



**Metropolitan Transportation Authority**

# **Capital Program Oversight Committee Meeting**

## **March 2011**

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### **Committee Members**

J. Walder, Chair

J. Blair

A. Cappelli

D. Frasca

C. Moerdler

M. Page

M. Pally

J. Sedore

V. Tessitore

C. Wortendyke



## **MEETING AGENDA**

### **MTA CPOC COMMITTEE**

**March 21, 2011 – 1:15 pm**

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### **AGENDA ITEMS**

#### **Page**

#### **PUBLIC COMMENTS PERIOD**

1. APPROVAL OF MINUTES – FEBRUARY 17	TAB 1 1 - 1
2. COMMITTEE WORK PLAN	1 - 5
3. CAPITAL CONSTRUCTION COMPANY Interim Update to CPOC (Handout at Meeting)	
4. MTA BUS CUSTOMER INFORMATION SYSTEMS (CIS) REVIEW	TAB 2 2 - 1
5. NEW YORK CITY TRANSIT Bus Test Fleets Presentation (Handout at Meeting)	
6. NEW YORK CITY TRANSIT Mother Clara Hale Depot Presentation	TAB 3 3 - 1
7. CAPITAL PROGRAM STATUS	TAB 4 4 - 1

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**February 17, 2011**  
**New York, New York**  
**1:15 P.M.**

MTA CPOC members present:  
Hon. Jay Walder, Chairman  
Hon. James Blair  
Hon. Doreen Frasca  
Hon. Mitchell Pally  
Hon. James Sedore

MTA CPOC members not present  
Hon. Allen Cappelli  
Hon. Vincent Tessitore, Jr.  
Hon. Carl Wortendyke

MTA Board members present:  
Hon. Andrew Albert

MTA staff present:  
Steve Berrang  
Joshua Goldwitz  
Robert Hess  
Linda Kleinbaum  
Ronald Saporita

MTACC staff present:  
Bill Goldstein  
Bill Goodrich  
Michael Horodniceanu  
Alan Paskoff

LIRR staff present:  
Al Cosenza

MNR staff present:  
Howard Permut

NYCT staff present:  
Thomas Predergast

McKissack + Delcan staff present:  
Kurt Egger

\* \* \*

Chairman Walder called the February 17, 2011 meeting of the Capital Program Oversight Committee to order at 1:15 P.M.

Public Comments Period

There were no public speakers in the public comments portion of the meeting.

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on January 24, 2011.

### **Committee Work Plan**

Mr. Walder stated that the discussion on the majority of standard business items would occur at the end of the meeting, contingent upon available time. He indicated that Linda Kleinbaum would provide a brief update on the Work Plan. Ms. Kleinbaum stated that upcoming changes to the Work Plan include the postponement of discussions on paratransit vehicles, energy-related initiatives, and force account management. These Work Plan items will be rescheduled.

### **MTACC Interim Update**

Mr. Walder stated that it was imperative to monitor the mega projects on a timely basis and introduced Mr. Horodniceanu to provide an update on Second Avenue Subway (SAS) and East Side Access (ESA). Mr. Horodniceanu stated that project concerns with two areas, schedule and budget, were discussed at prior CPOC meetings and that he would provide an update on these critical areas. Regarding SAS, the Tunnel Boring Machine (TBM) work is on schedule and a favorable bid on additional work adds to the project contingency. East Side Access (ESA) has undergone a risk review and a number of actions have already been planned to mitigate risks. Continued risk evaluations and development of mitigation strategies will occur. Regarding ESA Caverns, a number of actions have been taken. LIRR is being included in this discussion. Mr. Walder stated that he was pleased that mitigation strategies were being implemented and continued focus on ESA was necessary given the project's complexities. He thanked the MTACC team for the progress made in the past month and asked that they continue to return each month to update CPOC.

### **MTA Track Program Review Presentation**

Mr. Walder introduced Joshua Goldwitz to present a review of the MTA's Track Program. Mr. Walder expressed his enthusiasm for the strategic review of track investments amongst HQ and the operating agencies. Mr. Walder thanked the agency presidents for attending the meeting and participating in the discussion.

Mr. Goldwitz began the presentation by noting that each agency's track program delivers safe and reliable track programs, but approaches its programs in different ways due to the variances in methods, constraints and asset needs. The track evaluation revealed the potential for \$50m, per year, in annual MTA-wide efficiencies focusing on areas such as labor efficiency, overtime and substitute services. The MTA agencies are currently working together to realize potential efficiencies.

Each of the agencies has different challenges to address in their track program. For example, MNR has the most miles of track, LIRR has the most grade crossings and NYCT has the most track switches. In terms of the overall track replacement approach, NYCT undertakes a full track renewal approach while LIRR/MNR takes a component-level approach. Mr. Albert and Mr. Blair asked questions focusing on how the agencies' individual operating needs were taken into account, while recognizing potential efficiencies. Both Board members were assured by Mr. Goldwitz and Mr. Walder that the agencies' needs were considered when developing areas of potential improvement. Mr. Walder emphasized that the recommendations were developed to take individual operating needs into account - a one-size fits all approach was not taken. Yet at the same time, Mr. Walder said it is important to recognize that there are areas of commonality amongst the operating agencies that will result in efficiencies.

Mr. Goldwitz stated that labor expenses are the largest opportunity for reducing track program costs. Areas of potential labor expense reduction include increasing track access so as to reduce week-end work, avoiding early start times in those instances where it would trigger full-day/overtime pay and reassessing work rules that provide overtime for routinely scheduled week-end work-days, noting that only NYCT has the first 8 hours of work on Saturdays/Sundays paid as straight time. Another area of potential improvement for NYCT focuses on supplemental transit services offered when service is interrupted due to track replacement. Opportunities for cost savings include eliminating replacement bus services in areas with redundant transit options.



Each of the agencies is currently exploring opportunities for cost-savings and the agencies' presidents provided an overview of the initiatives being undertaken to improve efficiencies. NYCT, for example, is examining its track replacement methods while LIRR/MNR have a joint study to investigate ways to prevent insulated joint failures that result in expense and service disruptions. Other areas being explored include continued benchmarking of other transit properties' track program investments, applying industrial engineering techniques and the review of asset renewal rates.

