



**Metropolitan Transportation Authority**

# **Capital Program Oversight Committee Meeting**

## **July 2011**

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### **Committee Members**

J. Walder, Chair

J. Blair

A. Cappelli

F. Ferrer

M. Lebow

S. Metzger

C. Moerdler

M. Page

M. Pally

J. Sedore

V. Tessitore

C. Wortendyke





## MEETING AGENDA

### MTA CPOC COMMITTEE

July 25, 2011 – 1:45 pm

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### AGENDA ITEMS

#### Page

#### PUBLIC COMMENTS PERIOD

- |   |                |
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| 1. APPROVAL OF MINUTES – JUNE 27                            | TAB 1<br>1 - 1 |
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| 3. CAPITAL CONSTRUCTION COMPANY                             | TAB 2          |
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**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**June 27, 2011**  
**New York, New York**  
**1:45 P.M.**

MTA CPOC members present:

Hon. Jay Walder, Chairman  
Hon. James Blair  
Hon. Allen Cappelli  
Hon. Fernando Ferrer  
Hon. Susan Metzger  
Hon. Mitchell Pally  
Hon. James Sedore

MTA CPOC members not present:

Hon. Charles Moerdler  
Hon. Mark Page  
Hon. Vincent Tessitore, Jr.  
Hon. Carl Wortendyke

MTA Board members present:

Hon. Andrew Albert

MTA staff present:

Linda Kleinbaum  
Ron Saporita

MTACC staff present:

Bill Goldstein  
Michael Horodniceanu  
Alan Paskoff

NYCT staff present:

Mark Bienstock  
Nidish Patel  
Fred Smith

McKissack + Delcan staff present:

Joseph Devito

\* \* \*

Chairman Walder called the June 27, 2011 meeting of the Capital Program Oversight Committee to order at 1:45 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 May 23, 2011.

## **Committee Work Plan**

Ms. Kleinbaum stated that there were two changes to the current Work Plan. The MTA Police Radio System project was moved for discussion to the newly created Security Committee and the Risk Assessment for the Second Avenue Subway project will be moved to next month's CPOC meeting.

## **ESA Mitigation Discussion**

Mr. Horodniceanu stated that the project has been a challenging and complicated one - especially since all access to Grand Central must come from Queens. The project is being monitored closely to reach the revenue service date of September 2016. Challenges include on-going delays in Manhattan and Queens, the need for a compressed construction schedule at the Harold Interlocking and the need to sequence contracts carefully. The team is thinking creatively to identify mitigation measures. Examples include identifying new staging areas in Queens so that multiple contracts can occur simultaneously, working with the LIRR to evaluate the feasibility of completing the final segment of the B/C approach tunnel concurrently with systems testing/commissioning and using simulators to facilitate training and reduce pre-revenue testing time. The MTA CC team will present its detailed strategies to CPOC in September. The IEC will also present its assessment of the mitigation strategies in September. Currently, the MTA CC team is working with Amtrak to evaluate phasing of its work and assessing the cost/schedule impacts of recommended strategies. Committee discussion ensued, with an interest in the involvement of the IEC. Mr. Horodniceanu stated that the team is working closely with the IEC and values their participation. In addition, Mr. Horodniceanu stated that the partnership between MTA CC and LIRR is strong, allowing for the identification of creative solutions to schedule challenges. Mr. Walder emphasized the need to think creatively so that confidence can be maintained and important milestones met. Mr. Walder concluded the discussion by stating the ESA team is working hard to meet its schedule milestones and applauded everyone for "thinking out of the box." Mr. Walder stated that it is the Committee's role to ensure that sound strategies are being developed. Mr. Walder noted that the IEC will be involved to assist the Committee with its oversight role and that the IEC will be presenting its evaluation of the newly developed mitigation strategies in September.

## **Communication Systems**

Mr. Bienstock began the presentation with an update on the Communications networks for both the A and B divisions. The SONET Projects can be viewed as a super highway linking fiber-optic signal systems through-out the system. SONET/ATM-A is on schedule for close-out on June 2011. ATM-B is forecasted for Beneficial Use in December 2011 and Substantial Completion in February 2012. Mr. Bienstock stated that ATM-B had a delay in reaching its Substantial Completion due to the default of a subcontractor. The agency is working closely with the new subcontractor to meet the current deadlines. Mr. Bienstock presented all work flow tasks that were needed to meet the February 2012 deadline.

Mr. Bienstock provided an update on critical milestones for the PA/CIS project. PA/CIS is the first project deployed using the SONET communications network on the A Division at 134 passenger stations. It is expected that a total of 153 stations will be in service by the end of 2011. Mr. Bienstock explained that the contractor's manpower shortages led to the delay of installation and testing activities and as a result the Substantial Completion Date was delayed 8 months from April to December 2011. The Cost Estimate at Completion has increased by \$26.32m to increase manpower to meet the new deadlines and to construct training and test centers. Committee discussion ensued and questions were raised regarding the quality of visibility for the computer-generated station signage. Mr. Bienstock acknowledged the concerns and stated that the Chairman had requested improvements to enhance the signage visibility. An example of the signage improvements was displayed. Board members raised concerns that signage at selected

station express platforms did not provide arrival information for the local trains. Mr. Bienstock stated that displaying too much information on a small screen would be confusing to the customer, precluding the display of both local and express train arrival information on the platform. However, Mr. Bienstock noted that the information was readily available prior to ascending the platform area at the 34<sup>th</sup> Street Station, for example. It was explained that a series of workshops were held to review construction based risk schedules. Discussion was brought forth about the schedule delays and mitigation strategies identified. A 90% confidence level was targeted. The risk based workshops allowed the project team to identify the best possible strategies to mitigate cost and schedule delays. The IEC noted that it was in substantial concurrence with the schedule and budget projections for ATM-B as well as PA/CIS presented by NYCT. Questions were raised by the Committee about the eventual roll-out of PA/CIS to the B Division in Queens. Mr. Walder noted the complexity of expanding PA/CIS and said that original projections for roll-out were 2025. Mr. Walder stated that this time-table was unacceptable and that a number of different options were being explored so that PA/CIS can be implemented in selected areas before the end of the year. The end-result will be a mixture of system options to facilitate early implementation on the B division. Mr. Walder concluded the discussion by noting the high level of customer satisfaction with the PA/CIS investments and said that this technology was supremely important as it ties in with future plans for the new fare collection system and other technology advancements.

### **Signals and Train Control**

Mr. Patel began the presentation by noting that CBTC was first deployed in 2006 on the Canarsie Line. Mr. Patel explained that there were three major initiatives comprising the CBTC work, including Canarsie Line (nearing completion), the Flushing, and Culver Line test track. The CBTC final configuration for the Canarsie Line is underway with completion anticipated during the 4<sup>th</sup> Quarter 2011 and Substantial Completion scheduled for March 2012. All 64 cars have been equipped with the CBTC technology. It was noted that Substantial Completion for the Final Configuration of the R-160 Cars had been delayed from the last report for 11 months due to concerns with maintainability. However, no further delays are anticipated. The project is within its budget of \$66.4m. Mr. Patel provided an update on the Flushing Line. The Design-Build contract was awarded to Thales in June 2010. The preliminary CBTC Design Completion is anticipated for the fourth quarter 2011. Substantial completion is expected in November 2016. Eventually this CBTC project will also provide PA/CIS. NYCT is hosting an International CBTC Forum on July 27<sup>th</sup>-29<sup>th</sup>. The purpose is to review and evaluate NYCT's CBTC Program, with a formal report issued prior to the award of the Culver Test Track. The Report Findings will be used as a basis for the Culver Line Test Track award. In addition, a number of vendors have been invited to the Forum to stimulate interest and increase competition. The IEC indicated that it was in concurrence with NYCT's schedule, budget and critical issues presentation. Board member discussion ensued with questions raised about the complexity of the CBTC system and the need to marry both car and signal systems. CBTC is more complicated than the traditional wayside signal system. This complexity is why stand-alone lines like the #7 and "L" lines were chosen as pilot projects. Mr. Walder concluded the discussion by noting that while New York's transit system was much more challenging than systems in London, Madrid and Paris, the International CBTC Forum will serve a critical role for CBTC's future success here.

### **Capital Program Status – Commitments/Completions**

Ms. Kleinbaum stated that commitment levels were lagging and to address this - procurement time-lines are being closely looked at for both MTA CC's large projects and NYCT's rolling stock purchases. In terms of project budgets, awards are being made at less than budget creating funding opportunities in the out years of the existing Capital Program. Ms. Kleinbaum stated that completion milestones were being met. Mr. Walder concluded the discussion by noting that a future challenge will be securing funding for the last three years of the Capital Program. In the mean-time, the MTA and operating agencies are working efficiently and effectively to demonstrate the MTA's commitment to spending its available funds wisely. As examples, the MTA welcomed legislative leaders for a recent East Side Access Tour to demonstrate the progress made on this key project. The MTA is also looking to expand its funding partnerships and was recently awarded a major federal grant of \$296m for high speed rail. The MTA is also working with the federal government to evaluate innovative funding options for rail needs. Mr.

