



BULLETIN

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MTA's 2020-24 Capital Program Amended

On July 25, the Metropolitan Transportation Authority (MTA) detailed an update to the Authority's 2020-24 Capital Program that adjusts mass transportation needs for a post-COVID world. In a presentation to the MTA Board's Capital Program Committee, MTA Construction & Development President Jamie Torres-Springer put forward a proposed capital program amendment that allows them to move projects along at a faster pace, offers support for megaproject expansions and rebalances priorities while accounting for the pandemic's impact on external factors such as inflation, supply chain and labor market issues.

The proposed amendment builds on the accelerated pace at which projects have been completed during the pandemic, when it took advantage of low ridership to complete accessibility and signal modernization projects. Among the projects included are acceleration of accessibility upgrades at eight LIRR stations; modernization of the signal system on the **A** **C** and **F** lines in Brooklyn and Manhattan; Track Trespassing initiatives including the Platform Screen Doors pilot, cameras, and other technologies; bike and pedestrian accessibility at bridge and tunnel crossings; and renewal of Metro-North Railroad's viaduct along Park Avenue in East Harlem.

Implementation of the program resumed following a

pause at the start of the pandemic. In 2021, the Authority initiated over \$8 billion in projects, with another \$8 billion set for 2022. The MTA has been able to contain costs in the early stages of the program, with the median contract for projects coming in 8% lower than expected cost. In 2020 and 2021 accessibility projects were completed at the fastest pace in agency history, with 23 subway stations brought online in the two-year span. Progress was also made on signal modernization efforts with the installation of Communications Based Train Controlled (CBTC) signaling on a major portion of the IND Queens Line.

Elements of the proposed 2020-24 Capital Plan amendment include:

1. Adapting to Changing Conditions and Needs

Prioritizing Reliability and Equity in Signal Modernization

A rebalanced approach puts the focus on reliability and equity in the signal modernization plan. The plan amendment will replace all remaining 80-plus year-old signal equipment and mechanical interlockings, delivering major reliability benefits. It also prioritizes lines serving essential workers in communities that rely on transit most.

Work will now focus on the newly added Sixth Avenue Line (**B** **D** **F** **M**), an extended Fulton Street Line (continued on page 3)