Ms. Kleinbaum provided the conclusion by noting that the Track Program was the first area of the formal Asset Review process and that the results demonstrate a concrete menu of opportunities for efficiencies and savings. The Asset Reviews will continue and the Independent Engineering Consultant will continue to participate in them. Ms. Frasca noted her support of the Track Program Review presentation. Mr. Walder seconded Ms. Frasca's support and said the MTA is seriously focusing on realizing cost efficiencies. Mr. Goldwitz acknowledged all-agency participation and contributions.

### **Atlantic Avenue Viaduct Project**

Mr. Walder introduced Al Cosenza to present an overview of the Atlantic Avenue Viaduct project. Mr. Walder stated that he recently visited the site and was duly impressed. Mr. Walder noted that the LIRR was most deserving of recognition for a job well-done. Mr. Cosenza provided an overview of the project construction. Mr. Cosenza stated that the agency was particularly challenged by managing the complex span replacement without negatively impacting the surrounding community or service to customers. As one measure of success, only \$1300 in safety claims was filed despite the need to establish a \$1.8m Owner Controlled Insurance Program (OCIP) Budget. Despite these challenges and more, the LIRR brought Phase I and Phase II in under budget and ahead of schedule. In recognition of the agency's performance it was granted two awards: one by New York Construction Magazine; the other by the American Society of Civil Engineers.

### **Project Gates**

Mr. Walder introduced Steve Berrang and Robert Hess to provide an overview of the MTA's new approach to ensuring that the MTA receives the best value for every capital dollar spent. Mr. Berrang explained that Project Gates will ensure that those projects contained within the 10-14 Capital Plan are delivered as efficiently and effectively as possible. Key intervention points in Gates were designed to occur during the entire capital project process, from inception to service.

The analytical assessment includes the review of costs and benefits prior to design, the validation of benefits prior to construction and the lessons learned following construction completion. NYCT's component-based renewal, as opposed to a full-station renewal, is an example of the type of cost-benefit analysis being performed prior to inclusion in the Capital Program. The analytical review that occurred prior to design for MNR's Bridge 23 Substation in Mount Vernon resulted in \$523k in annual energy savings and is an example of performing an analytical review prior to design. High-tech projects are now undergoing an intensive review prior to construction to ensure that the business case for benefits remains and benefits are validated prior to construction. Lastly, a new "Lessons Learned" approach will formalize the sharing of mitigation strategies across the agencies.

In response to a number of Board Member questions regarding the development of Project Gates, both Mr. Walder and Ms. Kleinbaum stated that the agencies were brought into the development process. This partnership allowed for the development of a process that is not just an administrative process but analytic in nature. In response to Board Member questions, it was emphasized that at no time is public safety compromised as part of the analytical process. The Independent Engineer Consultant is also part of the process to ensure that technical issues are addressed. Mr. Walder emphasized the need to ensure that our Capital Program is delivered as efficiently and effectively as possible.

**Executive Session**

Upon motion duly made and seconded, Chairman Walder adjourned the public meeting for the Committee to go into Executive Session at 2:20 PM.

**Adjournment**

Upon motion duly made and seconded, Chairman Walder reconvened the public session and then immediately adjourned the February 17, 2011 of the MTA Capital Construction Oversight Committee at 2:35 P.M.

Respectfully submitted,  
Iris Berman  
Office of Construction Oversight



## **2011-2012 CPOC Committee Work Plan**

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**I. Recurring Agenda Items**

Approval of the Minutes  
Committee Work Plan  
Commitments/Completions and Funding Report  
Follow-up Items as needed

**II. Specific Agenda Items**

**March 2011**

*Risk-Based Monitoring*

- Red light project follow-up reports (if needed)
- NYC Transit Report on Mother Clara Hale Depot

*Strategic Reviews*

- Analytic Reviews of the Bus Program
  - Bus CIS
  - Bus Test Fleets

**April 2011**

*Risk-Based Monitoring*

- Quarterly MTA Capital Construction Report on Mega Projects
  - ESA Risk Assessment (Queens Area)
- Red light project follow-up reports (if needed)

*Strategic Reviews*

- Update on NYCT Stations Program
- RCM Standardization and Diesel Fleet Maintenance

*Program Priorities*

- Quarterly update on Minority, Women and Disadvantaged Business Participation
- Small Business Mentoring Program Update

**May 2011**

*Risk-Based Monitoring*

- B&T Risk Assessment on Bronx Whitestone Bridge Queens Approach
- NYC Transit Risk Assessment on Greenwich Vent Plant
- Quarterly Traffic Light Report and Red Light Follow up as needed

*Strategic Reviews*

- Update on new Fare Payment System

## June 2011

### *Risk-Based Monitoring*

- MTA Police Radio Alternatives Analysis
- NYC Transit Report on Signals/Comms
  - PA/CIS; SONET; Flushing CBTC
- Red light project follow-up reports (if needed)

### *Strategic Reviews*

- Program Management Review: In-house vs. Third Party Engineering

## July 2011

### *Risk-Based Monitoring*

- Quarterly MTA Capital Construction Report on Mega Projects
  - Risk Assessments on 86 St Cavern
- NYCT Report on Subway Car Procurement
- Red light project follow-up reports (if needed)

### *Strategic Reviews*

- Interplay between ESA Operating Plan & Capital Investments

### *Program Priorities*

- Quarterly Update on Minority, Women and Disadvantaged Business Participation
- First Year Update on Mentoring Program

## September 2011

### *Risk-Based Monitoring*

- LIRR Risk Assessment on Jamaica Capacity Improvements
- LIRR/MNR Report on M-9 Procurement
- Quarterly Traffic Light Report and Red Light Follow up as needed

### *Strategic Reviews*

- Update on NYCT Stations Program
  - Agency report on progress of new strategy
- Benefits of CBTC on Canarsie Line: Full Implementation
- Update on Track

## October 2011

- Red light project follow-up reports (if needed)
- NYC Transit Report on Mother Clara Hale Depot

### *Strategic Reviews*

- Update on NYCT Stations Program
- Update of the Bus and Program

### *Program Priorities*

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

## November 2011

### *Risk-Based Monitoring*

- Quarterly MTA Capital Construction Report on Mega Projects
- Quarterly Traffic Light Report and Red Light Follow up as needed

