



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

June 2011

Committee Members

J. Walder, Chair

J. Blair

A. Cappelli

S. Metzger

C. Moerdler

M. Page

M. Pally

J. Sedore

V. Tessitore

C. Wortendyke



MEETING AGENDA

MTA CPOC COMMITTEE

June 28, 2011 – 1:45 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

PUBLIC COMMENTS PERIOD

1. APPROVAL OF MINUTES – MAY 23

TAB 1
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2. COMMITTEE WORK PLAN

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3. CAPITAL CONSTRUCTION COMPANY ESA Mitigation Discussion

4. NEW YORK CITY TRANSIT

Report on Systems

Report on Signals & Train Control

McKissack+Delcan Supplementary Reports (*Blue Pages 2-10-1; 2-19-1*)

TAB 2
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5. CAPITAL PROGRAM STATUS

- Commitments/Completions
- Funding

TAB 3
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MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
May 23, 2011
New York, New York
1:45 P.M.

MTA CPOC members present:

Hon. Jay Walder, Chairman
Hon. James Blair
Hon. Allen Cappelli
Hon. Doreen Frasca
Hon. Susan Metzger
Hon. Charles Moerdler
Hon. Mark Page
Hon. Mitchell Pally

MTA CPOC members not present:

Hon. Vincent Tessitore, Jr.
Hon. James Sedore
Hon. Carl Wortendyke

MTA Board members present:

Hon. Andrew Albert
Hon. Robert Bickford
Hon. Mark Lebow

MTA staff present:

Linda Kleinbaum
Amy Linden
Charles Monheim
Ron Saporita

B&T staff present:

Jim Ferrer
Joe Keane
Vincent Montanti
Chris Saladino

NYCT staff present:

Alok Saha
Fred Smith

McKissack + Delcan staff present:

Kurt Egger
Kent Haggas
Renee Leslie

* * *

Chairman Walder called the May 23, 2011 meeting of the Capital Program Oversight Committee to order at 2:00 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 April 21, 2011.

Committee Work Plan

Mr. Walder introduced Linda Kleinbaum to provide an update on the CPOC Work Plan. Ms. Kleinbaum stated that there were no changes to the current Work Plan.

New Fare Payment Systems Update

Mr. Jay Walder introduced Amy Linden to provide the update on the New Fare Payment Systems project. Ms. Linden reiterated the project goals presented to the committee last September, and then provided an overview of the new fare payment system concept, described the main system development issues to be addressed with vendors and partners to be selected still, and outlined the next steps in progressing the project, with a focus on the activities planned between now and the end of 2011.

The stated goals of the project are: lowering the cost of revenue collection – which currently averages 15 cents per revenue dollar MTA-wide; substantially reducing cash use for fare payment; integrating fare payment across modes and agencies; speeding up transaction performance at turnstiles and fare boxes and ensuring that any new fare payment system is “future-proof” (which means components can be refreshed as component technology evolves without having to rebuild the entire system).

The fare payment system concept has been developed for bus and subway deployment so far, and was developed based on several months of work involving an inclusive process to generate input from all the MTA operating agencies regarding the customer and employee perspective. The concept is to allow customers to pay for transit travel in the same way that they pay for other retail purchases; i.e., to allow for contactless bankcard acceptance at the turnstile and fare box. Customers will be able to choose to pay as they go or to pay fares in advance into an electronically stored account. Customers without contactless bankcards or who choose not to use their bankcards could obtain an MTA-issued contactless card. The intent is to use an inexpensive mainstream technology that can facilitate customers self-serving on-line and with web-enabled devices such as mobile phones, and at ATMs, kiosks and an extensive network of retail merchants.

For the commuter railroads, the next step is to develop and implement pilots, similar to those conducted for bus and subways last year. The test pilots for the commuter railroads are planned for the first quarter of 2012. Hand-held devices for onboard personnel will be an important part of the pilots.

The challenges to implementation of bank card acceptance were identified as part of the concept development process. An industry outreach process is underway that started with release of the concept document to the vendor community in order to validate the technical and commercial feasibility of the concept, and stimulate discussion in the payments industry around the challenges in advance of any project procurements. The concept document will be revised based on comments received from the industry and used as a key attachment to the system integrator Request for Proposals. The MTA is also working with other transit agencies that are also developing open payment systems to share information and project learnings, and to jointly work together where appropriate to address some of the challenges shared in common. Ms. Linden discussed implementation challenges including managing the major change that the new system represents for our employees and customers alike.

The project agenda for the next six months includes developing detailed requirements for an MTA-issued card and reload system, developing the payments industry negotiation strategy, developing a project plan that includes requirements, costs, estimate, schedule and procurement

strategy, selection of a system integrator, finalizing the subway communications networks plan and installing hardware on Staten Island buses in conjunction with the Bus Customer Information Systems project. The Chairman and Board expressed their support of the new fare payment system. One discussion point focused on the need to ensure that systems are not antiquated by the time of implementation. Another discussion point noted the challenge of ensuring that the riding public can adapt to the use of new technology. The Chairman concluded the discussion by noting that a careful balance is required to juggle both cost and policy. In addition, the Chairman emphasized the significance of the new technology and its ability to decrease costs, while at the same time enhancing service and customer satisfaction.

