



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

November 2011

Committee Members

A. Saul, 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

November 14, 2011 – 1:45 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

PUBLIC COMMENTS PERIOD

- | | |
|--|--------|
| | TAB 1 |
| 1. APPROVAL OF MINUTES – OCTOBER 24 | 1 – 1 |
| 2. COMMITTEE WORK PLAN | 1 – 5 |
| 3. NEW YORK CITY TRANSIT
Update on Stations Program | TAB 2 |
| 4. UPDATE ON MTA TRACK PROGRAM | TAB 3 |
| 5. CAPITAL PROGRAM MANAGEMENT REVIEW | TAB 4 |
| 6. ANNUAL REVIEW OF CPOC CHARTER | TAB 5 |
| 7. CAPITAL PROGRAM STATUS | TAB 6 |
| • Commitments/Completions | 6 – 1 |
| • Funding | 6 – 11 |
| 8. EXECUTIVE SESSION | |

Date of next meeting: Monday, December 19, 2011 at 1:45 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
October 24, 2011
New York, New York
1:45 P.M.

MTA CPOC members present:

Hon. Andrew Saul, Chairman
Hon. James Blair
Hon. Allen Cappelli
Hon. Fernando Ferrer
Hon. Susan Metzger
Hon. Charles Moerdler
Hon. Mark Page
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Mark Lebow
Hon. Vincent Tessitore, Jr.

MTA Board members present:

Hon. Andrew Albert

MTA staff present:

Steve Berrang
Mike Garner
Linda Kleinbaum
Charles Monheim
Sunil Nair
Ron Saporita

LIRR staff present:

Daniel Cleary
Michael Gelormino

MNR staff present:

John Kesich
Michael Yaeger

McKissack + Delcan staff present:

James Castle
Gerry Gardvits

NYCT staff present:

Sonia Jaising
Fred Smith

* * *

Chairman Saul called the October 25, 2011 meeting of the Capital Program Oversight Committee to order at 2:35 P.M.

Public Comments Period

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

Meeting Minutes

Correction was noted on page 2, reference to R163 trains should have stated R160. Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on September 25, 2011.

Committee Work Plan

Ms. Kleinbaum stated that there were minor changes to the Work Plan including moving the Track Program to next month's CPOC meeting to focus today's discussion on the commuter railroad's rolling stock programs. The Mega-Projects will be moved to December.

New York City Transit - Mother Clara Hale Depot Update

Fred Smith and Sonia Jaising provided an update on work progress for the Mother Clara Hale Depot since last March's presentation. The project was awarded on November 2, 2010 for \$214,000,000 as a Design-Build Team including Silverite; Consultant STV and CCM Shaw Environmental. Upon completion, this Depot will be NYCT's first LEED certified facility. Prior to award, a Risk Assessment was performed and many of the risks and challenges and related mitigation strategies were incorporated into the project. As examples, scope changes are elevated to senior management to expedite the process and monthly meetings are held with the Mother Clara Hale Task Force to address community concerns. As a result, the project is achieving all of its major milestones and is on schedule and budget. Mr. Castle representing the IEC stated that NYCT believes the contractor is on schedule to meet its July 2013 deadline as reflected by its most recent schedule. The IEC has not completed its evaluation. The IEC concurs with budget performance. The IEC recommended that NYCT complete its critical Commissioning Plan by the end of October. Board discussion included an inquiry on environmental mitigations for diesel fuels and other spills. Both Mr. Smith and Ms. Jaising stated that the design included provisions. This information will be provided as a follow up action.

Bus Customer Information Systems

Sunil Nair provided an update on work-to-date for the Bus Customer Information Systems (BCIS) that provides "real-time" travel information for transit patrons. The B63 Pilot Project has been successful in terms of budget, schedule and customer satisfaction. One area requiring follow up is the simplification of obtaining information via the website and text messaging. BCIS is poised to be deployed on 830 Staten Island buses by the end of 2011. An extensive public outreach campaign has been developed to inform the public of this service. City-wide roll-out is planned over 2012-2013. Board questions focused on the cost agreement for texting, with the recognition that as the new text information system evolves volume will increase and the unit costs decline. In addition, the text message feature is a very small component of overall project costs. Additional discussion focused on the planned rollout of the Customer Information Systems on the commuter railroads and SIR. This information will be provided as a follow up action.

MTA Rolling Stock Capital Investment Strategy Project

Linda Kleinbaum introduced MTA HQ's Rolling Stock Capital Investment Strategy Project by noting that the MTA is strategically evaluating its rolling stock procurements in an effort to reduce costs. Ms. Kleinbaum noted that there will be a series of CPOC discussions on rolling stock procurements to inform CPOC on how the MTA is reducing costs. Steve Berrang provided details on the current strategic initiative noting that Oliver Wyman has been retained to identify cost savings in planned rolling stock purchases in the 2010-14 Capital Plan. A number of improvement "levers" have been identified including an analysis of fleet demand, lifecycle tradeoffs, increasing the supplier base, improving the procurement process and increasing the responsibility of suppliers to contribute ideas to reduce costs and increase product viability. While the R179 is currently in procurement negotiations there are a number of future procurements that

will benefit from the application of the improvement levers including the R188s, CNG and Express Bus purchases. Specific improvement levers will include BAFO support (language insertions, background analysis, evaluation support), customized lifecycle cost models by mode, procurement support during negotiation and bid evaluation, cost savings generators such as supplier ideas to reduce CAPEX and a knowledge transfer plan ensuring that best practices are applied across all agencies. Much of the Board discussion focused on the need to reduce sole source procurements for replacement parts and increasing the number of competitors to reduce costs. Mr. Berrang noted that the improvement levers were designed to address these issues. Furthermore, Oliver Wyman is an international firm and will be looking at the international transit community to address these issues and identify best practices. The Chair and several board members emphasized the need to reduce costs especially in the area of proprietary replacement parts and requested that the MTA report back on the steps being taken to address this important concern.

Update on Metro-North Rail-Road and Long Island Rail Road Impact of Reliability Centered Maintenance (RCM) Program

Ms. Kleinbaum introduced the LIRR and MNR teams to discuss the impacts of the Railroads' Reliability Centered Maintenance (RCM) Program on the Railroads' rolling stock. Ms. Kleinbaum emphasized the importance of a strong maintenance program and its positive impact on the reduction of capital dollar expenditures. Ms. Kleinbaum noted that NYCT has benefited from its SMS Maintenance Program and that the Railroads were poised to achieve similar results. Michael Gelormino and Dan Cleary of the LIRR and John Kesich and Michael Yaeger of the MNR were introduced to present the Railroads' RCM Programs. The presentation opened with an explanation of RCM noting that it is a strategy to maximize vehicle availability while simultaneously minimizing material and labor costs and unscheduled repairs. An important element is to marry the use of capital and operating expenses to ensure the efficient use of resources. LIRR had the benefit of implementing RCM prior to MNR and achieved substantial financial benefits such as reduced equipment failures in air brakes, wheels and electric couplers. MNR learned from LIRR's experience and has achieved similar benefits including reduced fleet labor and material reduction. The benefits of the RCM Program are still growing. Both Railroads have challenges to address as RCM advances. Board discussion focused on the seemingly contradictory rail car performance of both LIRR and MNR (from their committee book). Additional information will be provided. Gerry Gardvits, representing the IEC, concurred with the Railroads' RCM Program Strategy.