### *Strategic Reviews*

## December 2011

### *Risk-Based Monitoring*

- Red light project follow-up reports (if needed)
- LIRR/MNR Risk Assessment on PTC

### *Strategic Reviews*

## January 2012

### *Risk-Based Monitoring*

- MTA Police Radio Alternatives Analysis
- NYC Transit Report on Signals/Comms
  - PA/CIS; SONET; Flushing CBTC
- Red light project follow-up reports (if needed)

### *Strategic Reviews*

### *Program Priorities*

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

## February 2012

### *Risk-Based Monitoring*

- Quarterly MTA Capital Construction Report on Mega Projects
- NYCT Report on Subway Car Procurement
- Red light project follow-up reports (if needed)

### *Strategic Reviews*

### *Program Priorities*



2-1

# Bus Customer Information Systems

Presentation to  
Capital Program Oversight Committee  
March 21, 2011



Metropolitan Transportation Authority

# Agenda

- MTA Bus Time Pilot
- Pilot Details
- Plans Ahead

2-2



# MTA Bus Time pilot : Progress over last 6 months

- B63 real time bus location pilot launched on Feb 1, 2011
- Received very favorably by bus riders; public; and developer community
- Proceeding with wider rollout in parallel with pilot





# Customers are enthused!

- *“PLEASE do the MTA Bus Time project test on the B61 route!” - Georgia*
- *“I think it's great that you are doing this bustime pilot in Brooklyn. I have it bookmarked - on my Android - for the two nearest B63 stops to my house” – Gene*
- *I have to say, this program is one of the more significant improvements the MTA has introduced. Anyway, I'm just curious as to what the timeline is for getting all routes available on Bus Times? - Patrick*



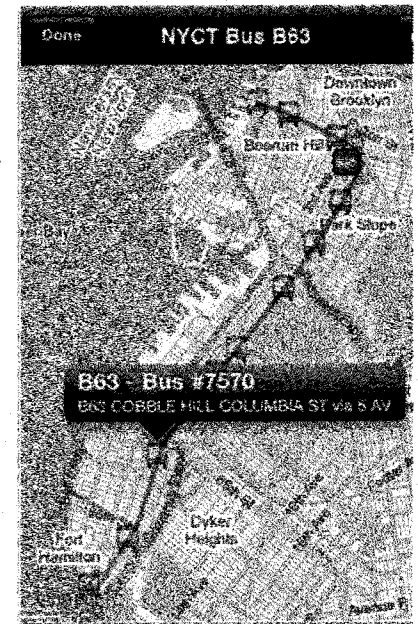
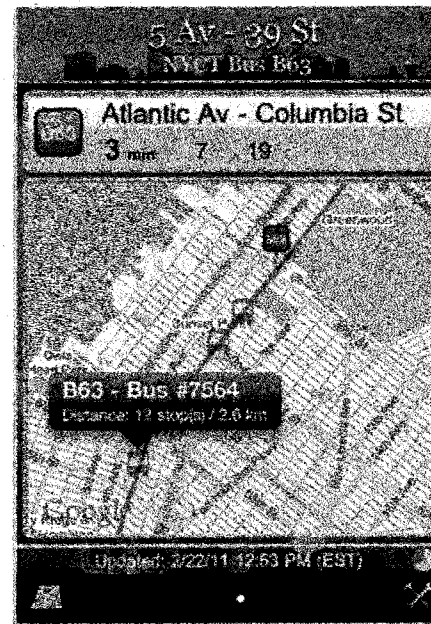
# Customers are enthused!

- *“The new mobile website is fabulous! I use it ALL the time and have been blabbing about it to everyone I meet at the bus stop, on the bus, and in my neighborhood. It has changed my life” – Molly*
- *“This is the best thing in years from the MTA.... I used it for the first time today.... no more standing in the cold for an hour.... just pop it up and put my coat on when the bus is a few blocks away. More bus's soon please....B61?” - Andy*



# App developers are energized – the power of data in open formats!

- Interactive phone application
- NextBus® time-based predictions
- iPhone and Android apps



# MTA staff are getting their own ideas for data use/improvements

- Improve Wait Assessment analysis (Operations Planning)
- Reduce bus bunching (DoB – Road Operations)