B&T - Replacement of the Queens Approach, Bronx-Whitestone Bridge Risk Assessment

Mr. Jay Walder introduced B&T's Chief Engineer Joe Keane to provide the results of the Risk Assessment conducted for the Bronx-Whitestone Bridge's Queens Approach Replacement. The replacement of the Queens Approach is one element of a major overhaul of the Bridge and follows the replacement of the Bronx Approach. The budget for the project was \$240m and the low bid for \$130m. All bids will be evaluated and analyzed carefully before the recommendation for award is made within the next few months. The replacement of the Queens approach has been carefully planned. For example, a number of mitigation measures have been built into the project including applying "lessons learned" from the ongoing Bronx approach replacement. Selected mitigation measures have been incorporated into the bid documents. There has also been extensive pre-construction outreach with the community. The Risk Assessment identified a number of mitigation measures including reviewing and ensuring that the contractor's means and methods are efficient to eliminate potential delays related to the girder replacement. B&T will also continue its proactive outreach with the community and elected officials. Discussion focused primarily on the traffic mitigation efforts to be put in place throughout the corridor and the external outreach required. The Chairman concluded the discussion by noting that a variety of techniques will be used to keep the public informed. He applauded B&T for its well-planned and coordinated job, noting that the low bids reflected B&T's efforts.

NYCT Mulry Square Fan Plant

Mr. Walder introduced Fred Smith to introduce the discussion of the NYCT Mulry Square Fan Plant project. The Fan Plans are critical components ensuring the safety of the MTA's customers. Alok Saha provided details on the reconstruction of the Fan Plant. The expanded Fan Plan will serve both the 7th and 8th Avenue (A, C, E and 1, 2, 3) subway lines. The existing site is located at the intersection of 7th and Greenwich Avenues. Construction challenges include the maintaining traffic flow and preserving the adjacent 9/11 Memorial Tiles. The team built upon the "Lessons Learned" from the experiences of prior Fan Plan projects including improved specifications and design documents which facilitates commissioning activity. Track shielding was also identified an important mitigation measure. Track shielding is particularly important since it diminishes the number of necessary track outages. The Risk Assessment identified a number of challenges and mitigation strategies including the need to retain a design specialist to address subsurface conditions and settlement of adjacent structure(s). A specialist with expertise in this area was retained. Board discussion focused on the role of the vent plant and customer safety. Mr. Walder concluded the discussion by acknowledging NYC Transit for its creative and efficient approach and noted that the construction market was favorable for these major projects.

Capital Program Status

Mr. Walder introduced Linda Kleinbaum to discuss the Traffic Light Report. This Report evaluates the status of third-party construction projects while future Reports will also include the status of in-house design and force account construction projects. The Traffic Light Report measures projects against planned cost and schedule. Those projects that are more than 50% complete will also reflect a contingency evaluation for forecasting purposes. The Traffic Light Report will use green for those projects that have less than a 10% variance against plan while a red color will illustrate a variance greater than 10%. When a project has an indicator that is red –

a one-page explanation for the variance will be required and the identification of measures to address the variance. The IEC will comment on this one-page explanation. The Traffic Light Report replaces the former "Exception Reports." Mr. Walder noted that there is an incredible volume of construction work being undertaken by the MTA that is substantially being performed to plan as illustrated by the current Traffic Light Report.

Adjournment

Upon motion duly made and seconded, Chairman Walder adjourned the May 23, 2011 of the MTA Capital Construction Oversight Committee at 3:10 P.M.

Respectfully submitted,
Iris Berman
Office of Construction Oversight



2011-2012 CPOC Committee Work Plan

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

June 2011

Risk-Based Monitoring

- NYC Transit Report on Signals/Comms
 - PA/CIS; SONET; Flushing CBTC
- Red Light project follow-up reports (if needed)

July 2011

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
 - ESA Risk Assessment (Queens Area)
 - SAS 86th St. Cavern Risk Assessment
- NYC Transit Report on Subway Car Procurement
- Red Light project follow-up reports (if needed)

Program Priorities

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

September 2011

Risk-Based Monitoring

- LIRR/MNR Report on M-9 Procurement
- RCM Standardization and Diesel Fleet Maintenance
- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

Strategic Reviews

- Update on Track

October 2011

Risk-Based Monitoring

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

Strategic Reviews

- Update of the Bus 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
- NYC Transit Stations Program
- Red Light project follow-up reports (if needed)

Strategic Reviews

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

December 2011

Risk-Based Monitoring

- LIRR/MNR Risk Assessment on PTC
- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

Strategic Reviews

- B&T update on AET

January 2012

Risk-Based Monitoring

- NYC Transit Report on Signals/Comms
 - PA/CIS; SONET; Flushing CBTC
- Red Light project follow-up reports (if needed)

Strategic Reviews

- Benefits of CBTC on Canarsie Line: Full Implementation

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

March 2012

Risk-Based Monitoring

- LIRR ESA Readiness Projects
- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

Strategic Reviews

- Interplay between ESA Operating Plan & Capital Investments

April 2012

Risk-Based Monitoring

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

Program Priorities

- Quarterly update on Minority, Women & Disadvantaged Business Participation

May 2012

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- NYC Transit Stations Program
- Red Light project follow-up reports (if needed)

Systems

Mark Bienstock, P.E.
Program Officer

June 2011

Capital Program Oversight Committee

SONET/ATM-A Project Overview

Overall Status

Item	Comments
Schedule	Achieved Substantial Completion on August 16, 2010
Cost	Current EAC is \$217M

2-2

Highlights

Progress

- The SONET Network is in Beneficial Use
- All Station Branch Loops in Beneficial Use
- Project on schedule for June 2011 Closeout. (This is a 4 month delay from what was reported in December due to a Contractor lien issue.)

ATM-B Project Overview

Overall Status

Item	Comments
Schedule	Substantial Completion Forecast is February 2012 (NYCT risk-informed schedule).
Cost	Current EAC \$301.5M

2-3

Highlights



Progress

- 15 out of the 47 Station Branch Loops are ready for acceptance testing.
- Network Management System is 92% tested.