Quarterly Update on Minority, Women and Disadvantaged Business Participation

Mr. Michael Garner provided an update on the MTA's goal attainment for the third quarter. MTA has exceeded its stated goals for both MBE and WBE participation. The established goals were 10% and 5% respectively and the MTA attained 13% and 7%. The MTA fell short of meeting its federal DBE goals in the third quarter although goal attainment was met in the prior two quarters. In response to Board discussion, Mr. Garner noted that the reason for the federal goal shortfall had to do with the letting of contracts for the mega projects in the third quarter that were complex and provided limited options for DBE participation. The MTA is working closely with the federal government to develop and launch a federal program similar to the Small Business Mentoring Program (SBMP) at the MTA. The federal program will require more aggressive de-bundling of larger projects and it will provide training and access to surety bonding. The MTA's SBMP continues to advance from the last report in July to CPOC. The Year 2 Commitment Plan has exceeded its \$15M goal with the identification of 31 projects valued at \$16.4M. Other milestones include the repayment in-full of the Program's first-issued loan on October 18th. Board discussion focused on the enforcement mechanisms currently in-place. Mr. Garner stated that the MTA's monitoring of goal compliance was strong.

Adjournment

Upon motion duly made and seconded, Chairman Saul adjourned the meeting of October 24, 2011 of the MTA Capital Program Oversight Committee at 3:37 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

November 2011

Annual Review of CPOC Charter

Risk-Based Monitoring

- NYC Transit Stations Program
- Red Light project follow-up reports (if needed)

Strategic Reviews

- Update on Track
- Capital Program Management Review

December 2011

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- SAS Systems Contract Risk Assessment
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

Program Priorities

- Update on New Fare Payment Systems

January 2012

Risk-Based Monitoring

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

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

February 2012

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- SAS 96th Street Station Finishes & MEP Systems Risk Assessment
- Fulton Street Transit Center Risk Update
- NYCT Report on Subway Car Procurement
- Red Light project follow-up reports (if needed)

March 2012

Risk-Based Monitoring

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

Strategic Reviews

- Interplay between ESA Operating Plan & Capital Investments

April 2012

Risk-Based Monitoring

- 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
- ESA Systems Packages Risk Assessment
- NYC Transit Stations Program
- Red Light project follow-up reports (if needed)

June 2012

Risk-Based Monitoring

- LIRR/MNR PTC Risk Assessment
- VN Bridge Deck Replacement Risk Assessment
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

Strategic Reviews

- B&T AET Update

July 2012

Risk-Based Monitoring

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

Program Priorities

- Quarterly update on Minority, Women & Disadvantaged Business Participation

August 2012

No CPOC

September 2012

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- SAS 86th Street Station Finishes & MEP Systems Risk Assessment
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

October 2012

Risk-Based Monitoring

- NYC Transit Report on Mother Clara Hale Depot
- Interagency Rolling Stock Update
 - LIRR/MNR Report on M-9 Procurement
 - NYCT Report on Subway Car Procurement
 - Update of the Bus Program
- Red Light project follow-up reports (if needed)

Strategic Reviews

- Update on Bus Customer Information Systems

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation



New York City Transit

Stations Program

2-1

Capital Program Oversight Committee

William Montanile, P.E.
Program Manager

November 2011

Projects in Design - 171 Stations

Progress thru 3rd Quarter 2011

	In Master Plan	In Design	Construction Forecast
Component Projects (126)			
<i>126 Stations with defects rated 4 or greater</i>	✓	✓	2010-14
<i>In partnership with In-house Station Maintenance Forces</i>			
ADA Projects (3)		✓	2011
<i>Kingsbridge Rd, Hunts Point Ave, Utica Ave</i>			
Renewal Projects (5)		✓	2011
<i>Myrtle Line- Central Ave, Seneca Ave, Forest Ave, Fresh Pond Rd, Knickerbocker Ave</i>			
Renewal Projects (10)		✓	2012
<i>Pelham Line- Buhre, Middletown Rd, Zerega Ave, Castle Hill</i>			
<i>Liberty Line - 104th St, Ozone Park-Lefferts Blvd, 111th St, Rockaway Blvd, 88th St, 80th St</i>			
ADA Projects (5)		✓	2012
<i>23rd St, 57th St, 68th St, Ozone Park-Lefferts Blvd</i>			
<i>Dyckman St. (Southbound only).</i>			
Renewal Projects (13)	✓		2013
<i>Culver Line -. Ave X, Ave U, Ave P, Bay Pkwy, Ave I, 18 Ave, Ditmas Ave</i>			
<i>New Lots Line - Van Siclen Ave, Pennsylvania Ave, Rockaway Ave, Saratoga Ave, Junius St, Sutter Ave</i>	✓		2014
Rehabilitation Projects (9)		✓	2014
<i>Sea Beach Line- 8th Ave, Ft Hamilton, New Utrecht Ave, 18th Ave, 20th Ave, Bay Pkwy, Kings Hwy, Ave U, 86th St</i>			

Projects in Construction - 63 Locations

Progress thru 3rd Quarter 2011

Projects Recently Completed

Jay St-Metro Tech Complex , Ave U-Brighton, Columbus Circle Complex, Neck Rd-Brighton, Street Stairs-Jamaica Line, Plat. Edge-Myrtle Line, Plat Edge & Wall tile 86th St-4th Ave ,6 Locs Liberty Line, Times Sq Stair, Ct Sq.-Flushing, Platform edge, @ 34th-St Bwy & 6th Ave, Gap Fillers Ph 3.Stair @5th Ave