Walder concluded that the MTA will continue to invest its funds judiciously.

**Adjournment**

Upon motion duly made and seconded, Chairman Walder adjourned the meeting of June 27, 2011 of the MTA Capital Program 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

#### July 2011

##### *Risk-Based Monitoring*

- Quarterly MTA Capital Construction Report on Mega Projects
  - SAS 86<sup>th</sup> St. Cavern Risk Assessment
- 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*

- ESA Mitigations
- 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
- LIRR/MNR Report on M-9 Procurement
- RCM Standardization and Diesel Fleet Maintenance
- 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)

#### June 2012

##### *Risk-Based Monitoring*

- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

##### *Strategic Reviews*

# **MTACC Quarterly Progress Report to CPOC**

**July 25, 2011**





# Fulton Street Transit Center

2-2



## Project Overview

### Overall Status (as per 2009 Re-Baseline Plan)

Item	Comments
Schedule	Overall project on schedule for June 2014
Cost	Trending below current budget of \$1.4 billion

2-3

### Highlights

#### Progress

- Steel erection is on schedule
- 4/5 escalator is being installed

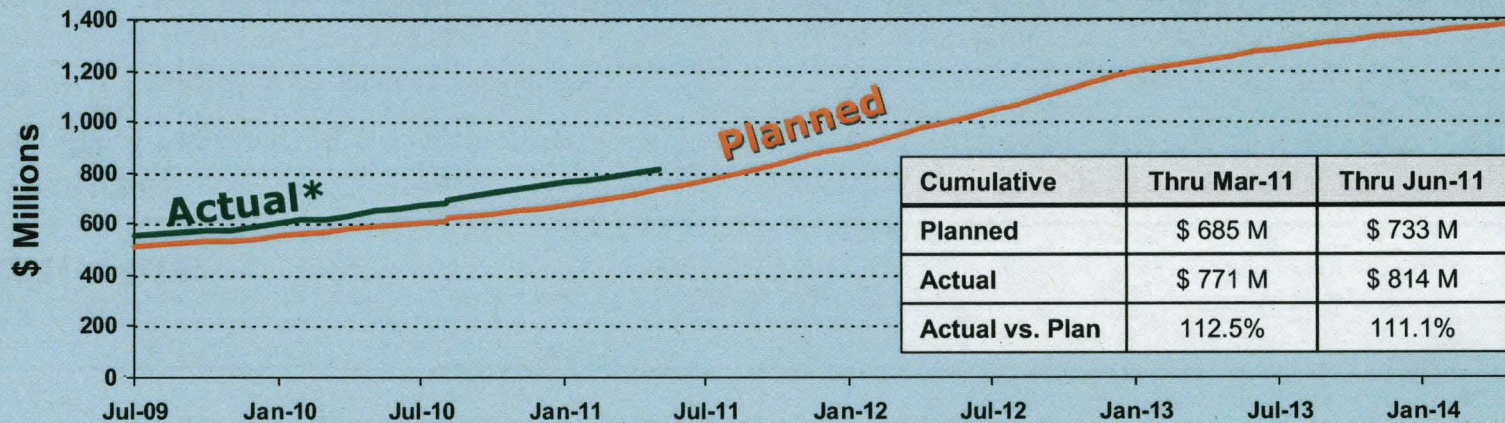
#### 90 Day Look Ahead

- Delivery of A/C Mezzanine East escalators to worksite, scheduled for prior quarter, is now scheduled for the end of July
- Opening of 135 William Street Entrance
- Opening of Cortlandt Street R Station Southbound platform
- Opening of A/C to 4/5 transfer



### Cost & Schedule Performance

#### Total Project - Actual vs. May-2009 Re-Baseline Plan



\* Actual represents expended; does not include retainage.

#### 3<sup>rd</sup> Party Construction - Actual vs. May-2009 Re-Baseline Plan

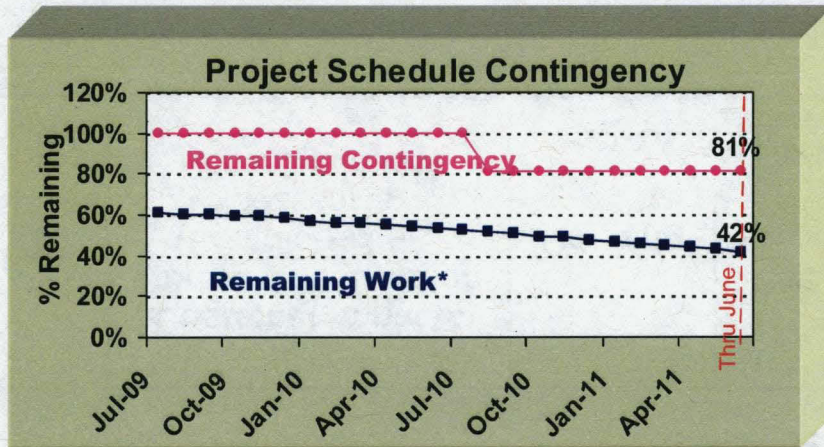


\* Actual represents expended; does not include retainage.

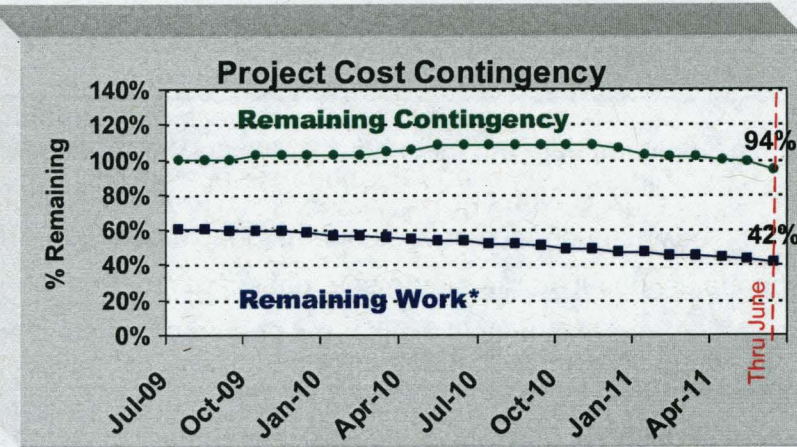


## Cost & Schedule Contingency Status

2-5



\* Remaining work is from start of project, which was re-baselined in May 2009.





\*Remaining work is from start of project, which was re-baselined in May 2009.

- May 2009 baseline schedule contingency: 180 days
- Current schedule contingency is 146 days, the same as the prior report




- May 2009 baseline budget contingency: \$124 Million
- Current budget contingency is \$117 Million, \$9 million less than last report



## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	<b>Design/Construction:</b> Enhance public experience and fully integrate new and emerging technology in the Transit Center Complex.		<p><b>Issue:</b> Transit Center design, which was essentially completed in 2007, is under review with the objectives of creating a vibrant public space for Lower Manhattan, maximizing revenue opportunities, and integrating new technology in wayfinding, art and advertising.</p> <p><b>Impact:</b> The required changes can all be achieved within available schedule and budget contingency.</p> <p><b>Mitigation:</b> Detailed schedules being developed to identify key milestone dates and interfaces. Coordination plans being developed with contractors to ensure no conflicts with critical path work.</p>
 <b>Green</b>	<b>Customer Impacts During Construction</b> (Contract 4B A/C Mezzanine Reconfiguration)	<b>Ongoing</b>	<p><b>Issue:</b> Adverse customer impacts during the construction phase of the A/C Mezzanine ramps and vertical circulation elements.</p> <p><b>Impact:</b> If not properly managed, customers will be inconvenienced.</p> <p><b>Mitigation:</b> A phased work plan and service change plan was carefully developed by MTACC and NYCT in preparation for this work. MTACC, NYCT, and the contractor have successfully implemented and will continue to implement the plan to minimize impacts during construction.</p>

### 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.



## Progressive Roll-out of Customer Benefits

2-7

Benefit	Status	Dates Committed to Board in May 2009				
		2009	2011	2012	2013	2014
Northbound Platform R Cortlandt	√ (Nov-09)	Dec				
New 135 William Street Entrance	● (Jul-11) Red		May			
New Fulton A/C to 4/5 Connection	● Green		Aug			
Southbound Platform R Cortlandt	● Green		Sep			
4/5 Fulton St Station Rehab	● Green			Jul		
New Dey St Entrance to 4/5 Fulton	● Green			Jul		
Opening of Dey Street Concourse	● Green			Nov		
New Escalator to John Street	● Green			Nov		
Corbin Restoration & First FI Retail	● Green			Dec		
Opening of A/C Mezzanine	● Green				Mar	
Opening of Transit Center Building	● Green					Jun

●	Red	Milestone not on track to meet target date
●	Yellow	Milestone trending behind schedule/Mitigation under review
●	Green	Milestone on schedule
√		Milestone achieved

July 25, 2011

## **IEC's Supplementary Report: Fulton Street Transit Center**

**Schedule Performance:** The IEC agrees that the project will meet the proposed completion date of June 2014. The project will report back regarding any reduction to the schedule contingency resulting from a Stop Work Order issued on the Transit Center due to pending Transit Center and Station Enhancements. The IEC thinks the impact can be considerable depending on the degree and timeliness in issuing the redesign, repackaging the remaining work, negotiating change orders and obtaining subsequent board approval, procuring material, and related construction and will reduce the contingency.