90 Day Look Ahead

- Continue ATM Branch Loop testing
- Achieve Beneficial Use for completed Loops

ATM-B Critical Milestones and Issues

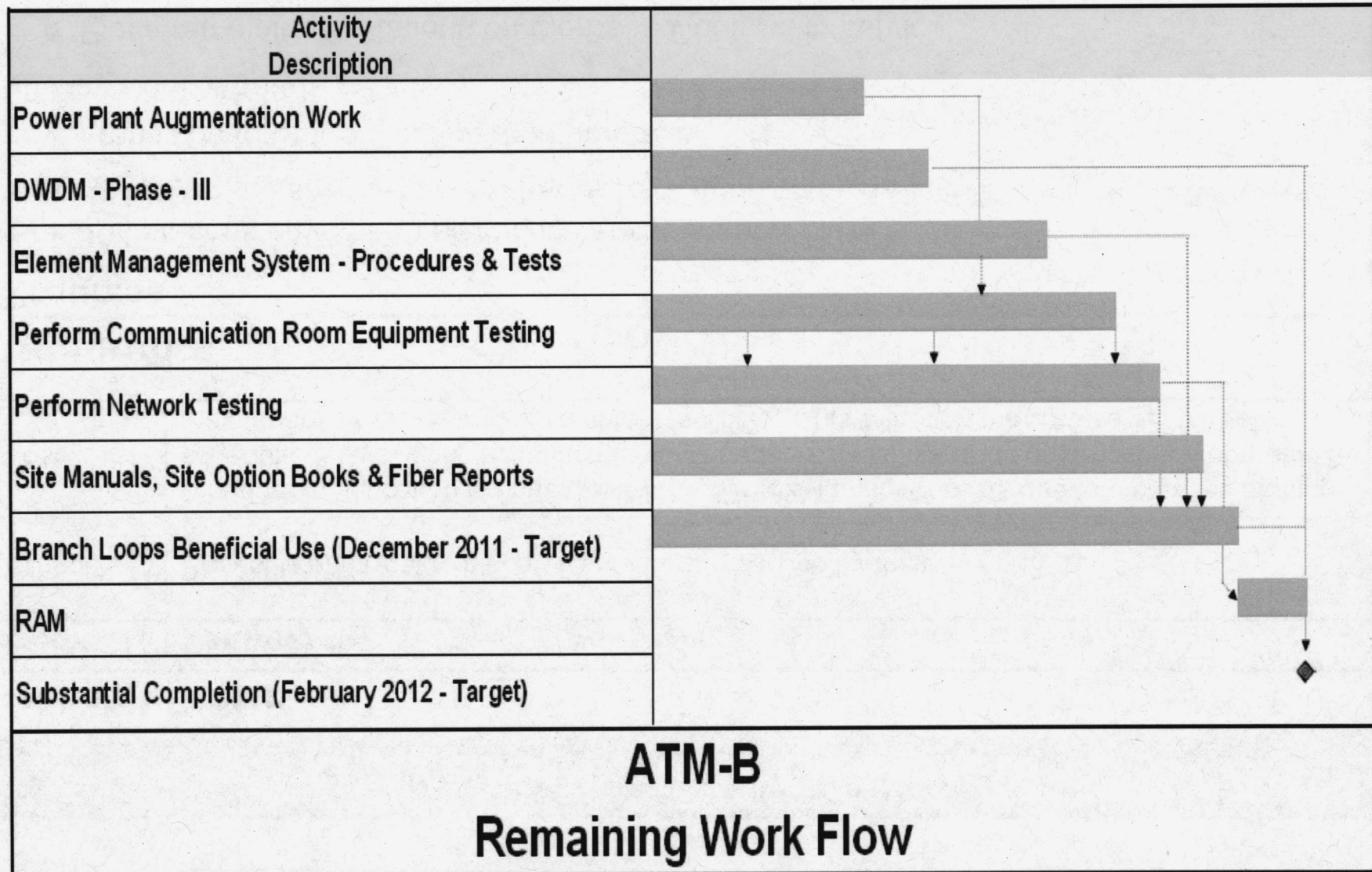
Status	Activity	Date Needed	Issues
 Red	Construction Delay	Substantial Completion moved to February 2012, based on Risk-Informed Schedule	The Prime Contractor defaulted the installation subcontractor in February 2011. As a result, the project construction activities almost came to a halt. A installation subcontractor is now in place and NYCT is working closely with the contractor to meet the Beneficial Use goal.
 Yellow	Claim	July 2011	Contractor filed an extension of time / impact cost claim, which is being reviewed by NYCT and settlement discussions are ongoing.

2-4

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

ATM-B Remaining Work Flow

2-5



PA/CIS Project Overview

Overall Status

Item	Comments
Schedule	Project is on target to place 153 stations in service by the end of 2011.
Cost	A budget modification is under review for \$26.32M to cover costs due to increased staffing, schedule delays, work including multicast support & testing, and construction of operator & maintenance training and system test facilities. This will bring the EAC to \$225.69M.