2-7



# Agenda

- MTA Bus Time Pilot

- **Pilot Details**

- Plans ahead

2-8



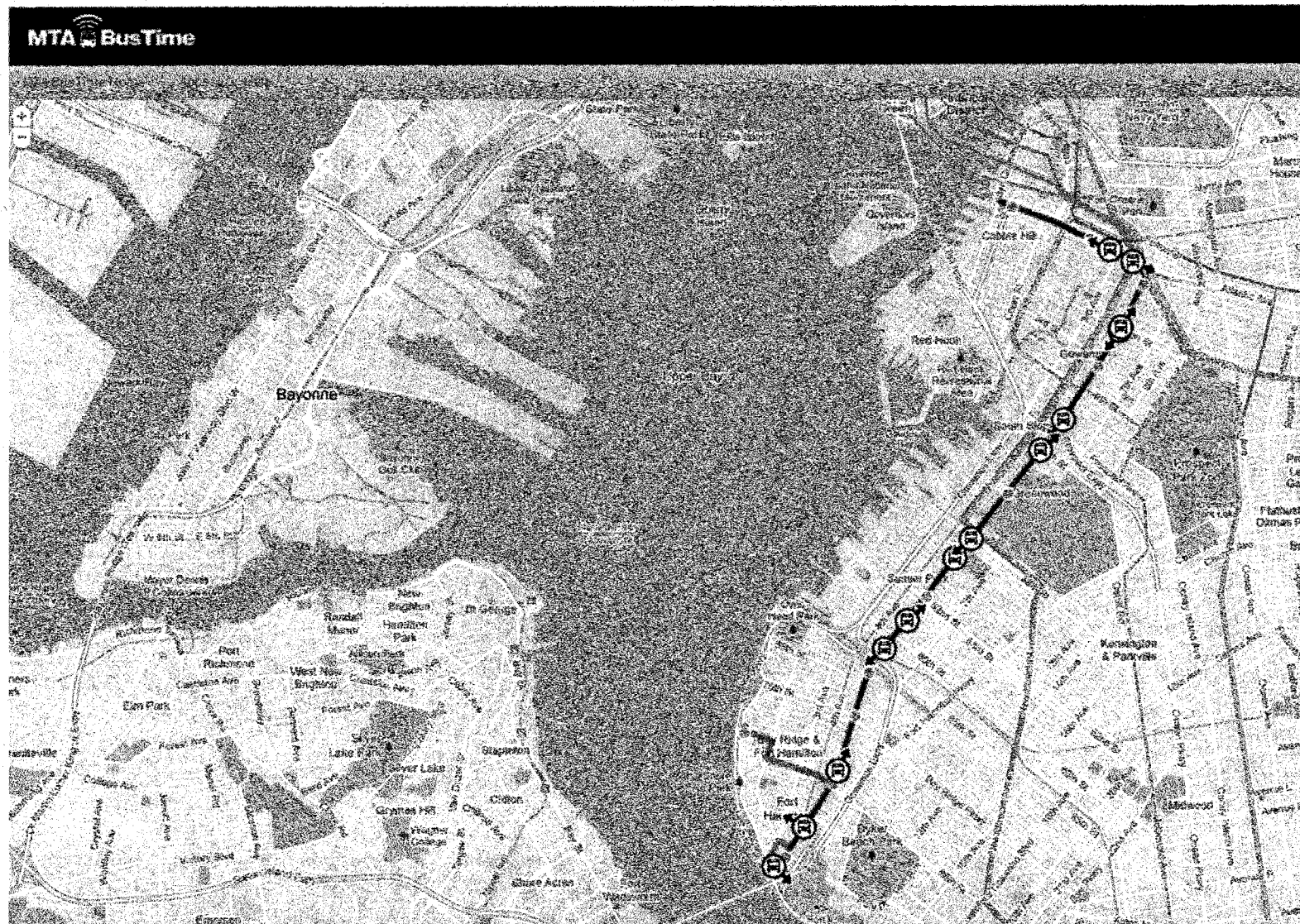
# 5 self-service channels

- Web browser
- Mobile website
- Text based cellphone
- Quick Response code at bus stops
- Store-front displays

2-9



# Web site access - map



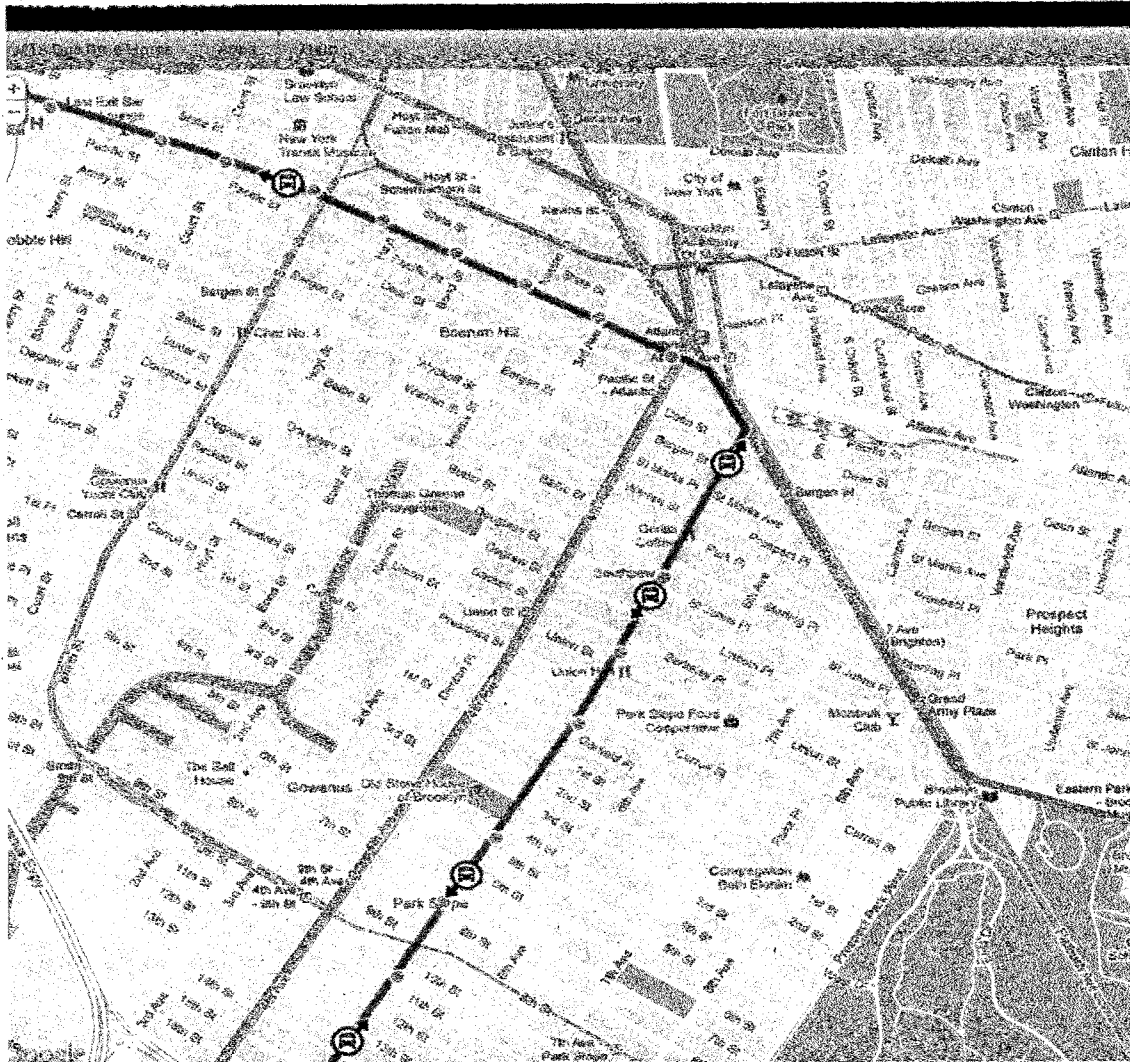
2 - 10



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# Web site access - search



By intersection

By stop identifier



2-12



# Mobile web access

## MTA BusTime

Search for:

*TIP: Enter a route, an intersection along a route, or a stop ID.*

REPORTED AS OF 11:51 AM EDT 06/09/2011

### ATLANTIC AV - HOYT ST

B63 COBBLE HILL COLUMBIA ST via 5 AV

1 stop away  
0.6 mi. away  
1.4 mi. away  
2.6 mi. away  
3.5 mi. away  
5.7 mi. away

REPORTED AS OF 11:51 AM EDT 06/09/2011

[About](#) | [Desktop Version](#) | [MTA Home](#)

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By intersection

By stop identifier

2 - 13



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# For those without smartphones

2 - 14



**B63**

**bus stop**

Atlantic Av-  
Columbia St

**text**

MTA (space)

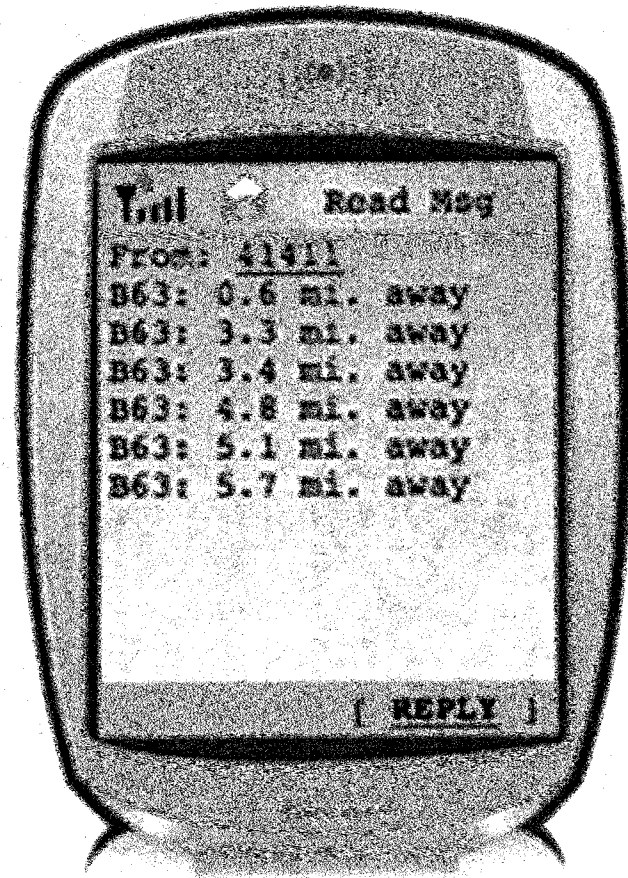
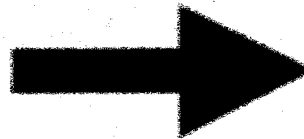
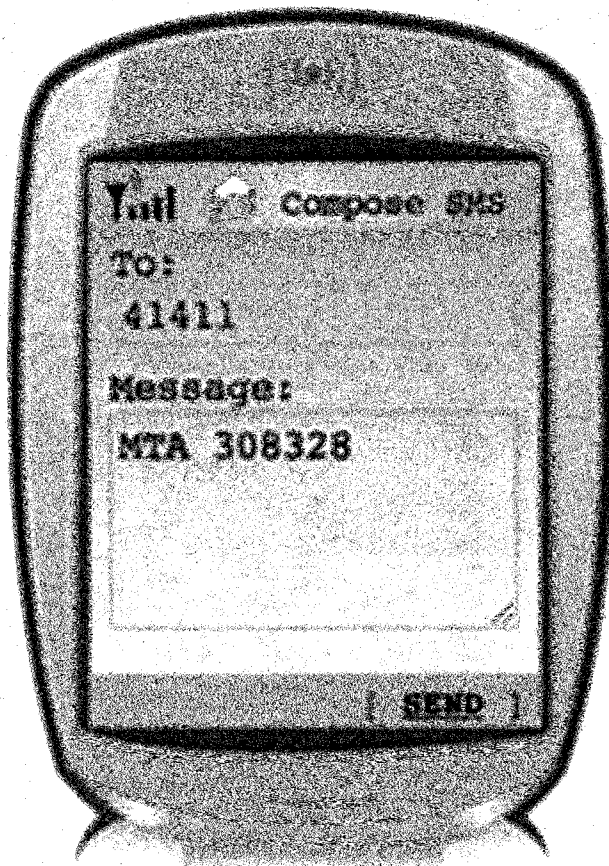
**306399**

**to 41411**



# Text Messaging

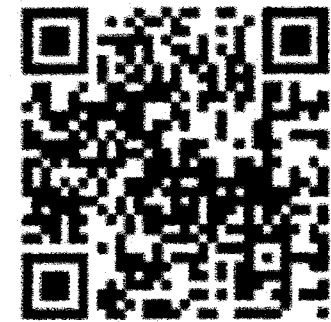
2 - 15





# Quick Response code access

**Scan it.** If you have a smartphone with a Quick Response (QR) reader, just scan this QR code and get connected to the MTA BusTime website.