Station Rehabilitation Projects: 9 locations

5 @ Brighton, Mott Ave, 3 @ Rockaway Line

Component Projects: 3 locations

Platform Edges @3 Loc E.Pkwy Line

ADA Projects: 2 locations

Kings Hwy, Mott Ave

Station Renewal: 1 location

Hunters Pt Ave-Flushing Line

Component Projects: 9 locations

Stairs @ 2 locs, Platform edges & Canopies @ 5 locs-Bwy/7th Ave, 2 @ West End

Small Business Mentoring Projects: 11 locations

7 @ New Lots Line, 3 @ Pelham Line, 1 @ Concourse Line

Station Rehabilitation Projects: 23 locations

10 @ West End, 5 @ Pelham, East 180 , Dyckman St, Bleecker St 5 @ Far Rockaway

ADA Projects: 5 locations

E.180th St, Bay Pkwy, Bleecker St, Platforms 45th Rd-Ct Sq-Flushing 71st Continental

Construction Progress (Percent Complete)

Forecast Completion

100%

2011

86%

2011

90%

2011

85%

2011

10%

2012

54%

2012

23%

2012

78%

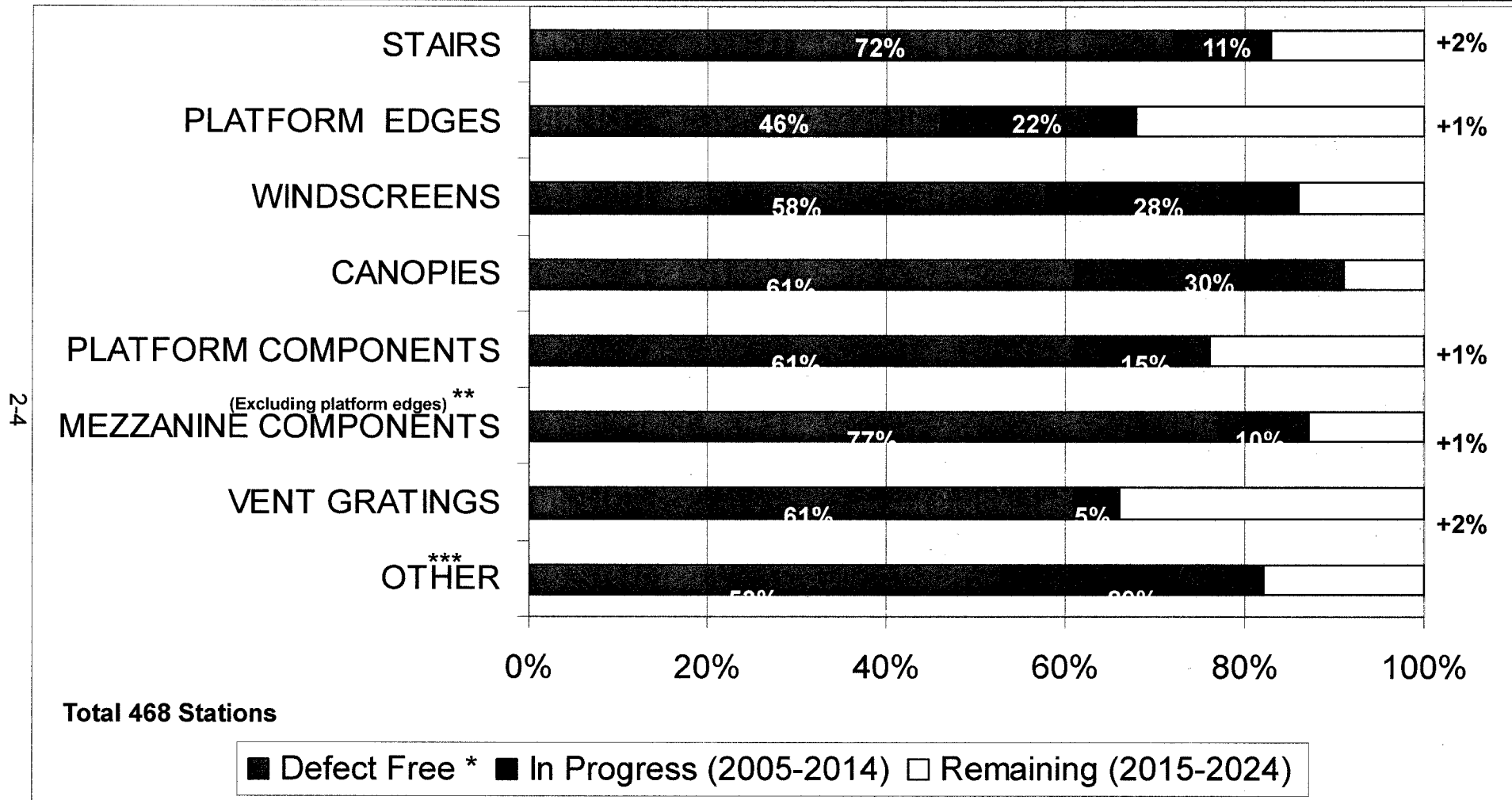
2012

38%

2012-13

Component Status thru 3rd Quarter 2011

% Change

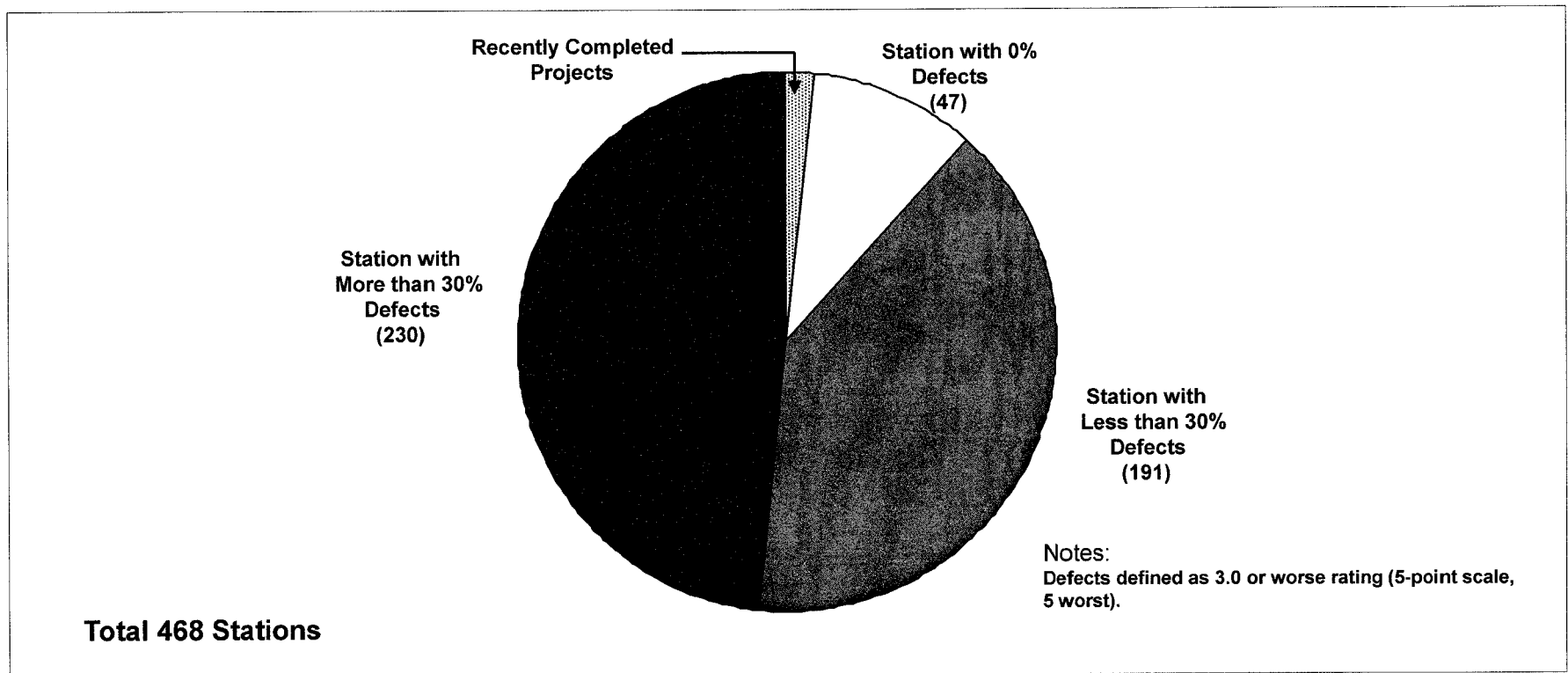


Notes:

- * Defects defined as 3.0 or worse rating (5-point scale, 5 worst)
- ** Components include ceilings/walls, floors, columns, and thru-spans
- *** Other refers to ramps, overpasses, piers, embankments, veneer facades

Stations Status thru 3rd Quarter 2011

Progress Toward Elimination of Defects



Stations
Status thru 3rd Quarter 2011

Projects Highlights

CPM – Stations Division

Pelham Line Projects

2-7



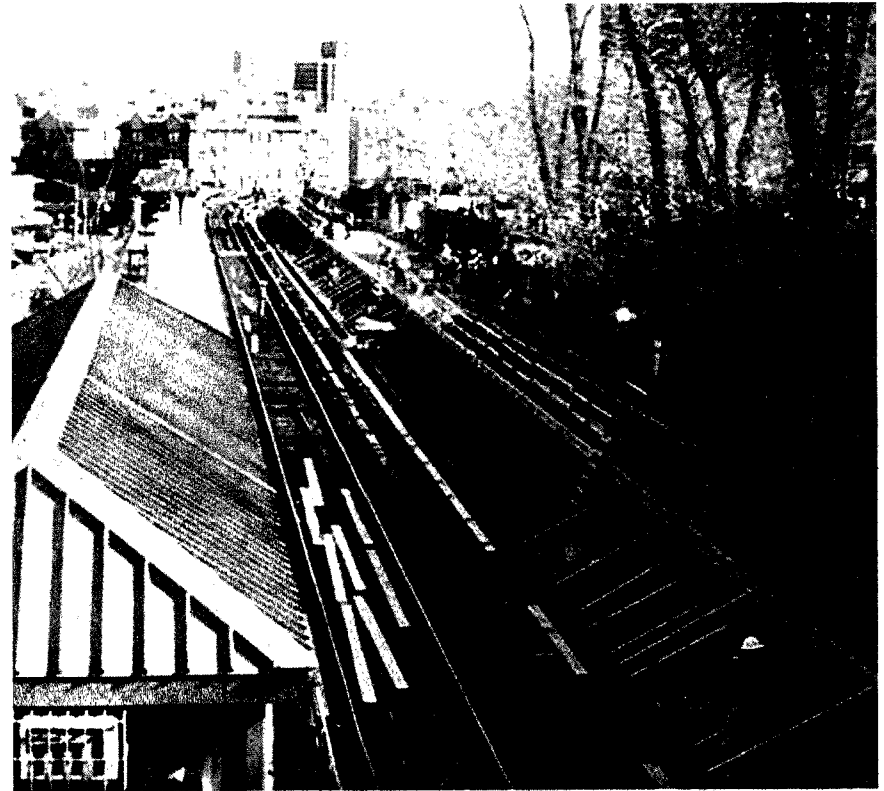
E.180th St. Station WPR Line

2-8



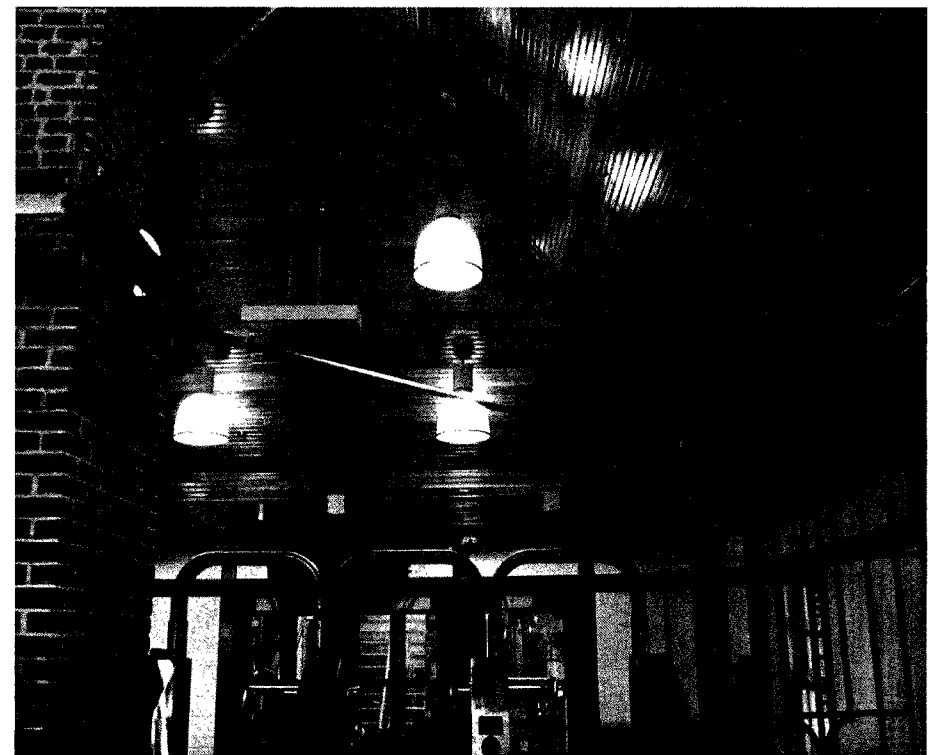
Dyckman St. Station Broadway-7th Ave Line