**Budget Performance:** The IEC agrees that the project is on budget, and agrees with the stated remaining contingency.

**Critical Milestones and Issues:** The IEC will be reviewing the schedule and cost report on the Transit Center and Station Enhancements that will be finalized mid-August, to verify the agency assertion that both the schedule and cost contingency will not be depleted.

**All-Agency Evaluation Findings:** The Overall Contractor Performance rating for the last available All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during that period.



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# Second Avenue Subway



## Project Overview

### Overall Status (as per 2009 Re-Baseline Plan)

Item	Comments
Schedule	On schedule to meet the December 2016 revenue service date
Cost	On budget

### Highlights

#### Progress

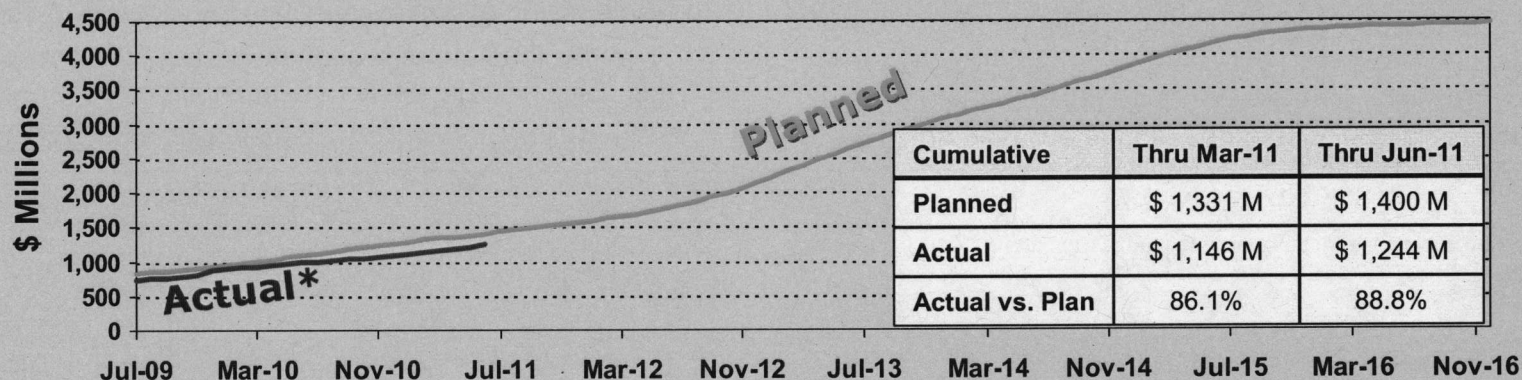
- Completed design for all fragile buildings, and mitigation work is proceeding as required to support construction program
- As of July 13, excavation of east tunnel has passed 73<sup>rd</sup> St and is 66 percent complete, ahead of schedule
- Excavation is continuing on the 72<sup>nd</sup> St Cavern. Muck conveyance system is in operation at 72<sup>nd</sup> St
- Started slurry walls at 96<sup>th</sup> St

#### 90 Day Look Ahead

- Award 86<sup>th</sup> St Station Cavern contract, later than planned
- Receive proposals for Systems contract, two months later than planned due to coordinating with 7 Line Extension Systems procurement and requests for additional time from prospective proposers

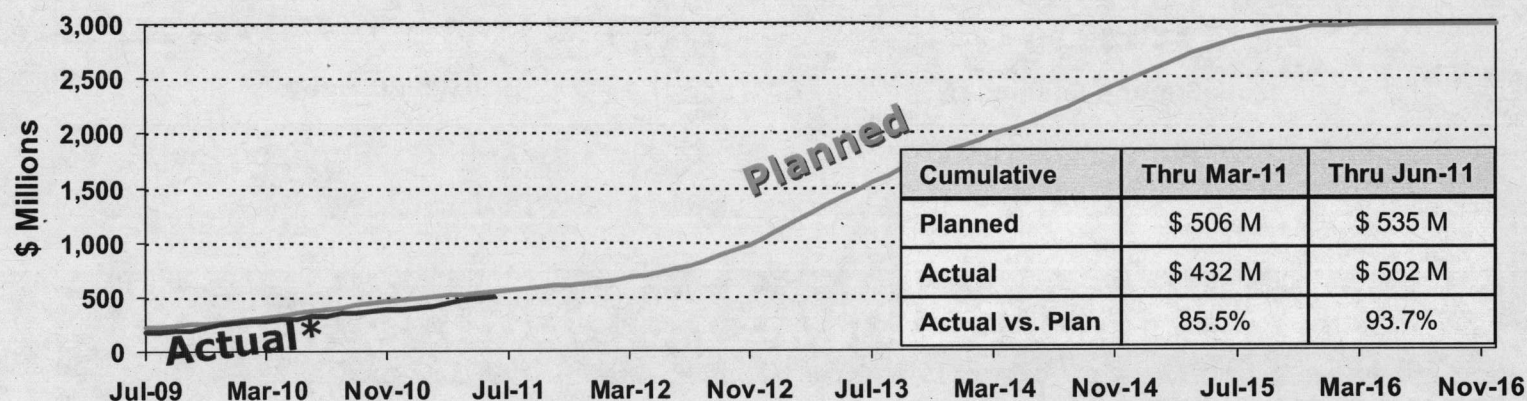
# Project Cost & Schedule Performance

## Total Project – Actual vs. July-2009 Re-Baseline Plan



\* Actual represents expended; does not include retainage.

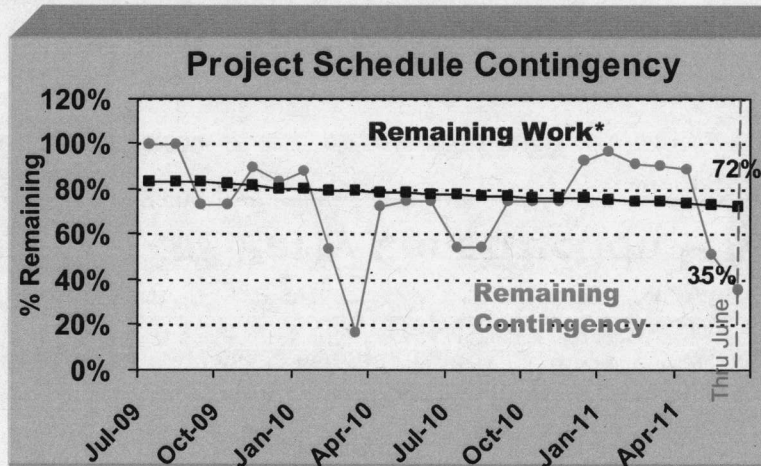
## 3<sup>rd</sup> Party Construction – Actual vs. July-2009 Re-Baseline Plan



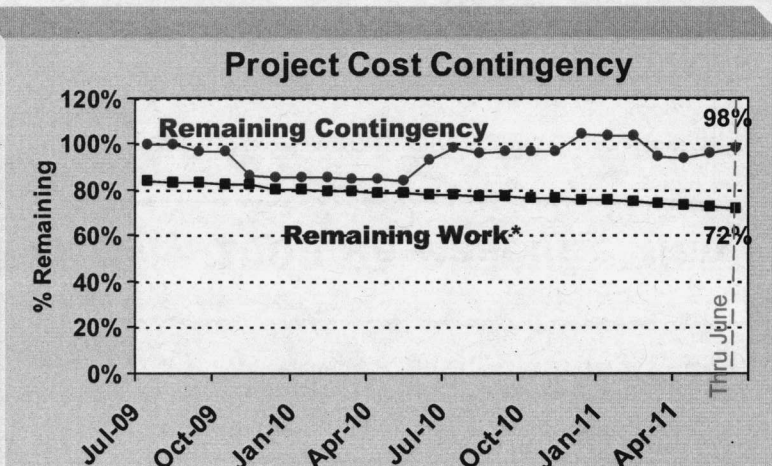
\* Actual represents expended; does not include retainage.