Highlights

Progress



- 134 stations have been placed in service as of 6/17/11
- Stage 3 Software Factory Acceptance Testing completed
- Transition to Stage 3 software in progress




90 Day Look Ahead

- Place remaining 9 Stations on the Base Contract in service
- Complete Stage 3 Software transition
- Complete training
- Negotiate AWO for White Plains Road

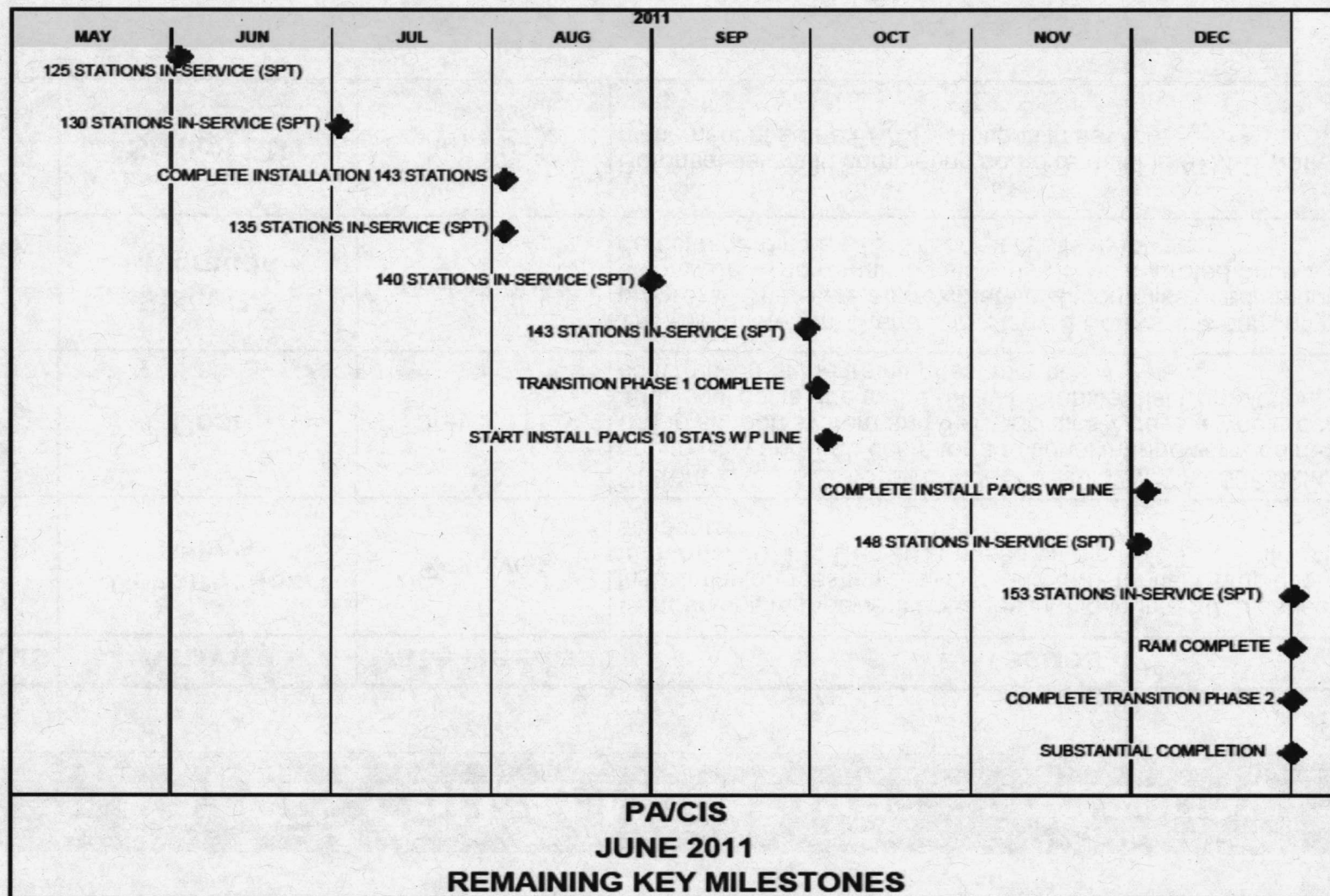
PA/CIS Critical Milestones and Issues

2-7

Status	Activity	Date Needed	Issues
 Red	Construction Delays	Resolved	Contractor's manpower shortages in mid to late 2010 caused delays in installation and testing activities and Substantial Completion slipped from April 2011 to Dec 2011 based on the NYCT risk-informed schedule.
 Red	Cost	July 2011	Current EAC - \$225.69M/Budget - \$199.37M. The \$26.32M increase is due to EFA and TAL costs for additional manpower required by the new CM to support system and field activities 7 days a week (double shifts), additional costs due to the delay in Substantial Completion, and the construction of the training/test facilities.
Yellow	Stage 2/3 Migration	August 2011	The migration from Stage 2 to Stage 3 Software is currently in progress. There are approximately 20 commissioned stations on Stage 3 software. The remaining stations will be migrated once a software defect regarding a CIS fallback issue is resolved.
Yellow	Station BU	July 2011	Potential delays in completing some remaining ATM-B work may impact placement of some PA/CIS stations in service.

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

PA/CIS Key Milestones



PA/CIS 34th Street (Original)

BEFORE REV.



PA/CIS 34th Street (After Software Enhancement)



IEC's Supplementary Report: Systems

ATM-B

Schedule Performance: The schedule can be met provided a series of work activities (AWOs, equipment deliveries, cable repairs & replacements) leading up to loop testing is completed by end of September 2011.

Budget Performance: The IEC substantially agrees with the project's current budget. The IEC notes that the contractor's claim is not currently accounted for in the budget and could cause it to increase.

Critical Milestones and Issues:

- The bar chart accurately identifies the remaining work flow activities.

All-Agency Evaluation Findings: The Overall Contractor Performance rating in the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with IEC observation of project performance during this reporting period.

PA/CIS

Schedule Performance: The schedule has properly identified the 6-month slip in the SC date since the December 2010 presentation. The updated completion forecast adequately reflects the time required for the remaining work. The IEC agrees with the schedule and concurs with the statement that there is a potential impact to putting some stations into service due to the ATM-B project.

Budget Performance: The IEC substantially agrees with the project's current budget and explanation for increases.

Critical Milestones and Issues:

- The project presentation accurately identifies the remaining key milestones.

All-Agency Evaluation Findings: The Overall Contractor Performance rating in the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with IEC observation of project performance during this reporting period.