2-9



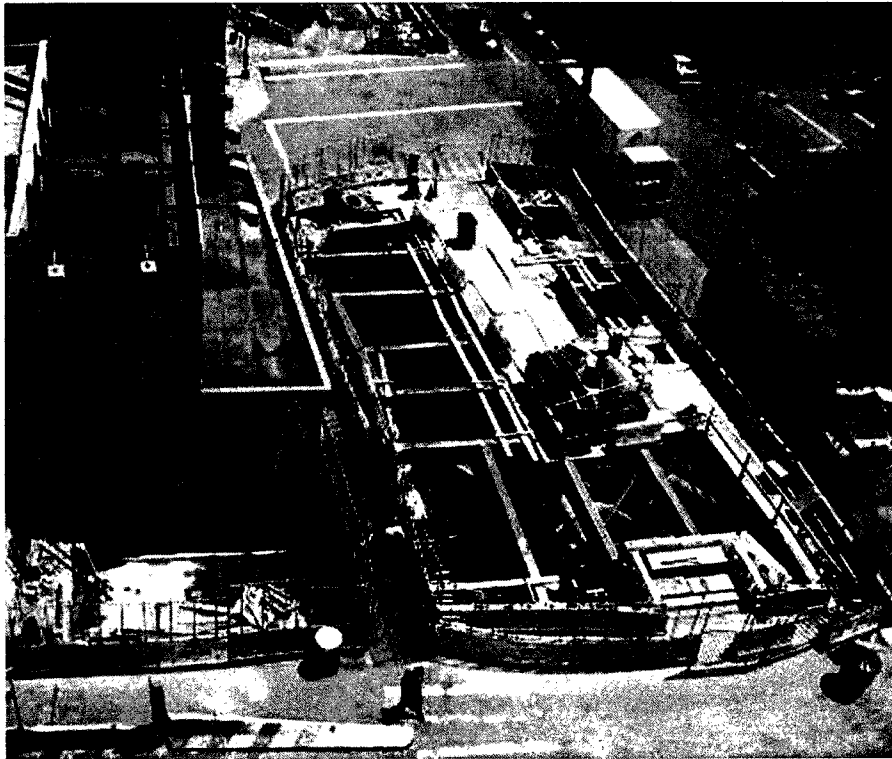
Brighton Line Projects

2-10



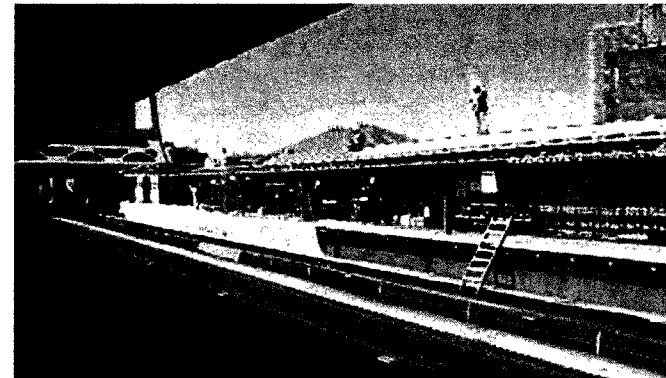
Bleecker Street Project

2-11



Station Component Projects

- Platform Edge/Repairs
 - Hoyt Ave
 - Bergen St
 - Franklin Ave
 - 34th St - 6th Ave & Broadway
 - 5 Stations Broadway Line
- Historic Wall Tiles Repair
 - Borough Hall-Brooklyn
- Small Business Mentoring Program (SBMP)
 - Stair Repair/Replace (7) Stations New Lots Line
 - Stair Repair/Replace Longwood Ave Pelham Line (NB & SB)
 - Stair Repair/Replace 138th-3rd Ave Pelham Line
 - Stair Repair/Replace Fordham Rd Concourse Line



Station Environment Program – Operating

- Target Component Stations

Perform Repair work, partial painting & intense cleaning

Station's in-house forces will supplement the Capital Component Program by Performing work at:

- 12 Stations in 2011

- 3 – Eastern Parkway Line (Hoyt Ave, Bergen St, Franklin Ave)
- 4 – Pelham Line (Cypress Ave, E 143 St, E 149 St, Longwood Ave)
- 5 – Broadway-7th Avenue Line (207 St, 215 St, 225 St, 238 St, 242nd St)

- 16 Stations in 2012

- 1 – Pelham Line (138 St)
- 2 – Concourse Line (Fordham Rd, 183 St)
- 2 – White Plains-Jerome Ave Lines (149 St – Grand Concourse)
- 5 – Brighton Line (7th Ave, Prospect Park, Parkside Ave, Beverly Rd, Cortelyou Rd)
- 4 – Crosstown Line (Van Alst , Broadway, Myrtle Willoughby, Clinton-Washington)
- 2 - 4th Ave Line (9th St, 59 St.)

Station Environment Program – Operating

- **Maintain Defect Free Rehabilitated & Renewed Stations**

*This Program will preserve capital investments by timely repair of defects.**

- **Started with 19 Stations in 2010**

Times Sq. Complex, Atlantic Ave Complex, Borough Hall Complex, 161st St. Yankee Stadium Complex, 149th Street/3rd Avenue, Main St, 74th St-Roosevelt Ave Complex, Union Square Complex.

- **Added 9 newly rehabilitated stations for a total of 28**

Jay St-Metro Tech Complex, Myrtle-Wyckoff Complex, 96th Street/Broadway, Neck Road-Brighton Station, Avenue U-Brighton Station, Columbus Circle Complex

- **Plan to expand up to 42 Stations by end of 2011 and to 60 in 2012**

- 2011: 4 Far Rockaway Line, 5 Brighton Line, 5 Pelham Line
- 2012: 10 West End Line, 5 Far Rockaway Line,
Dyckman St, E. 180th St., Bleecker St.