## Cost & Schedule Contingency Status



\* Remaining work is from start of project which was rebaselined in July 2009.




\*Remaining work is from start of project which was rebaselined in July 2009.




- July 2009 baseline schedule contingency: 186 days
- Current schedule contingency is 66 days, which is a reduction of 99 days compared to the prior report.
- Loss of schedule contingency is due to delay in award of 86<sup>th</sup> St Station Cavern Mining contract resulting from an issue with a federal certification requirement that has now been resolved. Mitigation plan will be developed with contractor once award has been made. (See Critical Milestones and Issues.)

- July 2009 baseline budget contingency: \$322 million
  - Does not include \$189 million in design development contingency (AFI)
- Remaining budget contingency is \$316 million, a increase of \$12 million since last report.
  - Does not include \$123 million in design development contingency
  - Contingency calculation does not account for favorable bid received on 86<sup>th</sup> St Station Cavern Mining contract. When awarded and project budget is adjusted, the net savings will increase overall project contingency.

## Critical Milestones and Issues

2-13

Status	Activity	Date Needed	Issues
 <b>Green</b>	<b>Litigation 72<sup>nd</sup> St Station</b> (Contract 4B/C)	<b>Resolved</b>	<p><b>Issue:</b> Litigation contesting MTA's compliance with environmental commitments made in the Environmental Impact Statement (EIS) has been initiated by owners of a residential building adjacent to planned site of 69th St ancillary facility for the 72nd Street Station.</p> <p><b>Impact:</b> Possible delay in completion of 72<sup>nd</sup> Street Station and additional cost for redesign and more expensive construction of the ancillary facility</p> <p><b>Mitigation:</b> A judgment in favor of MTA/FTA position was made on June 6, 2011. An appeal is possible, but MTACC is working with the litigants to resolve whatever concerns can be addressed within available budget resources and time.</p>
<b>Yellow</b>	<b>Fragile Buildings</b> (multiple contracts)	<b>Varies</b>	<p><b>Issue:</b> Fragile buildings near SAS construction sites may require remediation as construction continues. Many of the buildings have pre-existing deficiencies.</p> <p><b>Impact:</b> Temporary resident relocations and remediation, if needed, could impact cost and schedule for these contracts.</p> <p><b>Mitigation:</b> Tenant relocations and mitigation work continues, but planning and design work is now complete, and mitigation implementation is proceeding as required to support construction program.</p>

	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.

July 25, 2011



# Critical Milestones and Issues

2-14

Status	Activity	Date Needed	Issues
Yellow	Litigation 86 <sup>th</sup> St Station (Contract 5B/5C)	14-Jul-2011	<p><b>Issue:</b> Yorkshire Tower residents have initiated a lawsuit against the project, claiming the entrance planned for 86<sup>th</sup> St violates the Environmental Assessment (EA) that was completed on October 29, 2009.</p> <p><b>Impact:</b> If successful, this action could delay Entrance 2 work on 86<sup>th</sup> Street Cavern contract and the overall project.</p> <p><b>Mitigation:</b> Settlement conference held on July 14, 2011 at the direction of the court.</p>
Yellow	96 <sup>th</sup> Street Station (Contract 2A) is near critical path	Ongoing	<p><b>Issue:</b> The 96<sup>th</sup> St Station Structures contract is near the project critical path. Schedule issues are primarily due to problems with obstructions to electrical and phone lines duct banks that must be relocated before sewers can be moved.</p> <p><b>Impact:</b> Delays in the sewer installation will delay the slurry wall installation.</p> <p><b>Mitigation:</b> Both Con Ed and ECS/Verizon have completed their work and slurry wall work began in July. Mitigation effort to recapture lost contract time include resequencing of slurry panel installation, decking installation, and future excavation/concrete invert work within station area between 95<sup>th</sup> and 99<sup>th</sup> Sts.</p>
Red	86 <sup>th</sup> Street Station Cavern Contract Award (Contract 5B)	August 2011	<p><b>Issue:</b> The award of the 86<sup>th</sup> St Station Structures contract has been delayed due to a federal certification requirement that has now been resolved. The delay has consumed a portion of overall project schedule float.</p> <p><b>Impact:</b> Delay in award has resulted in the partial loss of overall project schedule contingency.</p> <p><b>Mitigation:</b> MTACC has identified possible ways to recover the lost time and will review them with the contractor once award has been made.</p>

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**IEC's Supplementary Report: Second Avenue Subway**

**Schedule Performance:** MTACC reports that the Project's Schedule Contingency is 66 days, a reduction of 99 days since their last report in April 2011. This reduction lowered the remaining schedule contingency to 35% in contrast to 72% of work remaining. The Project Team is confident that the bulk of this reduction is temporary and can be restored once the *86<sup>th</sup> St Station Mining & Lining* Contractor is on board and their mitigation plan can be implemented. The IEC agrees with the Project Team's assessment but underscores that for this mitigation plan to be successful, it has to also address the following additional near-term risks:

- Possibility that the *86<sup>th</sup> St Station Mining & Lining* contract, once awarded, will overrun its planned schedule by several months
- Contractor's capacity to recover delays at the 96<sup>th</sup> Street site

In addition, the IEC is concerned about the significant risks of delay to project completion posed by the interfaces on the critical path among room construction, room finish and equipment installation in the 86<sup>th</sup> St Station cavern. The Project Team is progressing risk assessments and a Pre-Revenue Operations Test Plan in order to define these risks better and develop future mitigations as necessary.

**Budget Performance:** MTACC reports that the Project's Budget Contingency is \$316M, an increase of \$12M since their last report in April 2011. The IEC agrees with MTACC's statement that the project is on budget. However, the IEC notes that the cost contingency figures do not reflect \$20M in estimated force account costs, which remain under discussion by NYC Transit and MTACC.

**Critical Milestones and Issues:** MTACC's CPOC report has identified all current critical milestones and issues of the project.

**All-Agency Evaluation Findings:** The Overall Contractor Performance rating for the last available All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during that period.

July 2011

MCKISSACK+DELCAN  
MTA Independent Engineer

**Follow-up on IEC Recommendations for January 2011:**

<b>Recommendation</b>	<b>Agency Action</b>	<b>Status</b>
Project team should follow through in preparing a Pre-Revenue Plan prior to MTACC's next report to CPOC.	SAS Project to complete development of Pre-Revenue Operations Test Schedule by 30-Sep-11.	CLOSED
MTACC should follow through in completing a validation of cost estimates and forecasts prior to MTACC's next report to CPOC.	SAS Project Team has completed hard and soft cost validation and cost forecasts. IEC is reviewing estimates and forecasts and will provide their analysis by 26 Aug 11.	CLOSED

# **Risk Assessment Overview**

**Second Avenue Subway**

**86th Street Station**

**Cavern Excavation and Lining**

**July 25, 2011**



## Contract 5B Summary

### Scope

- Complete excavation of 2 shafts that were previously developed under predecessor Contract 5A: 86<sup>th</sup> Street Excavation Utility Relocation, & Decking
- Mining of 86<sup>th</sup> Street Cavern, Entrances 1 & 2, Ancillaries 1 & 2
- Waterproofing and Lining of 86<sup>th</sup> street cavern, entrances and ancillary spaces
- Approximately 150,000cy of Excavation; 26,000cy of Concrete Lining; & 305,000sf of Waterproofing

### Schedule

- Contract duration of 37 months from NTP
- Primarily driven by assumed excavation rate of 400cy per day through two shafts

### Budget

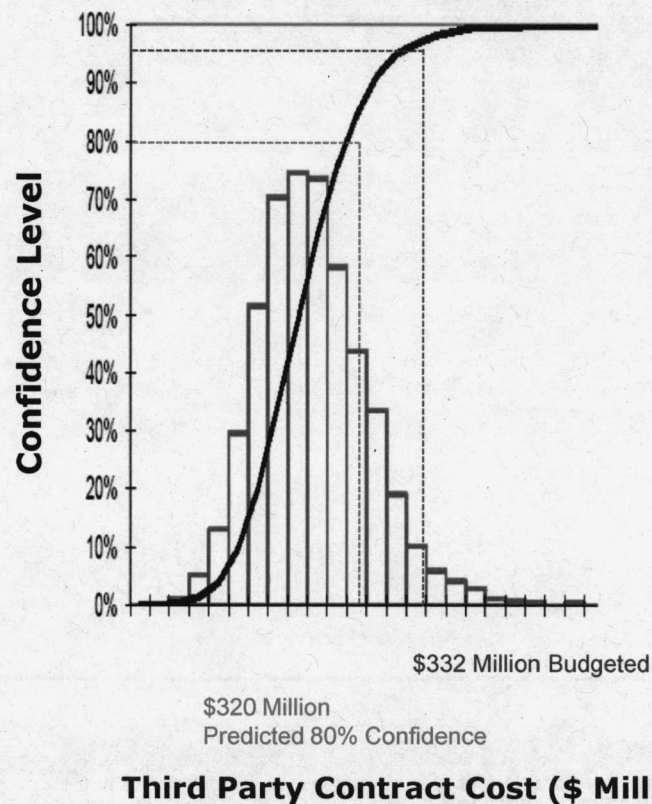
Third Party Construction (favorable bid of \$301 Million)	\$332 Million
Real Estate/ ROW / Cost to Cure	\$118 Million
Construction Management / Other Soft Cost	\$39 Million
Total Project Budget	\$489 Million