Signals and Train Control

Division

Nidhish Patel, P.E.

Program Officer

Signals and Train Control

June 2011

Capital Program Oversight Committee

CBTC Project Overview

Overall Status (S-32740/41 Equip R-160 Cars /Equipment Removal)

Item	Comments
Schedule	CBTC Final Configuration will be completed 4 th Quarter 2011 Substantial Completion is scheduled for March 2012
Cost	Project is within budget of \$66.4M

2-12

Highlights (S-32740/41 Equip R-160 Cars /Equipment Removal)

Progress

- 64 R160 Cars equipped, tested, in-service and available for ATO.
- Utilized available GOs to complete removal of wayside equipment.
- Developing and gathering data for New Speed Measurement System for powered axles.

90 Day Look Ahead

- GOs are planned for August, September and October to remove remaining wayside equipment.



CBTC Critical Milestones and Issues

Critical Milestones (CBTC Equip R-160 Cars / Final Configuration)

Status	Activity	Date Needed	Issues
Yellow	Substantial Completion	March 2012	Substantial completion has been delayed 11 months due to concerns regarding maintainability.

2-13

Legend

●	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
●	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
●	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

CBTC Project Overview

Overall Status (S-32723 CBTC Flushing Line)

2-14

Item	Comments
Schedule	<p>Awarded to Thales June 2010; Project is design build based on performance specifications</p> <p>Preliminary CBTC Design Completion: 4th Quarter 2011</p> <p>Final CBTC Design Completion: 2nd Quarter 2012</p> <p>Factory Acceptance Test for CBTC Software: 3rd Quarter 2013</p> <p>Times Square and 1st Avenue Interlockings In-services: 1st Qtr / 3rd Qtr 2014</p> <p>Substantial Completion is scheduled for Nov 2016</p>
Cost	Project is within budget of \$550M

Progress

- Review/approval contact submittals for AWS, SSI, CBTC drawings and design documents.
- Field surveys for cable and equipment layout and concrete chopping on-going.

90 Day Look Ahead

- Continue submittal review and approval process
- Begin preliminary work at Times Square and 1st Avenue Relay Rooms.

CBTC Critical Milestones and Issues

Critical Milestones (S-32723 Flushing Line)

Status	Activity	Date Needed	Issues
<div>●</div> Green	Track Outages and Shutdowns	Now through December 2012	During 2011 and 2012 periodic track outages and shut downs will occur between Times Square and Queensboro Plaza for modernization of the Times Square and 1 st Ave Interlockings. This work will also be coordinated with In-house track and structural work in the Steinway Tube and with the Court Sq Station Rehab.
<div>●</div> Green	First Train Delivery	Jan 2014	CBTC Field Integration Tests can not start until carborne equipment is installed and tested on the 1 st R188 train, scheduled for delivery in Jan 2014.

2-15

Legend

●	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
●	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
●	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

CBTC MOVING FORWARD

NYCT International CBTC Forum **July 27 – 29, 2011**

NYCT will hold a CBTC Forum with Transit Properties with operating CBTC systems and various CBTC suppliers to review and evaluate NYCT's CBTC Program

Objectives:

- Review Transit Properties CBTC Lessons Learned
- Explore Different CBTC Rollout Strategies
- Optimizing CBTC Design within NYCT Constraints
- Recommend Methodology to Reduce Cost and Schedule
- Discuss Equipment Obsolescence Strategies
- Maximize the Effectiveness of Test Track

Deliverables:

- Formal report from the Forum participants to be generated by NYCT's CBTC Consultant by August 2011 and presented to the MTA prior to the award of the Culver Test Track project.

CBTC Project Overview

Overall Status (S-32748 CBTC Culver Test Track)

Item	Comments
Schedule	Contract Negotiations on-going; Project will awarded based on recommendations from the International Forum
Cost	Project Budget is \$97.3M; Final contract cost is under negotiation

2-17

Highlights (S-32748 CBTC Culver Test Track)

Progress

- Currently approved CBTC vendors involved in contract negotiations


90 Day Look Ahead

- Project will awarded based on recommendations from the International Forum




CBTC Critical Milestones and Issues

Critical Milestones (S-32748 CBTC Culver Test Track)

2-18

Status	Activity	Date Needed	Issue
 Green	Award	ASAP ,upon incorporating recommendations from International Forum	Award is critical for rollout of future CBTC projects and qualifying potential CBTC suppliers. Project will awarded based on recommendations from the International Forum

Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

IEC's Supplementary Report: Signals & Train Control

Canarsie Equip 64 R160 Cars- S32740

Schedule Performance: The project has accurately identified the current schedule status.

Budget Performance: The IEC agrees that the project is currently on budget.

Critical Milestones and Issues:

- The project has accurately identified the current critical issue.

All-Agency Evaluation Findings: The Overall Contractor Performance ratings in the current All-Agency Contractor Evaluation (ACE) report for this project are consistent with IEC observation of project performance during this reporting period.

CBTC Flushing Line- S32723

Schedule Performance: The project has accurately identified the current schedule status.

Budget Performance: The project has accurately identified the current budget status.

Critical Milestones and Issues:

- The project has accurately identified the current critical issues.

All-Agency Evaluation Findings: The Overall Contractor Performance ratings in the current All-Agency Contractor Evaluation (ACE) report for this project are consistent with IEC observation of project performance during this reporting period.

CBTC Test Track Pilot Culver Line - S32748

Schedule Performance: The project has accurately reflected the current status of the award process. Design was completed April 2009 and released an initial request for proposals October 2009.

Budget Performance: The project has accurately identified the current budget status.

Critical Milestones and Issues:

- The project has accurately identified the critical issue.