*** Maintenance defects are routine and recurring needs encountered daily (such as broken tiles, loose handrails, clogged drains, etc), while Capital defects (discussed earlier) represent remaining useful life of a component as rated by the consultant survey.**

MTA Track Program Review

**Presentation to CPOC
November 2011**

**CAPITAL PROGRAM MANAGEMENT
OFFICE OF CONSTRUCTION OVERSIGHT/IEC
AGENCY TRACK PROGRAMS**

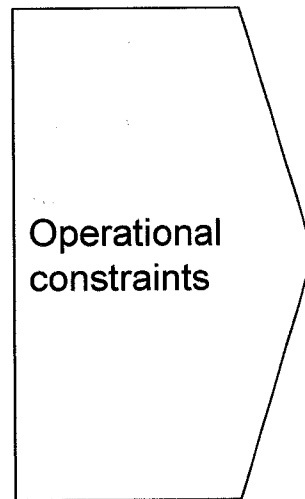
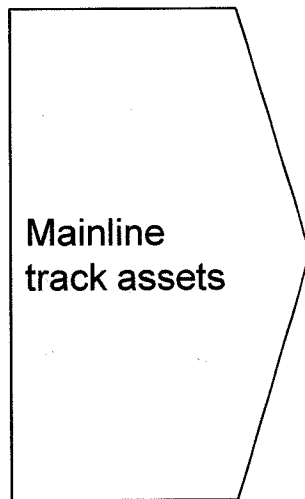


Summary

- Agency track program spending varies widely due to significant differences in infrastructure needs and operational constraints
- The agencies have been working cooperatively to pursue new efficiencies through a variety of measures including:
 - Increasing track access
 - Optimizing asset renewals
 - Minimizing support services / work rule initiatives
- Efforts to date have resulted in \$56 million in 2011 realized efficiency improvement and suggest \$81 million in average annual potential for 2012-2014, exceeding our 10% goal
- The MTA agencies will continue to share information and develop new ways to improve the efficiency of track and other work along the right-of-way

Each agency track program is adapted to unique infrastructure needs and operational constraints

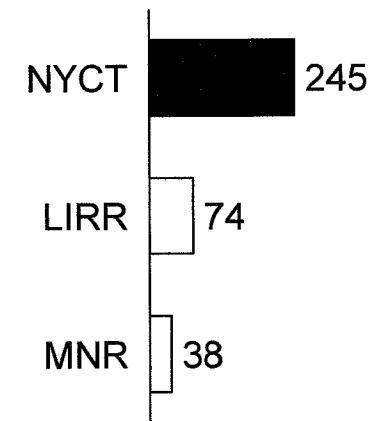
3-3



	Track, miles	Switches, each	Grade xings, each
NYCT	659	1,754	0
LIRR	531	547	348
MNR	740	855	113

- **Track access:** hours of operation, OTP, location, special events, other projects
- **Work rules:** scheduling flexibility, overtime, job title restrictions
- **Environment:** tunnels, elevated sections, adjacent operating lines, etc.

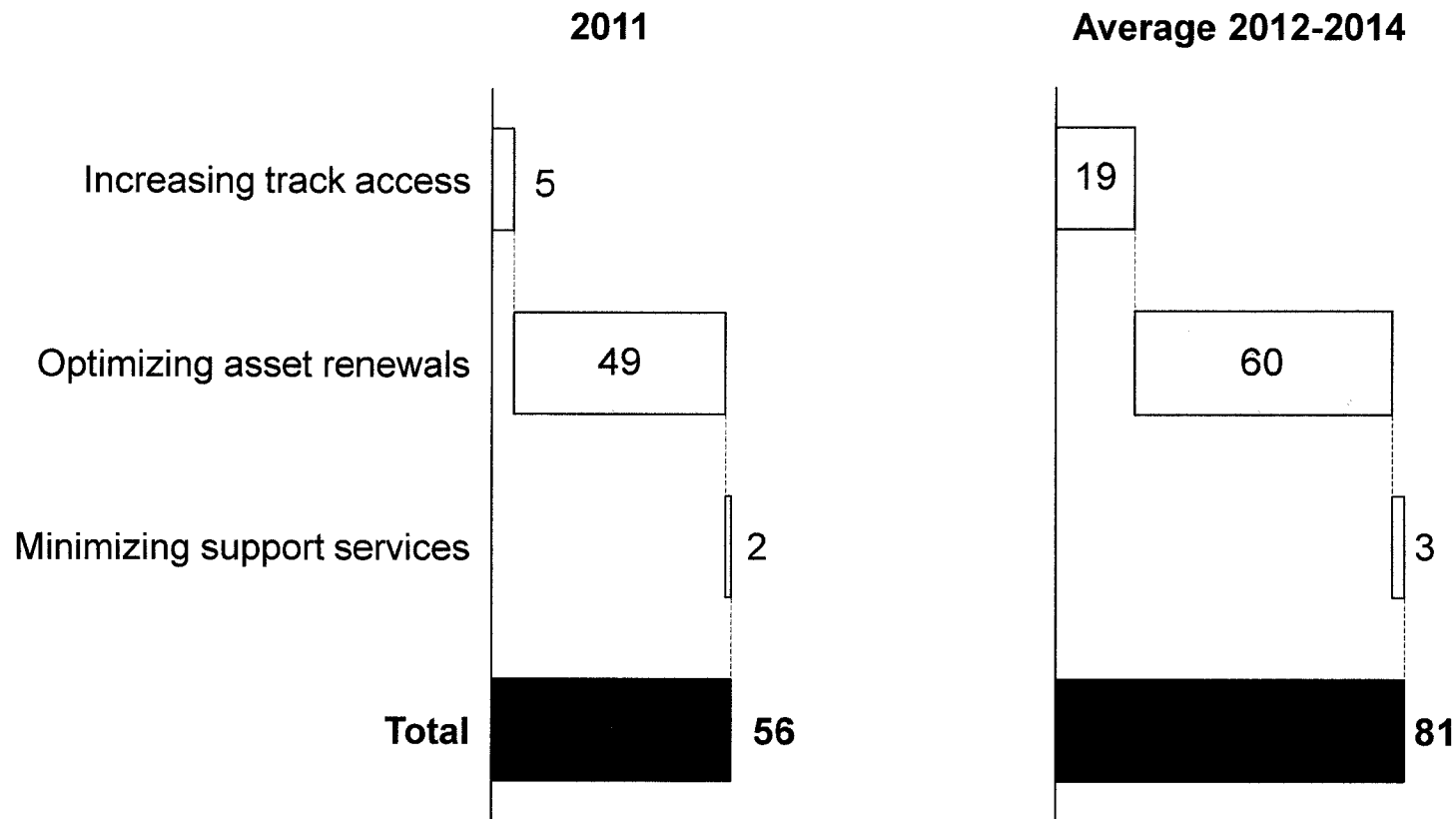
Average annual
Capital Program
track budget*, 2010-
2014, \$ million



* Excludes LIRR track improvement projects (e.g., Jamaica capacity) and MNR CDOT work and Port Jervis reconstruction

The MTA agencies have been working together to advance initiatives in earlier identified areas for track efficiency improvement