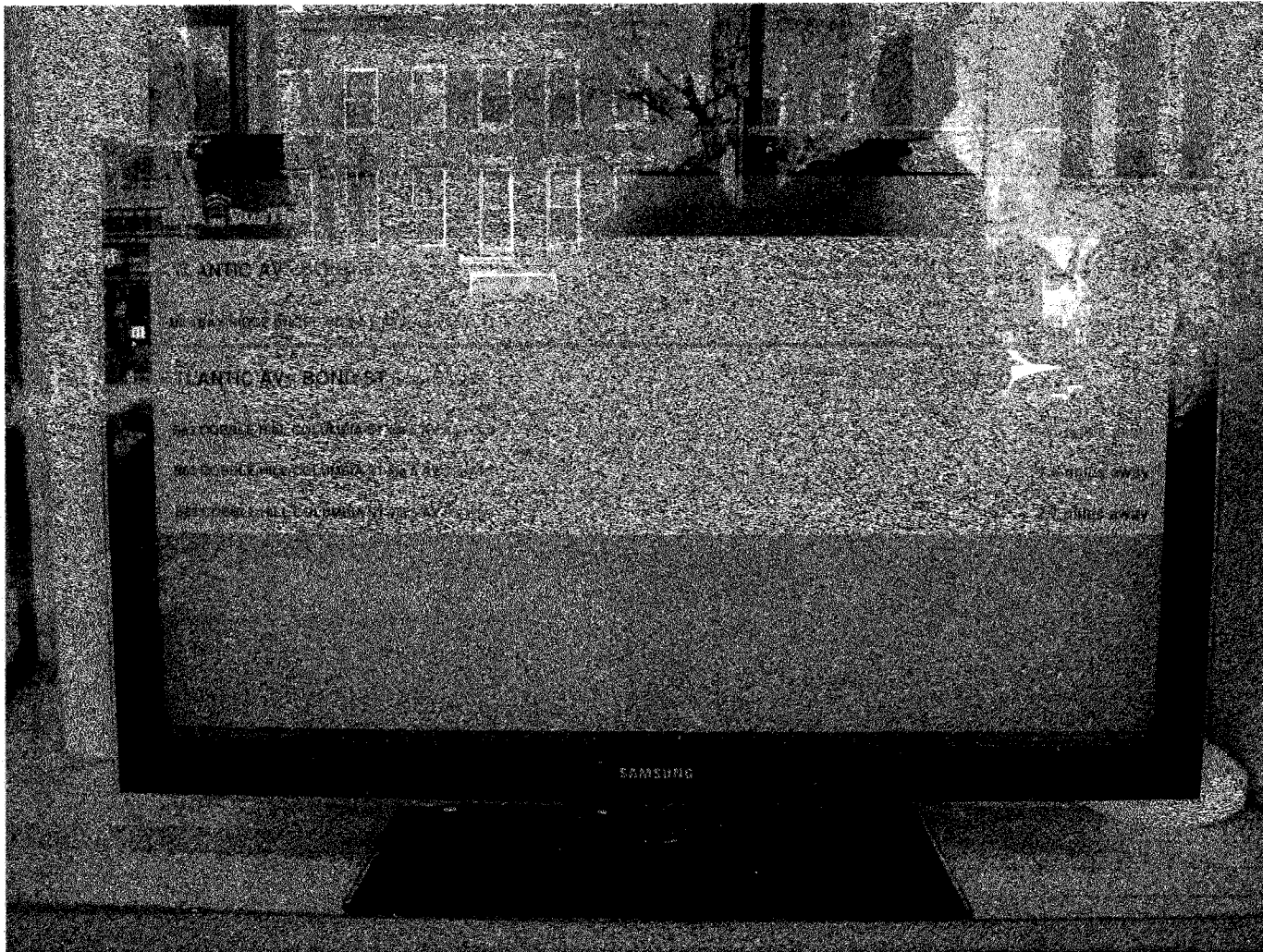


Quick Response (QR) Code  
Codigo de respuesta rapida (QR)



# Storefront access

Demonstration  
involving  
storefront  
displays at 5  
locations along  
route



2 - 17



## Usage (Feb 1<sup>st</sup> – Mar 9<sup>th</sup>)

- 1,674 daily requests (14,500 daily boardings)
  - Website : 725 requests per day
  - Mobile web site: 437 requests per day
  - Text messages: 512 requests per day

# Agenda

- MTA Bus Time Pilot
- Pilot Details
- **Plans ahead**

2 - 19





# Planning for Success

- Full engagement across stakeholders
- Following ITS methodology
- Completed Concept of Operations
- Committed to Open Data and Open Standards

2 - 20



# Stakeholders Engagement – Openness is key!!

- MTA and Agencies
- MTA Board
- Broader community

2 - 21



# Plans for 2011

2 - 22 Deploy Bus CIS to all Staten Island buses, including express, by the end of 2011



# Plans for 2012 and beyond

Deploy Bus CIS to all buses  
across the MTA

2 - 23



**Infrastructure Division,  
Buses Program, CPM**

**Design & Construction of  
Mother Clara Hale Depot**

**March 2011**

**Capital Program Oversight Committee**

# Replacement of Mother Clara Hale Bus Depot



New York City Transit

## Project Overview





# Replacement of Mother Clara Hale Bus Depot

## Project Overview



# Replacement of Mother Clara Hale Bus Depot

## Project Overview





## Project Overview

### Overall Status

Item	Status
Duration	32 months
Award	November 2, 2010
Contract	\$214,000,000
Design Build	Contractor Silverite; Consultant STV and CCM Shaw Environmental

### Highlights

- Registered with Green Building Council and be the first depot to be LEED certified, includes a garden roof “green roof” and a water reclamation system
- Building footprint is approximately 130,000 square feet
- Depot has provisions for bus fueling, washing and maintenance work
- Storage for 150 standard bus equivalents

## Project Overview (Design)

<b>Risks/ Challenges</b>	<b>Mitigations</b>
Scope changes	Major changes will only be implemented with the concurrence of the President and the SVPs of CPM and DOB.
Design Process	<ul style="list-style-type: none"> <li>• Hold bi-weekly progress meetings</li> <li>• Focused meetings with the CPM's Engineering Chiefs and DOB to resolve any issues and discuss upcoming milestones</li> <li>• Coordinate design development with construction</li> </ul>

## Highlights

- Kick-off meeting (design, construction, safety, quality, schedule and environmental) completed
- Focused foundation design meeting
- Partnering Session (March 23<sup>rd</sup>, 2011)
- Implementation of electronic project management tool (Constructware)

## Project Overview (Construction)

Risks / Challenges	Mitigation
Community Issues	<p>Mother Clara Hale Task force</p> <ul style="list-style-type: none"> <li>➤ Noise and Vibration monitoring, local hiring</li> <li>➤ Monthly meeting to provide three month look ahead</li> </ul>
Commissioning, Testing & Acceptance	<p>Retain a separate commissioning provider independent from the design build firm</p> <ul style="list-style-type: none"> <li>➤ Implement commissioning early in the design process</li> <li>➤ Coordination of construction and commissioning with milestones set within the project</li> </ul>
Project Coordination	<p>Timely coordination by the Design Build entity with outside agencies and NYCT</p>

3-7

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**MTA Capital Program  
Commitments & Completions**

**through**

**February 28, 2011**

4-1



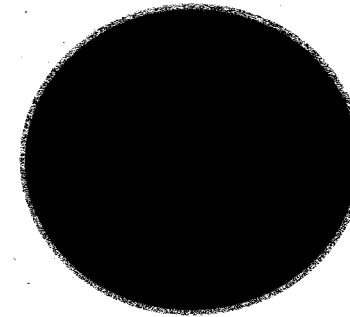
Metropolitan Transportation Authority

## Capital Projects – Major Commitments – February 2011

Through the end of February, 12 major commitments remain on or close to goal. Recent commitments include: MNR Bronx Stations/Capacity Improvements; # 7 West Site K; MTA Bus Roof and Ventilation project at JFK Depot; and construction administration for the B&T Bronx-Whitestone Deck Replacement/Queens approach. Three of these commitments are forecast below budget due to favorable bids as described on the next page.