All-Agency Evaluation Findings: There is no All-Agency Contractor Evaluation (ACE) report for this project, as the construction contract is currently in the procurement stage.

**MTA Capital Program
Commitments & Completions**

through

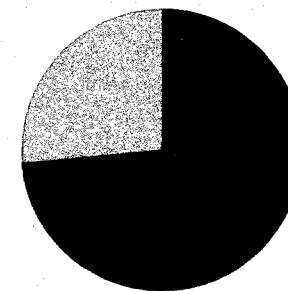
May 31, 2011

Capital Projects – Major Commitments – May 2011

Through the end of May, 25 major commitments remain on or close to goal. Since last month there are 6 new commitment delays (\$672 million) beyond 2 months of goal. All are discussed on the following page.

To date, the agencies have committed \$1,225 million, saving \$70 million from the budgeted value for these commitments. The \$2.6 billion lag between the actual commitments and the YTD goal is partly due to the NYCT 'B' Division subway car delay (\$638 million), the 2nd Ave Subway's 86th St. Station (\$422 million) and delays with several NYCT bus procurements (\$257 million). Other projects that are delayed, but less than 2 months behind goal also contribute to this variance including: a delay with NYCT's 123 A-division and R-142 Car Conversion project (\$493 million), a contract for East Side Access (\$226 million) and a decking project for B&T's Bronx Whitestone Bridge (\$240 million).

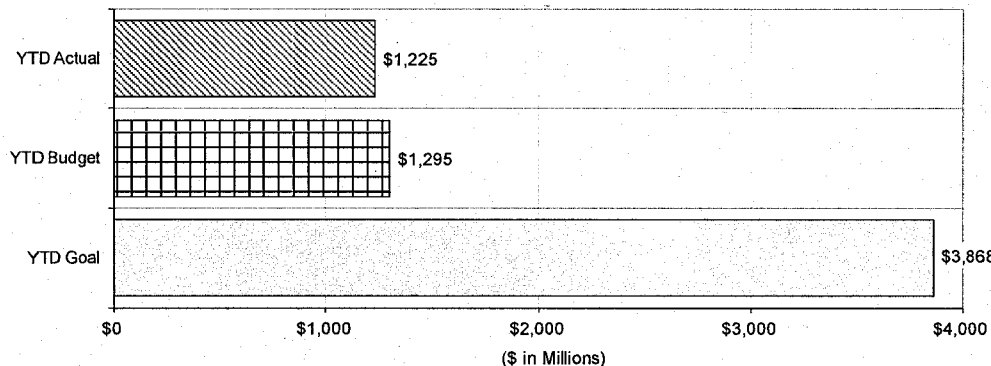
Year-to-Date Major Commitments



	Year-to-Date Change		
Green = Commitments made within 2 months of Goal	25	74%	↑ 3
Red = Commitments delayed beyond 2 months of Goal	9	26%	↑ 6
	34	100%	

Budget Analysis

2011 Annual Goal	\$8,195	
2011 Annual Forecast	92%	of Annual Goal
YTD Goal	47%	
YTD Actual	15%	
Left to Complete	84%	(\$6,350)



Year-to-Date Agency Breakdown

	Prior month variance	
	RED	GREEN
New York City Transit		
6 4	+2 RED	+1 GREEN
Long Island Rail Road		
3	---	---
Metro-North Railroad		
4 1	+1 RED	---
Bridges and Tunnels		
4	---	+2 GREEN
Capital Construction Company		
3 1	+1 RED	-1 GREEN
MTA Bus Company		
5 3	+2 RED	+1 GREEN
MTA Police Department		
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Capital Projects – Major Commitments – May 2011 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
9 All-Agency Red Commitments (6 new this month)				MTA Bus			
New York City Transit				Bus Company Projects			
Subway Cars				Depot Equipment			
Purchase 290 'B' Division Subway Cars	Purchase Award	Mar-11 \$637.8M	Sep-11 \$637.8M	Construction	Apr-11 \$7.2M	Aug-11 \$7.2M	
Procurement negotiations with the vendors were delayed, but have since resumed. Additional time for the RFP process is necessary to facilitate continued technical evaluations.				Longer than expected procurement process is causing a delay to this project.			
Buses				Fueling Lane and Bus Washer - La Guardia (New Item)			
Purchase 90 Articulated Buses	Purchase Award	Apr-11 \$78.1M	Oct-11 \$70.6M	Construction	Mar-11 \$6.7M	Jun-11 \$7.1M	
Award of the 90 buses delayed pending successful completion of the pre-qualifying shaker table test.				Delay in qualifying contractor and sub-contractor.			
Purchase 90 Diesel Buses - New Flyer Pilot (New Item)	Purchase Award	Mar-11 \$46.2M	Jun-11 \$44.2M	Purchase Award	Mar-11 \$50.9M	Jun-11 \$42.5M	
Award was delayed several months pending final agreement on terms and conditions.				Purchase 79 Standard CNG Buses (New Item)			
Purchase 171 Standard CNG Buses (New Item)	Purchase Award	Mar-11 \$133.1M	Jun-11 \$87.1M	The procurement package was rescheduled from the February Board to the May Board. Award is expected in June. Project cost decreased reflecting savings from changing the type of buses from Hybrid to CNG and the exclusion of cameras, radios and other items that will be procured separately.			
The procurement package was rescheduled from the February Board to the May Board. Award is expected in June. Project cost decreased reflecting savings from changing the type of buses from Hybrid to CNG and the exclusion of cameras, radios and other items that will be procured separately.							
MNR							
Track Program							
2011 Cyclical Track Program (New Item)	Construction	Mar-11 \$13.0M	Jun-11 \$13.0M				
An extended review process, and the delay with completing the schedule work of the 2010 Track Program delayed the 2011 work to commence until June 2011.							
MTA CC							
Second Avenue Subway							
86th St. Station Structure (New Item)	Construction	Mar-11 \$422.4M	Aug-11 \$422.4M				
Award of contract delayed due to ongoing qualification review.							

