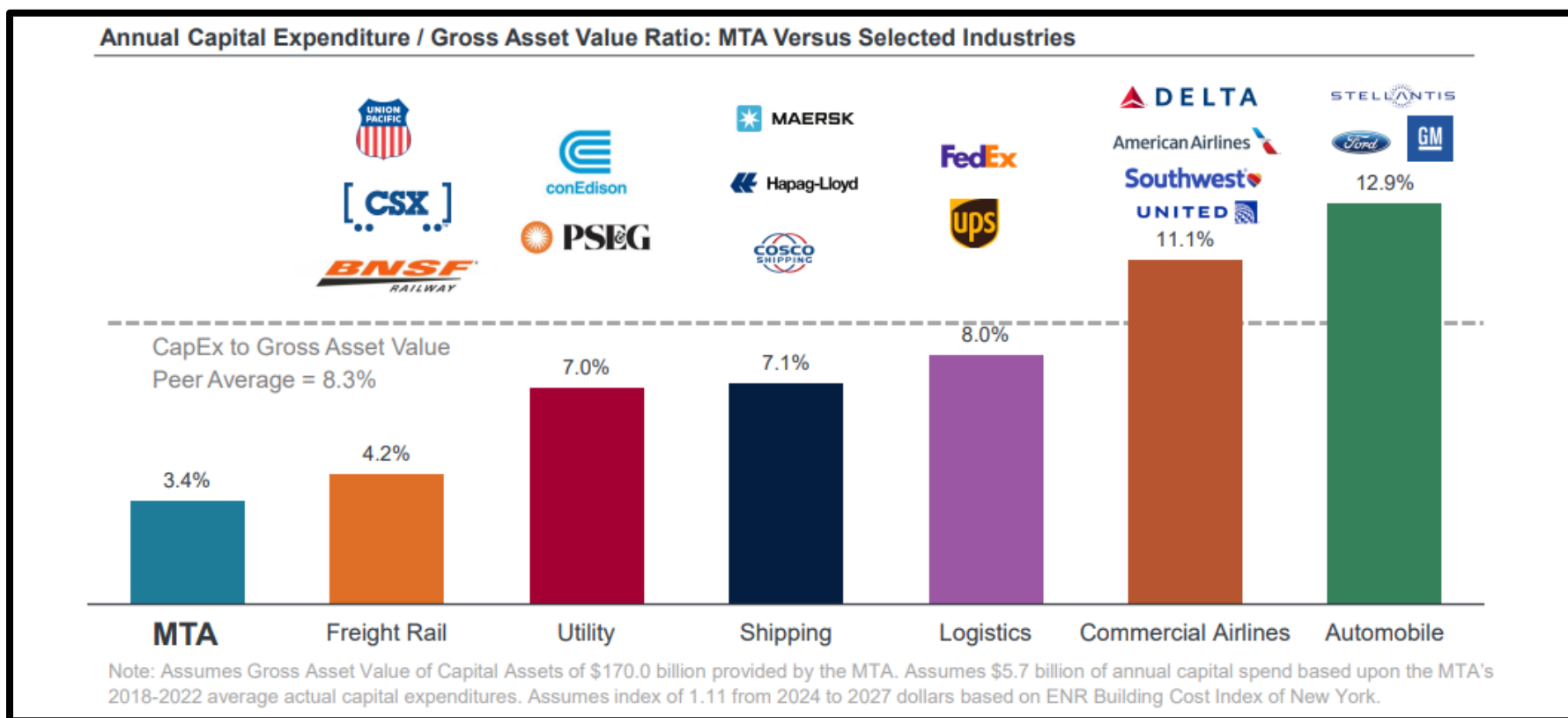


Climate resilience protections will reduce flooding threats



Building the Plan

Top down: comparing level of investment to other industrial enterprises



A **J.P. Morgan** analysis found that **annual capital expenditures of \$16-23 billion** were necessary to match comparable peers.