## Contract Scope of Work





## Cost Risk Results



### Risk Assessment Results: COST

- Risk model predicts Third Party Contract Costs to be \$320 million or less at 80% confidence
- Current budget provides approximately 95% confidence of not being exceeded
- Bid savings provide additional contingency to cover construction risk

### Top Cost Risks

- Design problems discovered during construction
- Extended overheads due to project delays (essentially the cost impact of schedule risk)

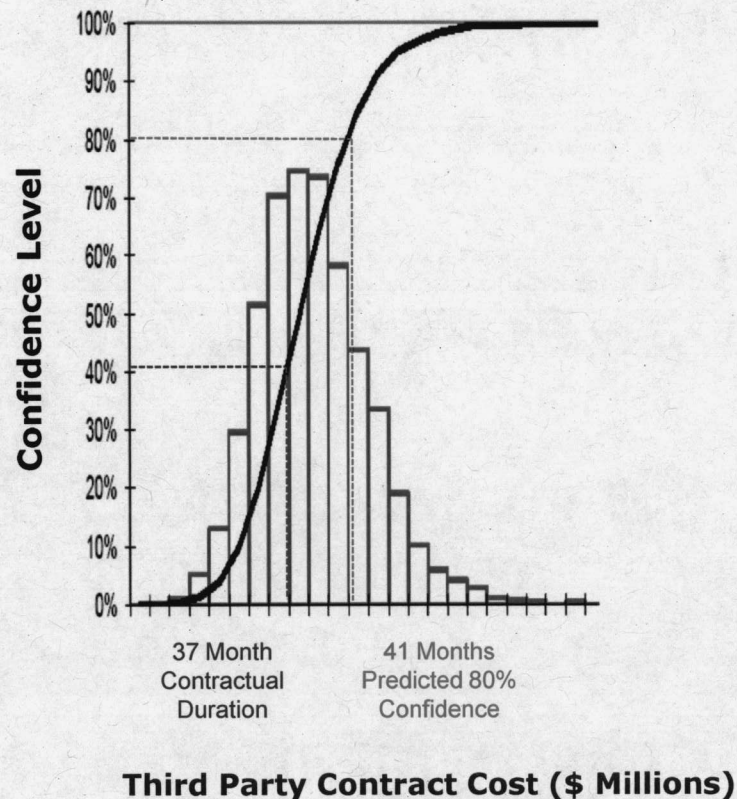
## Schedule Risk Results

### Risk Assessment Results: SCHEDULE

- Risk model predicts project duration to be 41 months or less at 80% confidence
- Current project duration has a 40% confidence of not being exceeded prior to implementing mitigation strategies

### Top Schedule Risks

- Not meeting planned production rate for cavern excavation of 400cy per day
- Staging & access limitations
- Lower production rate for installation of concrete lining and waterproofing
- Delay in hand-off from predecessor contract performing TBM tunneling





## Priority Mitigation Strategies

### Excavation Production

**Constraints:**

- Local regulations on vibration limits
- Hours of blasting
- Muck removal methods and trucking
- Community Relations

**Mitigation**

- Close monitoring & pre-planning of process & procedures
- Incorporate best practices from successful mining experience at 72<sup>nd</sup> Street and on the No. 7 West project
- Work additional shifts & excavate in multiple locations & directions concurrently as needed to recover any lost time

### Lining & Waterproofing Production

**Constraints:**

- Sufficient skilled waterproofers
- Productivity of form work setting and concrete operations
- Proactive quality control

**Mitigation:**

- Close monitoring & pre-planning of process & procedures to quickly resolve issues
- Work additional shifts or multiple headings as necessary

### Timely Hand-Off from TBM Contractor

**Constraints:**

- TBM Contract must meet planned production rate so that the 86<sup>th</sup> Street Cavern Excavation and Lining Contract can start on time

**Mitigation:**

- Close monitoring of TBM progress which is currently several weeks ahead of schedule
- Accelerate TBM by working additional shifts if needed or implement MOU between contractors to support concurrent operations

## **Summary**

### **COSTS:**

- **Risk analysis indicates that the project is highly likely to be completed within the existing budget.**
- **The major cost risk faced by the project is associated with schedule delays**

### **SCHEDULE:**

- **The greatest schedule risks are meeting planned production rates for excavation, waterproofing and lining**
- **By identifying the driving factors for meeting production rates and implementing timely mitigation strategies, management is confident the work will be completed on time.**



# SBMP Overview

## MTA Small Business Mentoring Program

### ➤ Growth of Small Business Participation at the MTA

- Breakdown the Barriers to Entry.
- Access to Working Capital.
- Bonding/Insurance.
- Knowledge Based Training.

### ➤ Year 1 Commitment Plan results as of July 14, 2011:

- Legislative Commitment of \$10m minimum required.
- Projects awarded to 25 firms- \$13,537,496.
- Of these, 20 awarded to M/W/DBE firms totaling \$10,900,465.

### ➤ Year 2 Commitment Plan to increase by 50% above \$10m

# SBMP Overview

## MTA Small Business Mentoring Program

3-2

- **Legislation signed 7/15/10 for non-federally funded projects; required \$10 million commitment in first year (7/15/10-7/14/11).**
- **Aggressively began work prior to legislative approval.**
  - Accelerated upfront work for program set-up.
    - Conditional Board Approval for CM.
    - Unified Contract Documents for all Agencies.



# SBMP Overview

## MTA Small Business Mentoring Program

### Keys to Program Success:

- **MTA taking Responsibility**

- Process Simplification / New Procedures.
- Understanding Roles & Responsibilities for the New Program.
- Quick Turnaround.

- **Transparency**

- Maximize Opportunities for Contractors:
  - Within the SBMP
  - Across the MTA
- Informing the Public via MTA.info

# SBMP Status

## MTA Small Business Mentoring Program

### ➤ Year 1 Commitment Plan results by Agency

AGENCY	7/15/10 - 7/14/11		
	Estimated	Actual	
NYCT & Buses	\$7,889,132	53%	\$7,144,907
LIRR	\$3,809,000	23%	\$3,138,032
MNR	\$1,062,129	10%	\$1,295,074
B&T	\$2,386,500	14%	\$1,959,483
MTACC	\$0	0%	\$0
TOTAL	\$15,146,761	\$13,537,496	

# SBMP Goals

## MTA Small Business Mentoring Program

### ➤ Year 2 (July 2011 - July 2012) Commitment Plan

- 27 projects presently identified, estimated value: **\$15,257,500**
- Bid Schedule is developed and progressing.

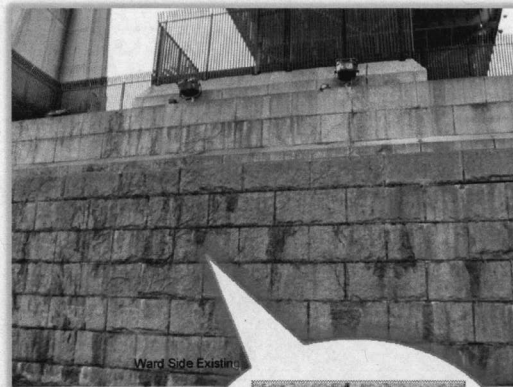
### ➤ Years 1 & 2 Total Goal > \$25m.