Capital Projects – Major Commitments – May 2011 – Budget Only* Variances

*for variances of more than \$5 million or 10%

Project	Commitment	Goal	Forecast
8 All-Agency Budget only variances (4 new this month)			
NYCT			
<i>Bus Purchases</i>			
ADA: Forest Hills- 71 Ave/Queens Blvd (New Item)	Construction	May-11	Jul-11
		\$33.4M	\$24.9M
Utility work issues with Dept. of Environ. Protection resolved. Bid opening is now scheduled for June. Cost reduction due to reduced estimates and improved market conditions.			
MTA CC			
<i>7 West Extension</i>			
Site K - Vent Building for 34th Street Station	Construction	Mar-11	Feb-11 (A)
		\$92.3M	\$62.5M
Budget change reflects the results of a favorable bid.			
<i>East Side Access</i>			
Plaza Substation & Queens Structure Const.	Construction	Apr-11	Jun-11
		\$225.8M	\$162.1M
Budget decrease due to scope transfer to the Queens Bored Tunnels contract and favorable bids. 1 month delay in award for addendum requiring extended bid period and to coordinate turnover dates with existing construction contracts.			
MTA Bus			
<i>Bus Company Projects</i>			
Additional Fueling Capacity BP, JFK, LG	Construction	Feb-11	Apr-11 (A)
		\$8.7M	\$3.6M
Forecast reflects the results of a favorable bid. 2 month delay due to multiple addendums.			
Fire Projection JFK, LG, BP, ECH (New Item)	Construction	May-11	May-11 (A)
		\$5.3M	\$4.0M
Estimate at Completion reduced due to favorable bids.			

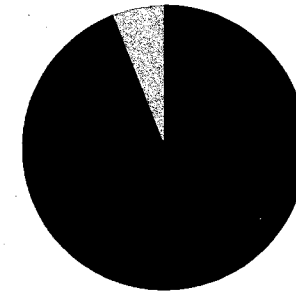
Project	Commitment	Goal	Forecast
Bridges & Tunnels			
<i>Bronx- Whitestone Bridge</i>			
Deck Replacement - Queens Approaches	Construction Admin.	Feb-11	Feb-11 (A)
		\$16.0M	\$12.6M
Selected consultant's negotiated contract was less than budget.			
Deck Replacement - Elevated and On Grade Queens Approach (New Item)	Construction	May-11	Jun-11
		\$240.0M	\$114.2M
Favorable variance due mainly to pre-award mitigations made by the agency, a low bid and lower-than-estimated commodity prices. Date changed to accommodate related NYC Dept. of Parks & Rec. mitigation work.			
<i>RFK Bridge</i>			
Deck Replacement - Bronx/Manhattan Ramps and Toll Plaza Utility Relocation (New Item)	Construction	Sep-11	May-11 (A)
		\$32.8M	\$11.2M
\$10M of the favorable variance is due to scope and quantity reductions as well as elimination of allowances and contingencies. The remaining \$10M of the variance due to mainly to the favorable market and low bid.			

Capital Projects – Major Completions – May 2011

Through the end of May, MTA agencies were on or close to goal for 16 of 17 major anticipated completions. The sole delay, MNR's 2010 Track Program, is discussed on the following page.

Through May, agencies completed \$972 million in capital projects which is \$139 million less than goal partly due to delays at NYCT (\$105 million) which are mostly forecast to be completed in the 2nd quarter. By year-end, agencies are on track to complete \$3.8 billion (93%) of the 2011 Annual Goal of \$4.1 billion.

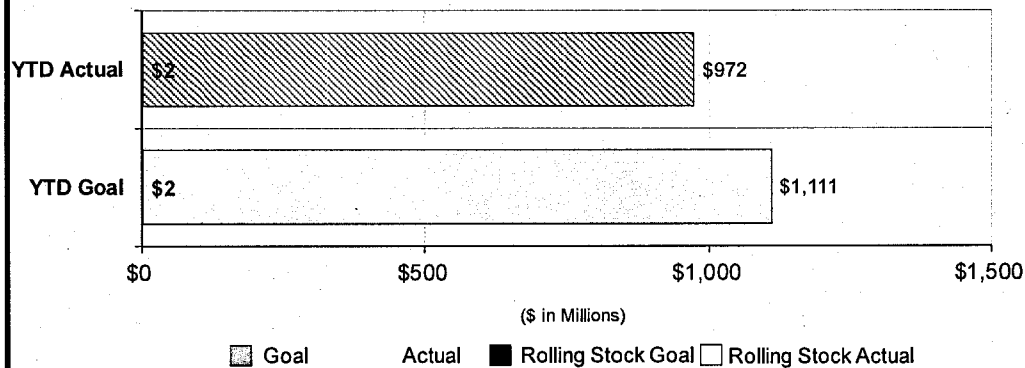
Year-to-Date Major Completions



		Year-to-Date Change
Green = Completions made within 2 months of Goal	16	94% ↑ 4
Red = Completions delayed beyond 2 months of Goal	1	6% -
	17	100%

Budget Analysis

2011 Annual Goal	\$4,081	
2011 Annual Forecast	93%	of Annual Goal
YTD Goal	27%	
YTD Actual	24%	
Left to Complete	74%	(\$2,826)



Year-to-Date Agency Breakdown

	Prior month variance	
	RED	GREEN
New York City Transit		
3	---	---
Long Island Rail Road		
5	---	+2 GREEN
Metro-North Railroad		
3	---	+1 GREEN
Bridges and Tunnels		
1	---	---
Capital Construction Company		
2	---	---
MTA Bus Company		
1	---	+1 GREEN
MTA Police Department		
1	---	---



Capital Projects – Major Completions – May 2011 – Schedule Variances

Project	Completion	Goal	Forecast
1 All-Agency Red Completions (0 new this month)			
<i>Metro- North Railroad</i>			
<i>Track</i>			
2010 Cyclical Track Program	Construction	Mar-11 \$13.0M	Jun-11 \$13.0M
Equipment repairs and crew reassignments throughout the maintenance period delayed the 2010 surfacing work. The work is ongoing and expected to be completed in June 2011.			