To date, the agencies have committed \$803 million of the \$8.196 billion annual goal and forecast a year-end total of \$8.154 billion (99% of goal). YTD actual and budget exceed goal due to MNR's commitment 1 month early of funds for the M-8 CDOT repayment adjustment for the first 342 cars (\$188.6 million).

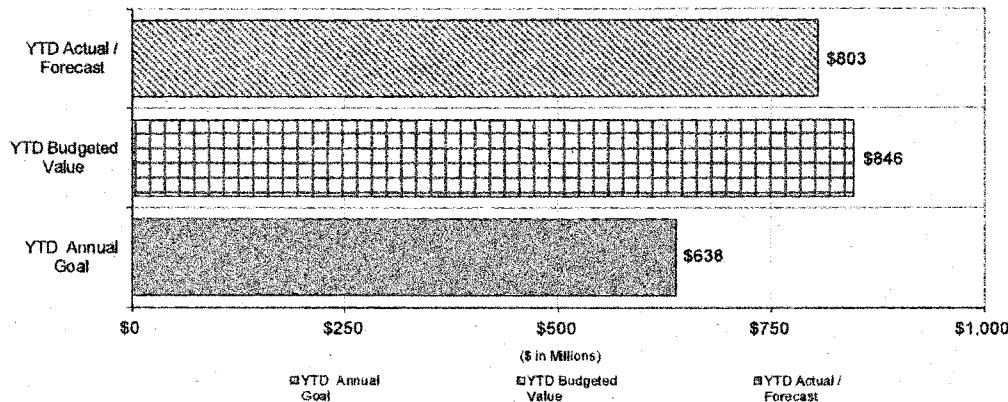
## Year-to-Date Major Commitments



	Year-to-Date Change		
Green = Commitments made within 2 months of Goal	12	100%	↑ 7
Red = Commitments delayed beyond 2 months of Goal	0	0%	-
	12	100%	

## Budget Analysis

2011 Annual Goal	\$8,196	
2011 Annual Forecast	99%	of Annual Goal
YTD Goal	8%	
YTD Actual	10%	
Left to Complete	90%	(\$7,351)



## Year-to-Date Agency Breakdown

	Prior month variance	
	RED	GREEN
<b>New York City Transit</b>		
2	—	—
<b>Long Island Rail Road</b>		
1	—	+1 GREEN
<b>Metro-North Railroad</b>		
3	—	+2 GREEN
<b>Bridges and Tunnels</b>		
2	—	+2 GREEN
<b>Capital Construction Company</b>		
2	—	+1 GREEN
<b>MTA Bus Company</b>		
2	—	+1 GREEN
<b>MTA Police Department</b>		
	—	—

**Capital Projects – Major Commitments – February 2011 – Budget Only\* Variances***\*for variances of more than \$5 million or 10%*

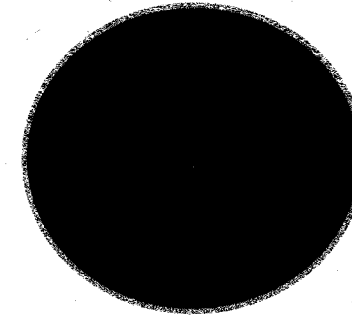
Project	Commitment	Goal	Forecast
<b>3 Budget only variances (3 new this month)</b>			
<b>MTA CC</b>			
<i>7 West Extension</i>			
Site K - Vent Building for 34th St Station ( <i>New Item</i> )	Construction Award	Mar-11 \$92.3M	Feb-11 (A) \$62.5M
Savings reflect a favorable bid.			
<b>MTA Bus</b>			
Bus Company Projects			
Additional Fueling Capacity BP, JFK, LG ( <i>New Item</i> )	Construction Award	Feb-11 \$8.7M	Mar-11 \$3.6M
Forecast reflects the results of a favorable bid. 1 month delay due to multiple addendums.			
<b>Bridges &amp; Tunnels</b>			
Bronx-Whitestone Bridge			
Deck Replacement - Queens Approaches ( <i>New Item</i> )	Construction Admin.	Feb-11 \$16.0M	Feb-11 (A) \$12.6M
Favorable variance reflects the result of the selected consultant's negotiated contract.			

### Capital Projects – Major Completions – February 2011

Through February, MTA agencies had planned 2 major completions: MTACC's Peter Minuit Plaza and Bollards (South Ferry) which was completed in February and MNR's New Haven Line Stations Improvements project which is now forecast for March. Through year-end, agencies forecast 55 projects to be completed.

Through February, agencies completed \$129 million in capital projects and forecast a total of \$4.021 billion in 2011, which is 99% of the \$4.081 billion annual goal.

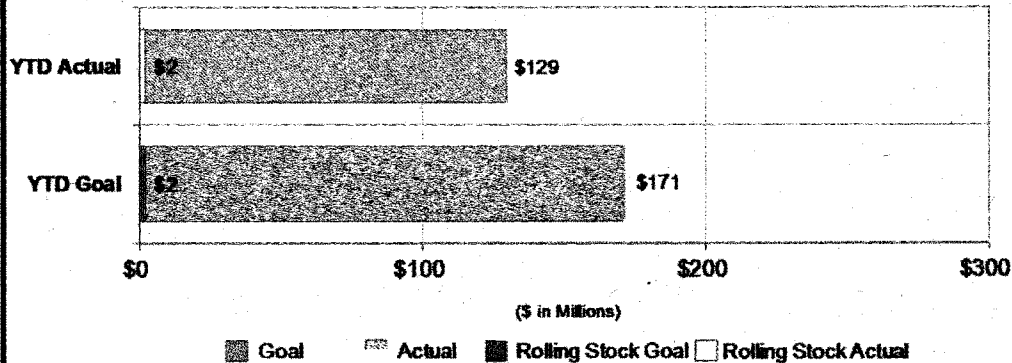
### Year-to-Date Major Completions



	Year-to-Date Change		
Green = Completions made within 2 months of Goal	2	100%	↑ 2
Red = Completions delayed beyond 2 months of Goal	0	-	-
	2	100%	