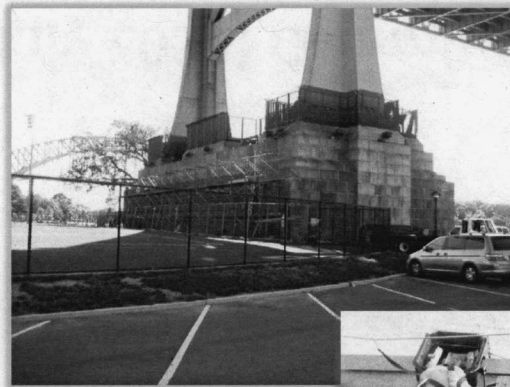
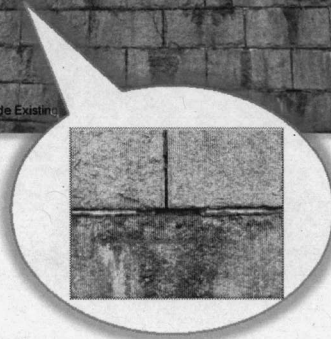
# SBMP Project Status

## MTA Small Business Mentoring Program

- **Of 25 awarded projects, 11 have field construction work in progress.**
  - Contract values range from \$117,000 to \$893,000; durations range from 5 months to 2 years.
- **1st Project completed & Closed out (including final payment).**
  - B&T RFK Bridge Tower Pointing Project



existing



scaffolding  
and  
pointing work



completed



# SBMP Status

## MTA Small Business Mentoring Program



3 - 7

### First Project Awarded

<b>Project:</b>	NYCT - Junius St. Station Stairs
<b>Contractor:</b>	Arch Builders, Inc.
<b>Contractor Certification:</b>	M/W/DBE
<b>Engineer's Estimate:</b>	\$631,800
<b>Award Amount:</b>	\$560,000
<b>Award Date:</b>	11/29/10
<b>Contract Duration:</b>	330 days
<b>Percent Complete:</b>	47%

### First Project Completed

<b>Project:</b>	B&T - RFK Bridge Tower Pointing
<b>Contractor:</b>	Rukh Enterprises Inc.
<b>Contractor Certification:</b>	MBE
<b>Engineer's Estimate:</b>	\$786,500
<b>Award Amount:</b>	\$409,600
<b>Award Date:</b>	01/10/11
<b>Contract Duration:</b>	240 days
<b>Contract Completion Date:</b>	09/08/11
<b>Actual Completion Date:</b>	07/05/11



# Minimize Constraints on Small Contractors

## MTA Small Business Mentoring Program

### ➤ Project Awards

- Goal: Award SBMP contracts within 10 days of bid opening date
- Result: 16 bids - below the goal.  
9 bids required multiple Qualification Hearings – slightly above goal.

### ➤ Payments

- Goal: Disburse payment within 10 days of approved payment submittal.
- Result: Average disbursement period 7.2 days for first 10 payments issued.

### ➤ Submittals

- Goal: Process Contractor project submittals within 10 days.
- Result: Average turnaround time is presently 9.9 days.

### ➤ RFI's

- Goal: Respond to Contractor Requests for Information within 5 days.
- Result: Average turnaround time is presently 5.4 days.

# Supporting accomplishments/results

## MTA Small Business Mentoring Program

### ➤ Opportunity for Small Businesses

- 117 Firms achieved prequalification status as of July 14, 2011. Firms prequalified in all but one county (Putnam).
- SBMP has provided 25 bid solicitations and 200 bidding opportunities for prequalified firms to date.

### ➤ Classroom Training Program

- 55 firms completed 9 course training program offered Fall 2010/Spring 2011.
- 45 firms currently enrolled in Summer 2011 semester.

### ➤ Carver Loan Program

- 1<sup>st</sup> Loan approved in April 2011.
- 2<sup>nd</sup> Loan application in process.



# **SBMP – Looking Ahead**

## **MTA Small Business Mentoring Program**

### **➤ Going Forward**

- ✓ Ensure SBMP to be a Sustainable Enterprise at the MTA.**
- ✓ Ongoing Outreach.**
- ✓ Expand Project Management Procedures.**
- ✓ Focus on Continuous Improvement.**

### **➤ MTA Federal DBE Application.**



# SBMP Contributors

## MTA Small Business Mentoring Program

➤ Thanks to Legal, Procurement, Engineering, Construction, Capital Payments, and all others that made this happen!

3 - 11

	<u>Bridges &amp; Tunnels</u>	<u>Metro North Railroad</u>	<u>LIRR</u>	<u>NYCT</u>	<u>NYCT DOB</u>	<u>MTA HQ</u>	<u>MTA BSC</u>
<b>Steering</b>	Gavin Masterson	Charles Hansen	Mike Pokorny	Seymour Portes	John Barrett	Michael Garner	
<b>Committee:</b>	Issac Washington	Bernadette Vero	Kevin Tomlinson	Craig Stewart		Ronald Saporita	
<b>Others:</b>	Rocco D'Angelo	David Daks	Cynthia Carter	Siraj Attia	Yook Chan	Christina Adijaja	Paul Fallon
	Goodwin Benjamin	Rita Desai	John Curcio	Anita Bais	Garth McIntosh	Iris Berman	Dexter Tee
	Vito Fraschilla	Robert Fiorio	Paul C Dietlin	David Bradbury	Thuraisinkam Premarajah	Chris D'Antonio	
	Irshad Huq	Richard Gans	John Fruhauf	Terrence Brown	George Ritacco	Lester Freundlich	
	Sam Lebrault	Saundra Lindsey	Craig Gitlitz	Bea Chait	Domingo Santos	Robert Hess	
	Margaret Terry	Norman Marcelo	Kimberly Luckey	Henry Chin	Teddy Yu	Michael Jew-Gerals	
	Victoria Warren	Michael O'Neill	Richard Mack	Lawrence Eluto		Luz Lidde	
	Mark Wilson	Theresa Paster	Dennis Mahon	Robert Eskanazi		Paul Lucas	
	Jorge Ynoa	Franklin Streeter	Kevin Mayo	David Foell		Mavis Mai	
		Rich Treadwell	Robert Oggeri	Talib Lokhandwala		Amil Patel	
			Andrew Wilson	Brian Kershaw		Carlos Rodriguez	
				Ken Pearce		Troy Terranova	
				Martin Richstein			
				Clifford Slater			
				Alan Sundack			

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# **MTA Capital Program Commitments & Completions**

**through**

**June 30, 2011**



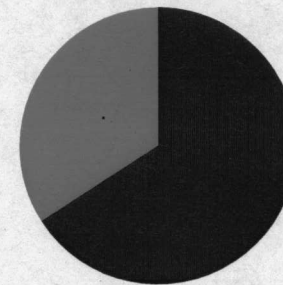


## Capital Projects – Major Commitments – June 2011

Through the end of June, 27 major commitments remain on or close to goal. Since last month there are 5 new commitment delays beyond 2 months of goal. All are discussed on the following pages.

To date, the agencies have committed \$1,837 million, saving over \$200 million compared to budget value. The lag between the actual commitments and the YTD goal is largely due to delays in a few large projects including: the NYCT 'B' Division subway car purchase (\$638 million), NYCT's 123 A-division and R-142 Car Conversion purchase (\$493 million), the VHF Radio System Upgrade (\$256 million), a contract for East Side Access (\$226 million) and the 2<sup>nd</sup> Ave Subway's 86<sup>th</sup> Street Station (\$422 million). Other large projects that are delayed, but less than 2 months behind goal, also contribute to this variance including a decking project for B&T's Bronx Whitestone Bridge (\$240 million) and the #7 Extension System & Finishes Contract (\$586 million). Agencies forecast that 92% of the \$8.2 billion goal will be made by the end of the year.

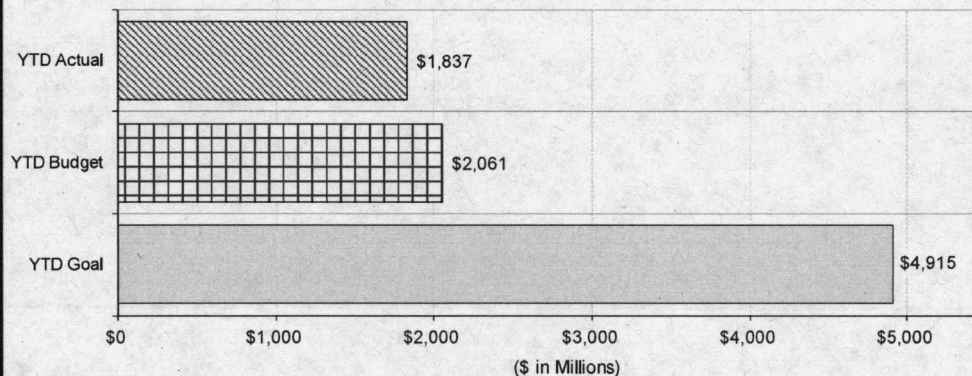
## Year-to-Date Major Commitments



	Year-to-Date Change		
Green = Commitments made within 2 months of Goal	27	66%	↑ 2
Red = Commitments delayed beyond 2 months of Goal	14	34%	↑ 5
	41	100%	

## Budget Analysis

2011 Annual Goal	\$8,195	
2011 Annual Forecast	92%	of Annual Goal
YTD Goal	60%	
YTD Actual	22%	
Left to Complete	76%	(\$5,714)



## Year-to-Date Agency Breakdown

	Prior month variance	
	RED	GREEN
<b>New York City Transit</b>		
6 6	+2 RED	---
<b>Long Island Rail Road</b>		
3	---	---
<b>Metro-North Railroad</b>		
4 2	+1 RED	---
<b>Bridges and Tunnels</b>		
5	---	+1 GREEN
<b>Capital Construction Company</b>		
4 2	+1 RED	+1 GREEN
<b>MTA Bus Company</b>		
5 4	+1 RED	---
<b>MTA Police Department</b>		
	---	---

## Capital Projects – Major Commitments – June 2011 – Schedule Variances

Project	Commitment	Goal	Forecast
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### 14 All-Agency Red Commitments (5 new this month)

#### New York City Transit

##### Subway Cars

Purchase 290 'B' Division Subway Cars	Purchase Award	Mar-11	Oct-11
		\$637.8M	\$637.8M

Procurement negotiations with the vendors were delayed, but have since resumed. Additional time for the RFP process is necessary to facilitate continued technical evaluations.