Project	Completion	Goal	Forecast
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Capital Projects – Major Completions – May 2011 – Budget* Variances

**for variances of more than \$5 million or 10%*

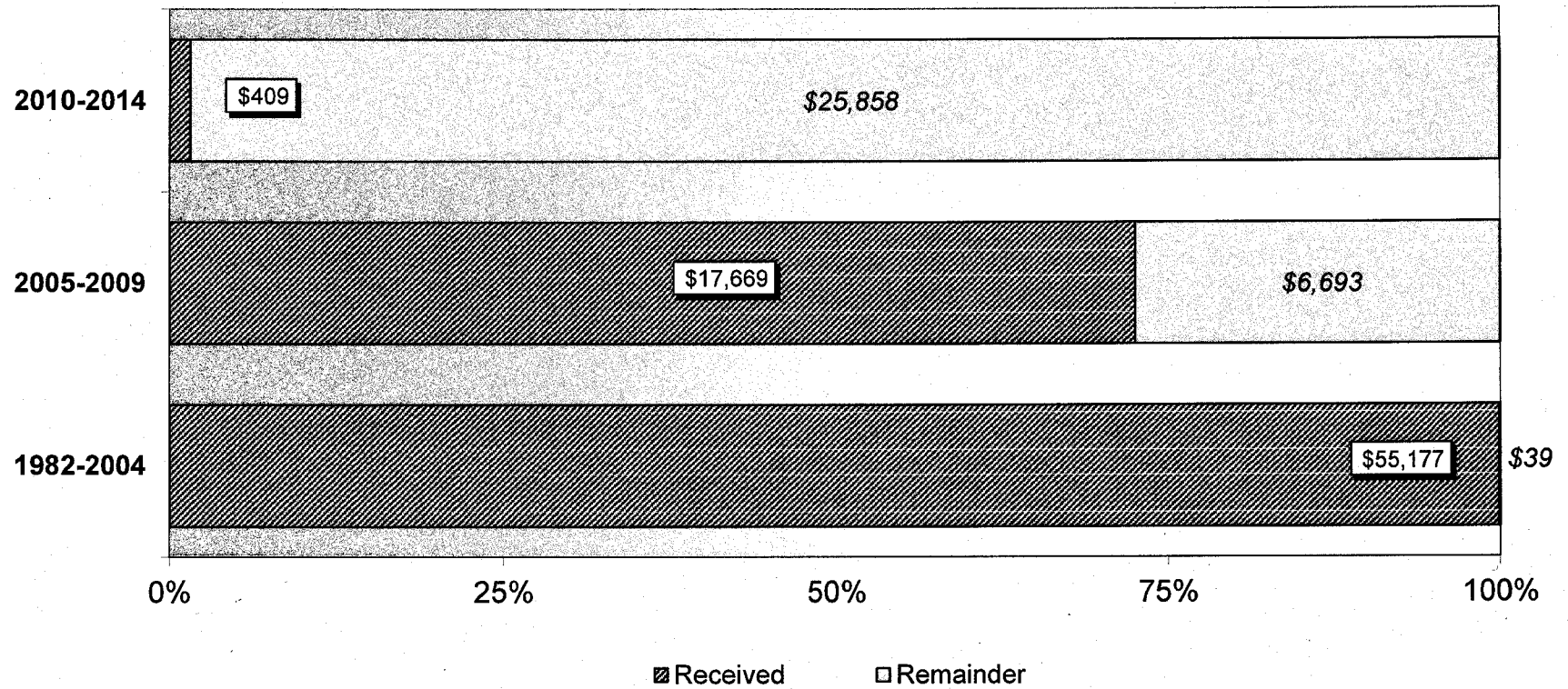
Project	Completion	Goal	Forecast
1 All-Agency Budget only variances (1 new this month)			
<i>Long Island Rail Road</i>			
<i>Track</i>			
ACL Direct Fixation Replacement (<i>New Item</i>)	Construction	May-11 \$61.5M	May-11 (A) \$53.5M
Revised EAC to reflect estimated final costs of project.			

Status of MTA Capital Program Funding



Capital Funding (May 31, 2011)
\$ in millions

Capital Program



Capital Funding Detail (May 31, 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			
	<u>Current</u>	<u>Receipts thru April</u>	<u>This month</u>	<u>Received to date</u>
	\$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	1,159	28	1,186
	141	117	-	117
	1,023	371	-	371
	1,450	480	-	480
	3,243	3,039	-	3,039
	1,262	1,049	-	1,049
	5,099	3,378	-	3,378
	117	87	-	87
Total	\$24,362	\$17,642	\$28	\$17,669

2010-2014 Program

Federal Formula
 Federal Flexible and 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 April	This month	Received to date
	\$6,415	\$232	-	\$232
	133	37	-	37
	225	-	-	-
	500	80	-	80
	210	-	-	-
	6,070	60	-	60
	2,453	-	-	-
	350	-	-	-
	9,912	-	-	-
Total	\$26,267	\$409	\$0	\$409