Building the Plan

Independent review: New York State Comptroller

2025-2029 Capital Program by Aspect of Need and Uses

Aspect of Needs and Uses	Low	High	Considerations
SOGR/NR	\$37,300	\$55,200	Construction Cost Inflation; Outdated SOGR projections
Rolling Stock Purchases	\$12,000	\$20,900	Purchase timing and cost inflation
Resilience	\$2,000	\$4,000	Dependent on work sequencing, inclement weather patterns
Accessibility	\$5,300	\$8,100	Dependent on NYCT Portion of Capital Program
Network Expansion	\$1,200	\$3,975	Projects Selected
Total (2025-2029 Capital Program)	\$57,800	\$92,175	
Unfunded 2020-2024 Capital Projects	\$0	\$15,000	Toll Amount; Federal Approval; Amount of Non-toll Replacement Funding
Total with Unfunded 2020-2024 Capital Projects	\$57,800	\$107,175	

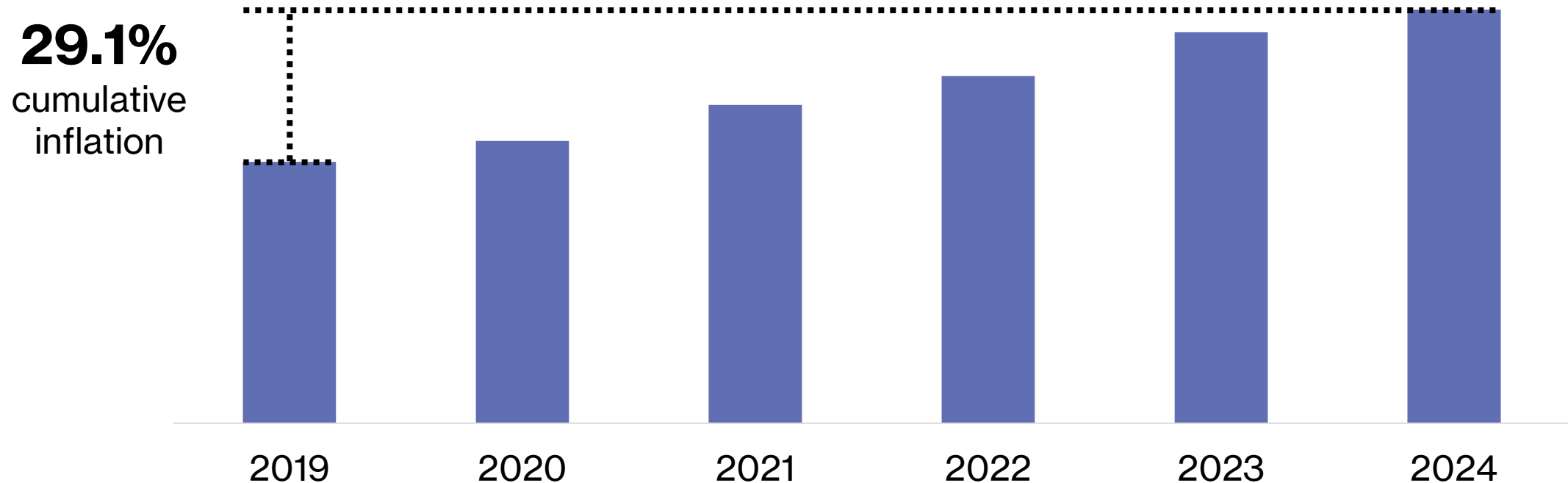
Sources: Metropolitan Transportation Authority; OSC analysis

Analysis found **total capital need ranges from \$57.8 to \$92.2 billion** for 2025-2029 Capital Plan.

Building the Plan

Accounts for inflation we've experienced over the past five years, especially in the construction sector.