Purchase 123 A-Division Cars & R-142 Conversions (New Item)	Purchase Award	May-11	Oct-11
		\$493.4M	\$493.4M

The option award goal has been changed due to ongoing negotiations with the car builder concerning conversion work and escalation schedule.

##### Buses

Purchase 90 Articulated Buses	Purchase Award	Apr-11	Oct-11
		\$78.1M	\$70.6M

Award of the 90 buses delayed pending successful completion of the pre-qualifying shaker table test.

Purchase 90 Diesel Buses - New Flyer Pilot	Purchase Award	Mar-11	Jun-11 (A)
		\$46.2M	\$44.2M

Award was delayed several months pending final agreement on terms and conditions.

Purchase 171 Standard CNG Buses	Purchase Award	Mar-11	Jun-11 (A)
		\$133.1M	\$87.1M

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.

##### Communication

VHF Radio System Upgrade (New Item)	Purchase Award	Jun-11	Dec-11
		\$255.8M	\$287.7M

Project is repackaged with the Request for Proposal advertised in May. Proposals were received in June and technical review of the proposals is ongoing. Negotiations and selection will extend the award schedule to December 2011.

Project	Commitment	Goal	Forecast
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#### MNR

##### Track Program

2011 Cyclical Track Program	Construction	Mar-11	Jun-11 (A)
		\$13.0M	\$13.0M

An extended review process, and the delay with completing the schedule work of the 2010 Track Program delayed the 2011 work. Awarded in June.

##### Communication & Signals

PTC Rolling Stock Signals Onboard Design / Radio Spectrum Procurement (New Item)	Purchase Award	Jun-11	Nov-11
		\$5.3M	\$5.3M

Purchase is delayed due to issues with procurement, the FCC and legal issues. The portion planned for West of Hudson territory will be a contract option and delayed until 2012.

#### MTA CC

##### Second Avenue Subway

86th St. Station Structure	Construction	Mar-11	Aug-11
		\$422.4M	\$422.4M

Award of contract delayed due to ongoing qualification review.

##### East Side Access

Plaza Substation & Queens Structure Const. (New Item)	Construction	Apr-11	Jul-11
		\$225.8M	\$162.1M

Delay in award due to extension of bid period to coordinate work with existing construction contracts, issuance of addendum and extended qualification review after bids received. Budget decrease due to scope transfer to the Queens Bored Tunnels contract and favorable bids.



## Capital Projects – Major Commitments – June 2011 – Schedule Variances

Project	Commitment	Goal	Forecast
<b>MTA Bus</b>			
<i>Bus Company Projects</i>			
Depot Equipment	Construction	Apr-11 \$7.2M	Aug-11 \$7.2M
Longer than expected procurement process is causing a delay to this project.			
Fueling Lane and Bus Washer - La Guardia	Construction	Mar-11 \$6.7M	Jul-11 \$2.4M
Award delayed due to potential issues with the low bidder. The bid was lower-than-budget.			
Purchase 79 Standard CNG Buses	Purchase Award	Mar-11 \$50.9M	Jun-11 (A) \$42.5M
The procurement package was rescheduled from the February Board to the May Board. 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.			
<b>Relocate Tanks/Washer - Eastchester (New Item)</b>	Construction	Jun-11 \$10.0M	Dec-11 \$12.5M
Increased scope of work to include a fire protection system, facility power upgrade, new EDR room, and the replacement of the entire roof. This work is all to be done on the service building at Eastchester. Project slipped due to FDNY variance delay.			

## Capital Projects – Major Commitments – June 2011 – Budget Only\* Variances

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

Project	Commitment	Goal	Forecast
<b>10 All-Agency Budget only variances (3 new this month)</b>			
<b>NYCT</b>			
<i>Stations</i>			
ADA: Forest Hills- 71Ave/Queens Blvd	Construction	May-11 \$33.4M	Jul-11 \$19.8M
Utility work issues with Dept. of Environ. Protection resolved. Bids received. Cost reduction due to reduced estimates and improved market conditions.			
<i>Bus Purchases</i>			
<b>Purchase 328 Articulated Buses (New Item)</b>	Purchase Award	Jul-11 \$284.4M	Jun-11 (A) \$251.9M
Project cost decrease due to improved market conditions and exclusion of the bus cameras (planned to be awarded separately).			
<b>MTA CC</b>			
<i>7 West Extension</i>			
Site K - Vent Building for 34th Street Station	Construction	Mar-11 \$92.3M	Feb-11 (A) \$62.5M
Budget change reflects the results of a favorable bid.			
<b>Systems, Finishes, and Core &amp; Shell of Site A Vent Building (New Item)</b>	Construction	Jun-11 \$586.2M	Aug-11 \$567.4M
To ensure the most competitive bidding, MTACC changed the bid opening date from March to June as requested by prospective bidders. Actual forecast amount adjusted to reflect the value of bids received. Qualification process is ongoing.			
<i>East Side Access</i>			
<b>GCT Concourse Finishes - Early Work (New Item)</b>	Construction	Jun-11 \$30.0M	Jul-11 \$47.6M
Final Design and contract bid package formation took longer than anticipated. This contract was originally part of a larger contract (CM014). When the goal was set, scope and estimate were in process; current forecast reflects the estimate for the completed package.			

Project	Commitment	Goal	Forecast
<b>MTA Bus</b>			
<i>Bus Company Projects</i>			
Additional Fueling Capacity BP, JFK, LG	Construction	Feb-11 \$8.7M	Apr-11 (A) \$3.6M
Forecast reflects the results of a favorable bid. 2 month delay due to multiple addendums.			
Fire Projection JFK, LG, BP, ECH	Construction	May-11 \$5.3M	May-11 (A) \$4.0M
Estimate at Completion reduced due to favorable bids.			
<b>Bridges &amp; Tunnels</b>			
<i>Bronx- Whitestone Bridge</i>			
Deck Replacement - Queens Approaches	Construction Admin.	Feb-11 \$16.0M	Feb-11 (A) \$12.6M
Selected consultant's negotiated contract was less than budget.			
Deck Replacement - Elevated and On Grade Queens Approach	Construction	May-11 \$240.0M	Jul-11 \$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 Department of Parks & Recreation mitigation work.			
<i>RFK Bridge</i>			
Deck Replacement - Bronx/Manhattan Ramps and Toll Plaza Utility Relocation	Construction	Sep-11 \$32.8M	May-11 (A) \$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.			

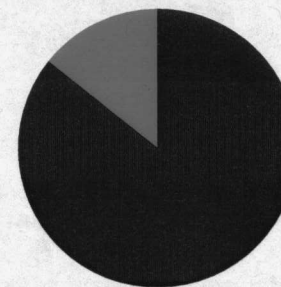


### Capital Projects – Major Completions – June 2011

Through the end of June, MTA agencies were on or close to goal for 18 of 21 major anticipated completions. Since May there have been 2 new completion delays beyond 2 months of goal: LIRR's Port Washington Branch Abutment & Walls and MTA Bus' Power Upgrade for the LaGuardia depot. Both are discussed on the following page.