### Budget Analysis

2011 Annual Goal	\$4,081	
2011 Annual Forecast	99%	of Annual Goal
YTD Goal	4%	
YTD Actual	3%	
Left to Complete	97%	(\$3,892)



### Year-to-Date Agency Breakdown

	Prior month variance	
	RED	GREEN
New York City Transit	---	---
Long Island Rail Road	---	---
Metro-North Railroad	---	---
Bridges and Tunnels	---	---
Capital Construction Company	---	---
MTA Bus Company	---	---
MTA Police Department	---	---

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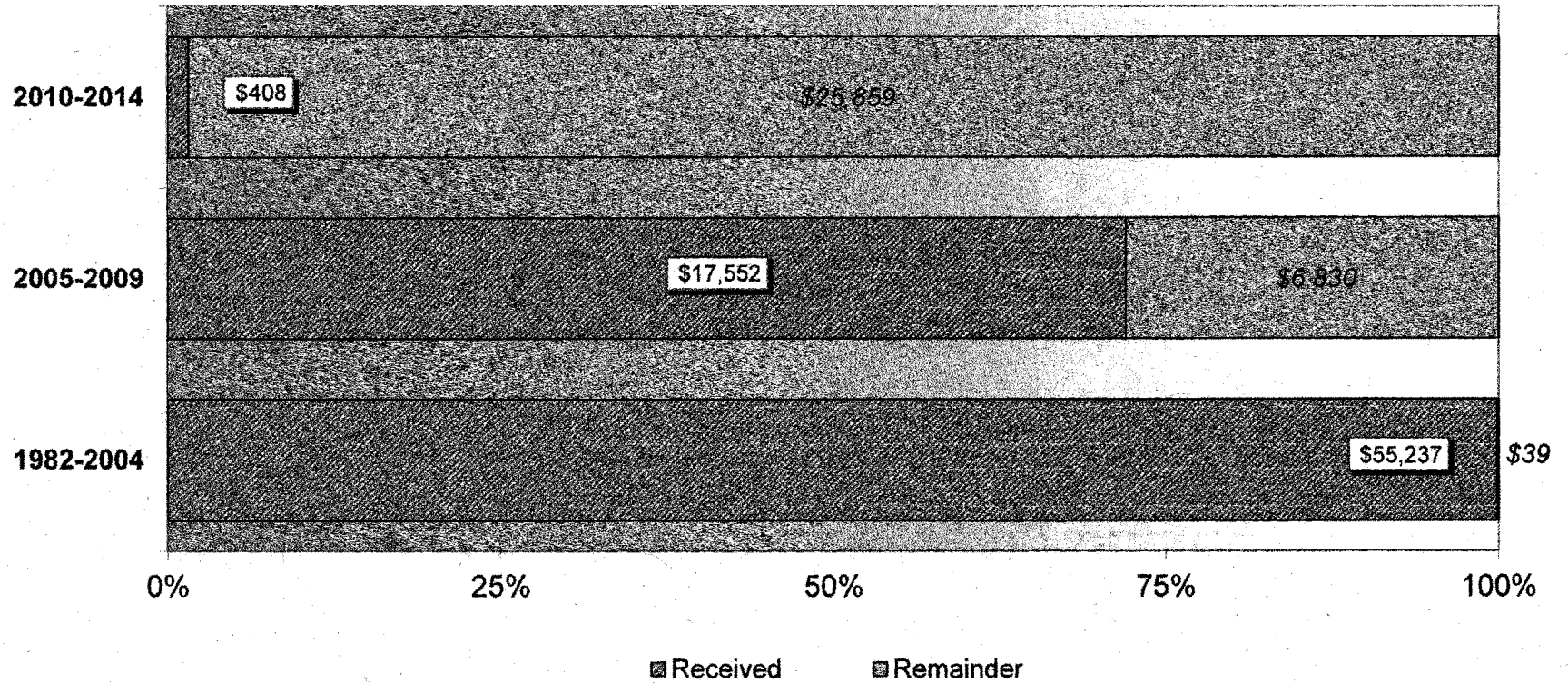
## **Status of MTA Capital Program Funding**





**Capital Funding (February 28, 2011)**  
\$ in millions

Capital Program



## Capital Funding Detail (February 28, 2011)

\$ in millions

### 2005-2009 Program

Federal Formula and Flexible Funds  
 Federal New Start  
 Federal Security  
 Federal Other  
 Federal ARRA - Stimulus  
 City of New York  
 City #7 Line Extension Funds  
 MTA Bus Federal and City Match  
 Asset Sales and Program Income  
 State Transportation Bond Act  
 MTA Bonds  
 B&T Bonds  
 Bonds from New Sources  
 Other (Including Operating to Capital)

Funding Plan	Receipts			
Current	Receipts thru January	This month	Received to date	
\$5,207	\$5,190	-	\$5,190	
3,286	1,483	-	1,483	
336	222	-	222	
7	7	-	7	
654	654	-	654	
405	405	-	405	
2,133	1,048	55	1,104	
141	117	-	117	
1,044	371	-	371	
1,450	480	-	480	
3,243	3,039	-	3,039	
1,262	846	202	1,049	
5,100	3,346	-	3,346	
114	79	6	85	
Total	\$24,381	\$17,289	\$263	\$17,552

### 2010-2014 Program

Federal Formula and Flexible Funds  
 Federal Other  
 Federal Security  
 City Capital Funds  
 MTA Bus Federal and City Match  
 MTA Bonds (Payroll Mobility Tax)  
 B&T Bonds  
 Other (Including Operating to Capital)

*Future State and Local Funding*

Funding Plan	Receipts			
Current	Receipts thru January	This month	Received to date	
\$6,415	\$232	-	\$232	
43	37	-	37	
225	-	-	-	
500	80	-	80	
206	-	-	-	
6,000	59	-	59	
2,453	-	-	-	
513	-	-	-	
9,912	-	-	-	
Total	\$26,267	\$408	\$0	\$408