MTA-wide track efficiency improvement, \$ million



3-4

Increasing Track Access

MTA Total Effective Value

2011: \$ 5 m

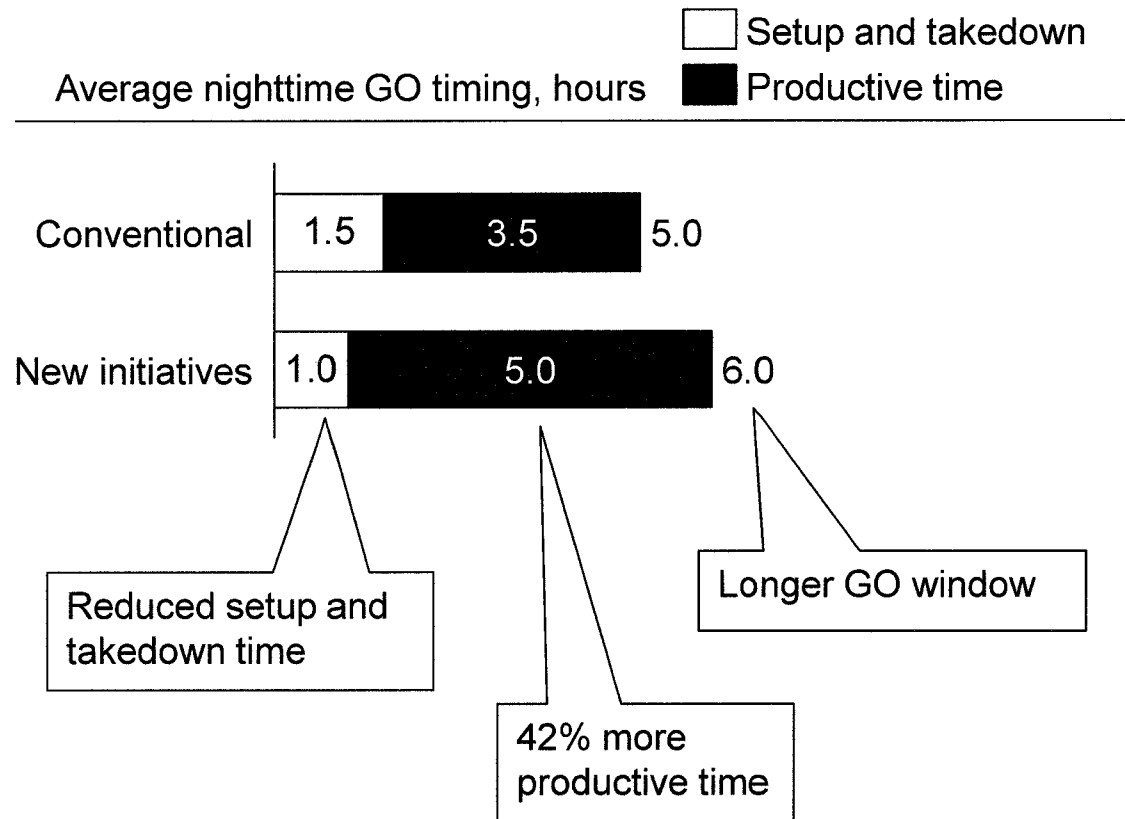
Average Annual: \$ 19 m

NYCT: New Initiatives

- Earlier nighttime GO starts
- Expand productive work windows by ~30 minutes
- Expand daytime work window on elevated lines
- Longer track closures (longer segments/longer time)



Daytime panel work

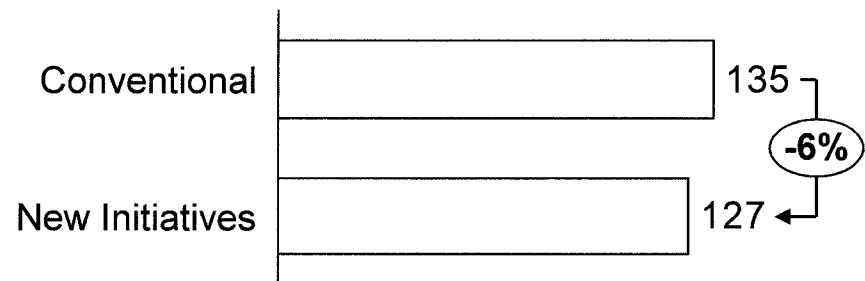


Increasing Track Access

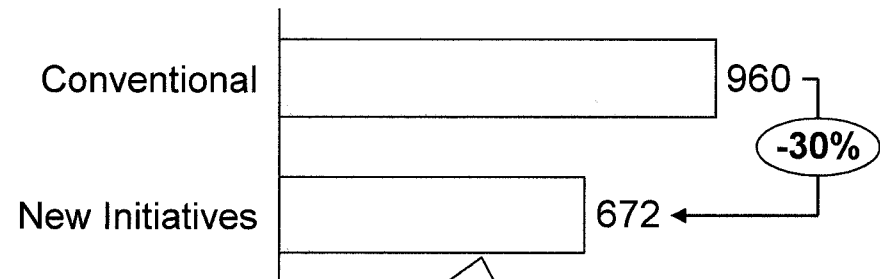
LIRR: New Initiatives

- Adjusted work start times
- Schedule multiple outages
- Extension of track closures/contract time

Sample outage plan, days



Queens Blvd. Bridge Waterproofing duration, hours



Double track outage instead of single track outage



Increasing Track Access

MNR: New Initiatives

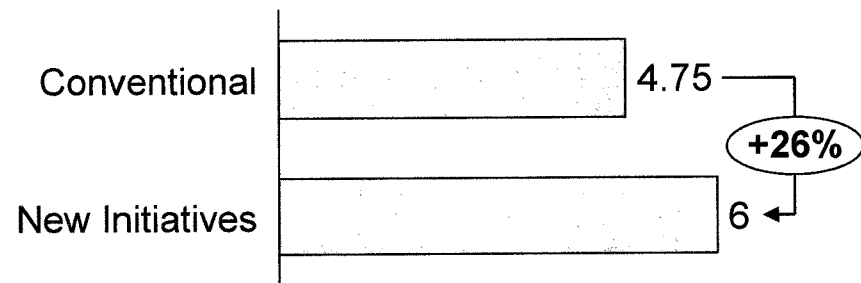
- Expand track access work window and production



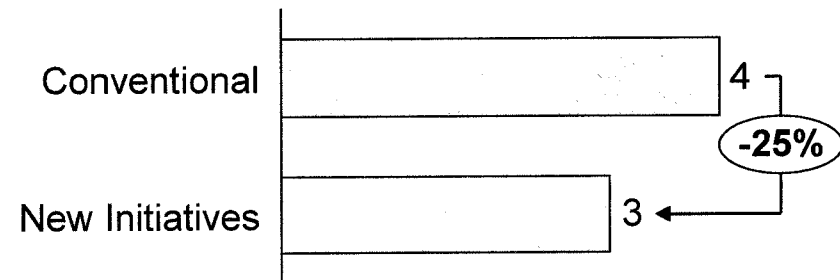
3-7

- Use continuous outage to shorten turnout installation duration*
- Potential reduction of 6-7 work days

Average daily track access window, hours



Turnout installation duration, weeks



* Assumed continuous track outage was granted to perform work, will not apply in all locations.