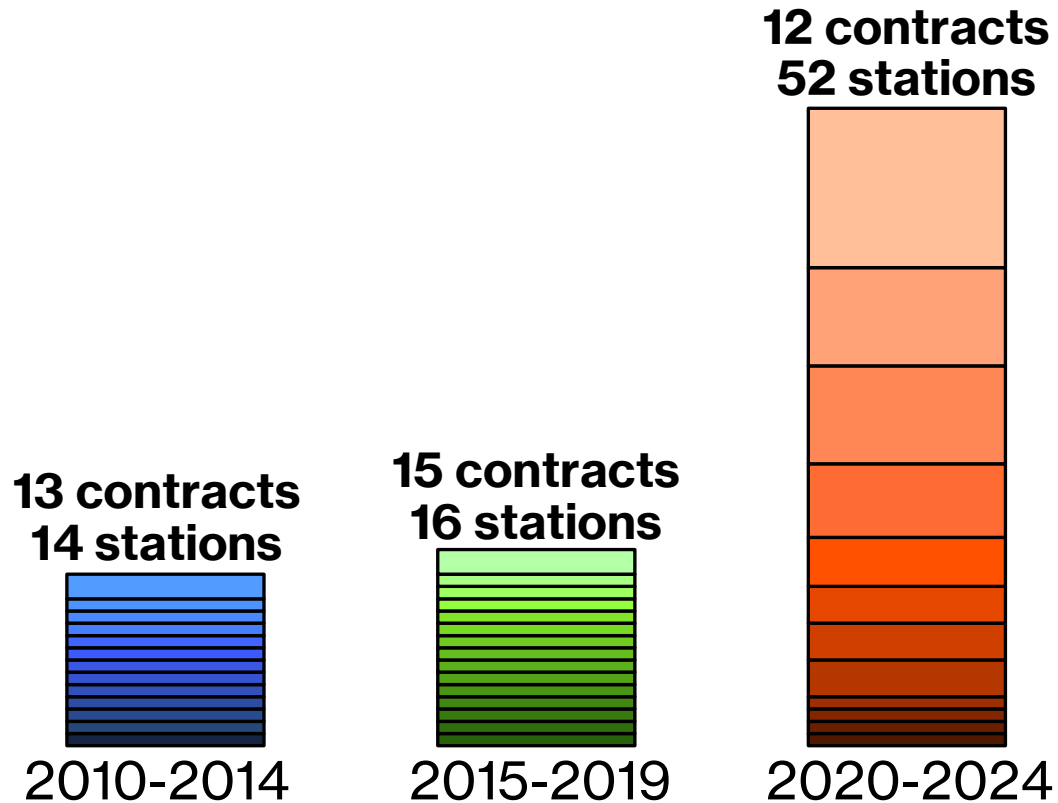
Building Cost Index



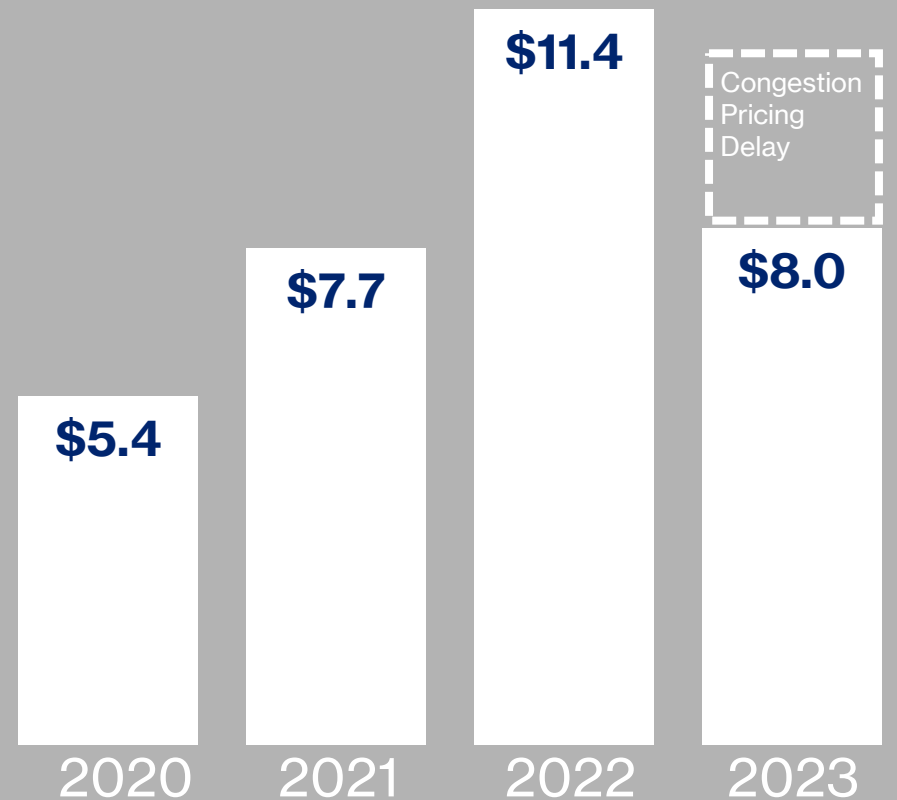
Building the Plan

Increasing capacity to deliver at MTA Construction & Development.