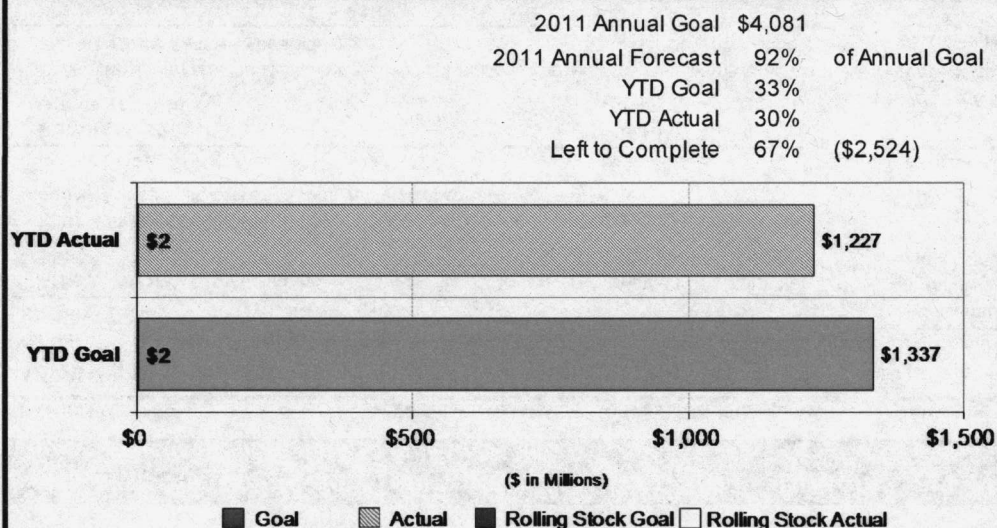
Through June, agencies completed \$1,227 million in capital projects which is \$110 million less than goal partly due to delays at NYCT (\$70 million), most of which are forecast to be completed in the 3<sup>rd</sup> quarter. By year-end, agencies are on track to complete nearly \$3.8 billion (92%) of 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	18	86%	↑ 2
Red = Completions delayed beyond 2 months of Goal	3	14%	↑ 2
	21	100%	

### Budget Analysis



### Year-to-Date Agency Breakdown

	Prior month variance	
	RED	GREEN
<b>New York City Transit</b>		
3	---	---
<b>Long Island Rail Road</b>		
6 1	+1 RED	+1 GREEN
<b>Metro-North Railroad</b>		
4 1	---	+1 GREEN
<b>Bridges and Tunnels</b>		
1	---	---
<b>Capital Construction Company</b>		
2	---	---
<b>MTA Bus Company</b>		
11	+1 RED	---
<b>MTA Police Department</b>		
1	---	---



## Capital Projects – Major Completions – June 2011 – Schedule Variances

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
---------	------------	------	----------	---------	------------	------	----------

**3 All-Agency Red Completions (2 new this month)***Long Island Rail Road**Line Structures*

<b>Port Washington Branch Abutment &amp; Walls (New Item)</b>	Construction	Jun-11 \$19.0M	Nov-11 \$30.2M
---	--------------	-------------------	-------------------

Revised budget and schedule reflect recent award options of the Port Washington Branch.

*Metro- North Railroad**Track*

2010 Cyclical Track Program	Construction	Mar-11 \$13.0M	Jun-11 (A) \$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.

*MTA Bus**Bus Company Projects*

<b>Power Upgrade- LaGuardia (New Item)</b>	Construction	May-11 \$2.1M	Oct-11 \$2.1M
--	--------------	------------------	------------------

Delayed due to a potential scope increase. Hazard lighting will need to be done at the depot under one of the existing projects.



## Capital Projects – Major Completions – June 2011 – Budget\* Variances

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

Project	Completion	Goal	Forecast
<b>2 All-Agency Budget only variances (1 new this month)</b>			
<i>Long Island Rail Road</i>			
<i>Track</i>			
ACL Direct Fixation Replacement	Construction	May-11 \$61.5M	May-11 (A) \$53.5M
Revised EAC to reflect estimated final costs of project.			
<b>2010 Annual Track Program (New Item)</b>	Construction	Jun-11 \$62.4M	Jun-11 (A) \$57.4M
Revised EAC to reflect estimated final costs of project.			

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## Status of MTA Capital Program Funding

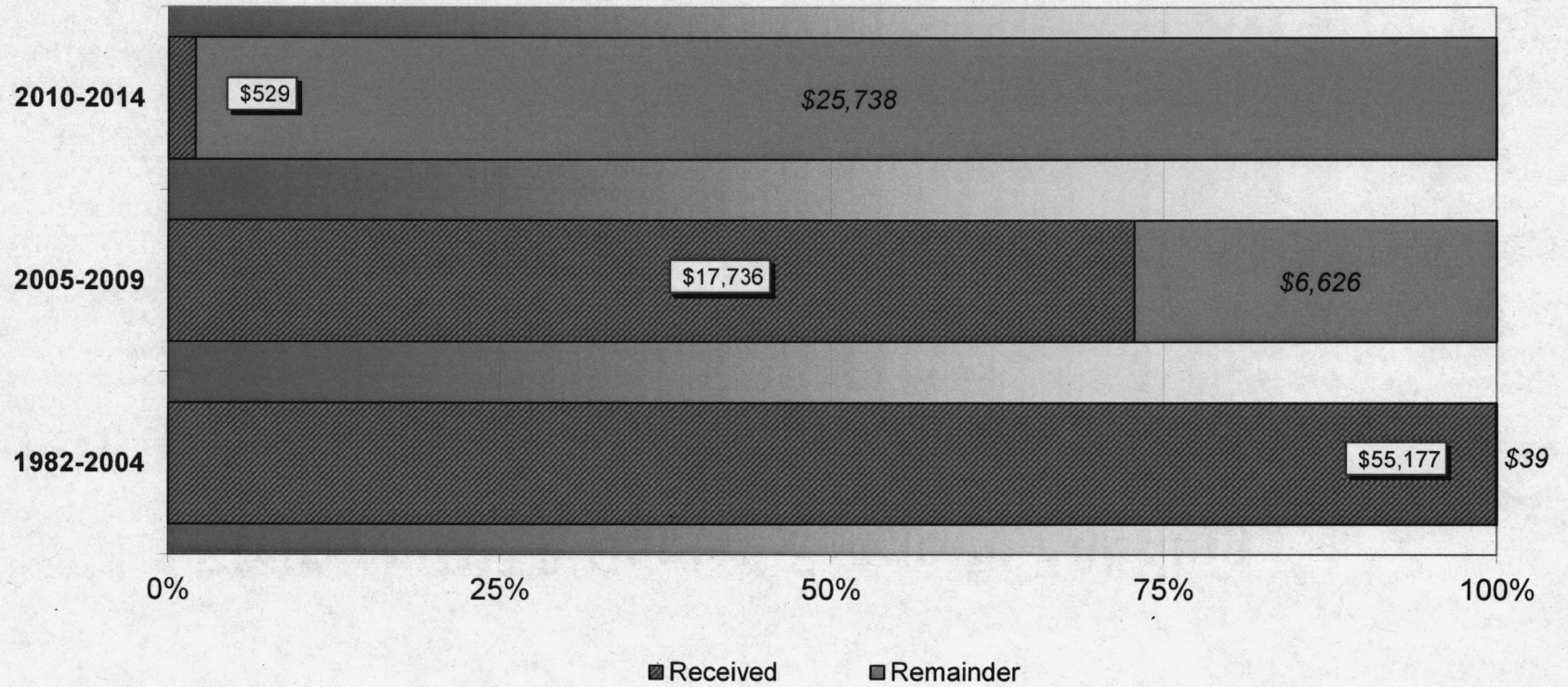




**Capital Funding (June 30, 2011)**  
\$ in millions

Capital Program

4 - 10



## Capital Funding Detail (June 30, 2011)

\$ in millions

	<b>Funding Plan</b>	<b>Receipts</b>		
	<u>Current</u>	<u>Receipts thru May</u>	<u>This month</u>	<u>Received to date</u>
<b>2005-2009 Program</b>				
Federal Formula and Flexible Funds	\$5,207	\$5,190	-	\$5,190
Federal New Start	3,286	1,483	-	1,483
Federal Security	336	222	-	222
Federal Other	7	7	-	7
Federal ARRA - Stimulus	654	654	-	654
City of New York	405	405	-	405
City #7 Line Extension Funds	2,133	1,186	26	1,213
MTA Bus Federal and City Match	141	117	-	117
Asset Sales and Program Income	1,044	370	0	370
State Transportation Bond Act	1,450	480	-	480
MTA Bonds	3,243	3,039	-	3,039
B&T Bonds	1,262	1,049	-	1,049
Bonds from New Sources	5,078	3,378	42	3,420
Other (Including Operating to Capital)	117	87	-	87
<b>Total</b>	<b>\$24,362</b>	<b>\$17,668</b>	<b>\$69</b>	<b>\$17,736</b>

	<b>Funding Plan</b>	<b>Receipts</b>		
	<u>Current</u>	<u>Receipts thru May</u>	<u>This month</u>	<u>Received to date</u>
<b>2010-2014 Program</b>				
Federal Formula	\$6,415	\$232	-	\$232
Federal Flexible and Other	428	37	-	37
Federal Security	225	-	52	52
City Capital Funds	500	80	60	140
MTA Bus Federal and City Match	210	-	-	-
MTA Bonds (Payroll Mobility Tax)	6,070	60	7	68
B&T Bonds	2,453	-	-	-
Other (Including Operating to Capital)	350	-	-	-
<i>Future State and Local Funding</i>	<i>9,617</i>	<i>-</i>	<i>-</i>	<i>-</i>
<b>Total</b>	<b>\$26,267</b>	<b>\$409</b>	<b>\$120</b>	<b>\$529</b>