Case Study: ADA Station Bundling



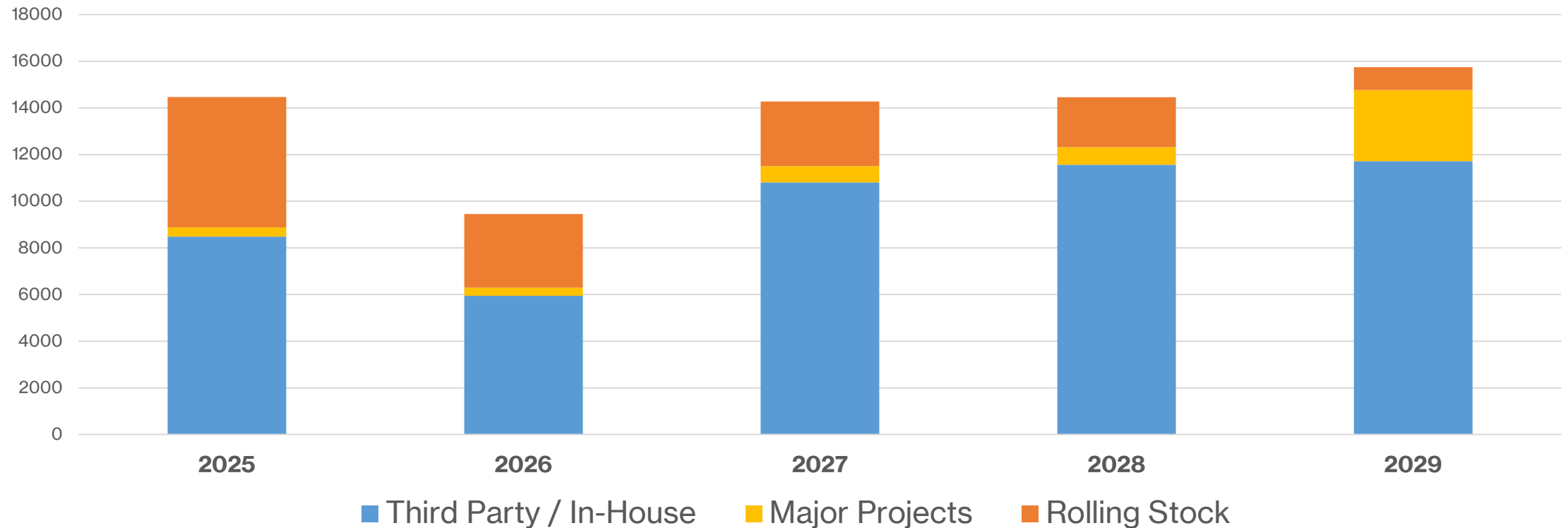
Agencywide: Record Commitments (\$ in Billions)



Building the Plan

This Plan accounts for modest and achievable growth in our contracting capacity

Proposed 2025-2029 Commitments by Year





The 2025-2029 Capital Plan

Focused on urgent needs

More than 90% dedicated to core infrastructure

Responsibly sized

In line with independent estimates and lower than inflation

Ambitious and achievable

Based on increased capacity across MTA C&D

Agency	(\$ in millions)
New York City Transit	47,386
MTA Bus Company	454
Long Island Rail Road	6,005
Metro-North Railroad	6,005
MTA Interagency	300
Major Projects & Expansion	5,250
Total CPRB Plan	65,400

Bridges & Tunnels	3,000
Total 2025-2029 Capital Plan	68,400

The choice is clear