Optimizing Asset Renewals

MTA Total Effective Value

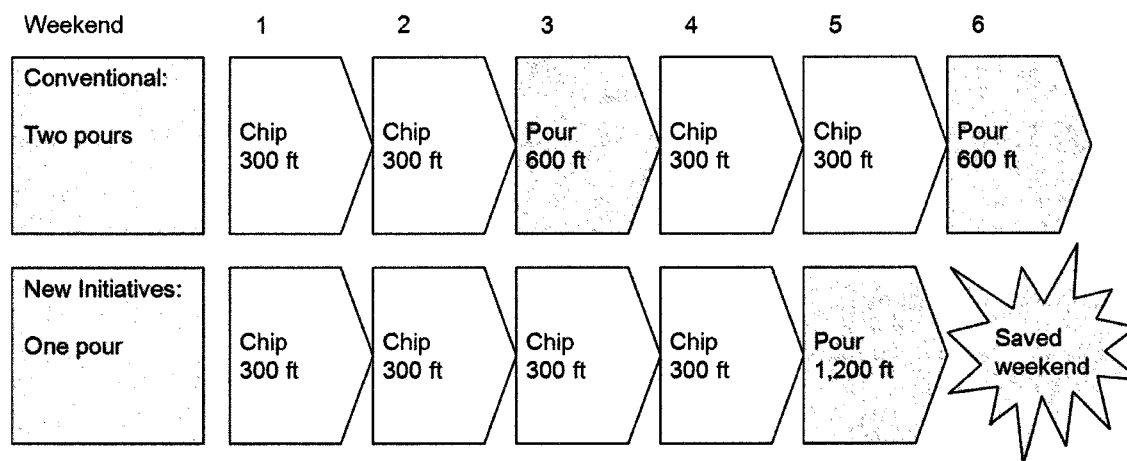
2011: \$ 49 m

Average Annual: \$ 60 m

NYCT: New Initiatives

- Expand length of work areas for concrete pours
- Install track panels on elevated tracks on weekdays
- Expand use of Green Rock track renewal
- Maximize Rail and fastener component track renewal

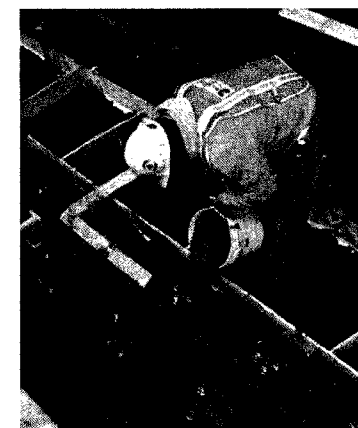
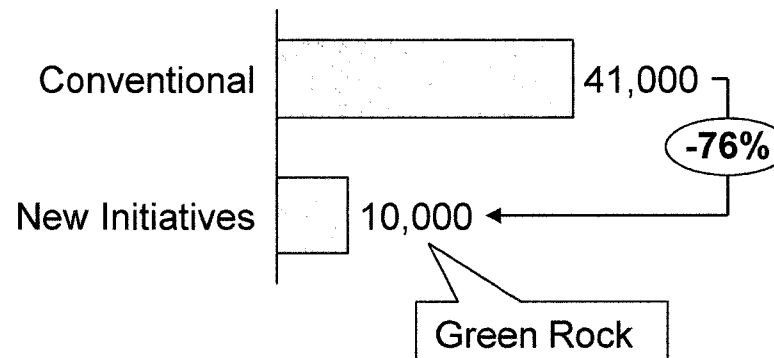
Type II full track renewal sequence, 1,200 ft Section



LIRR: New Initiatives

- Targeted component renewal using Green Rock

Atlantic Branch Half Tie Renewal, Linear ft



Green Rock Installation

Minimizing Support Services / Work Rule Initiatives

MTA Total Effective Value

2011: \$ 2 m

Average Annual: \$ 3 m

NYCT: New Initiatives

- Reduce bus shuttle service 10%

LIRR: New Initiatives

- Purchase of Brandt Truck

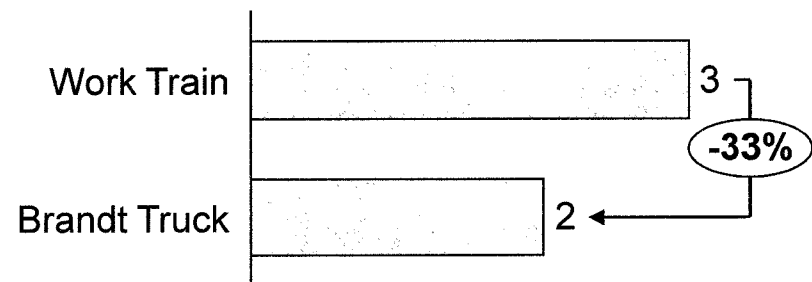


- Double F/A employees to reduce project duration

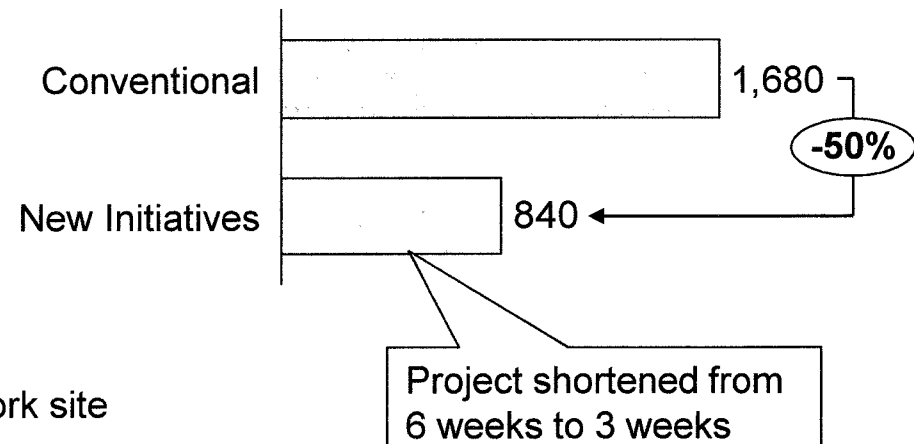
MNR

- Relocation of headquartered gang closer to work site

Vehicle Crew Size



Average Bus Trips per Tie Project

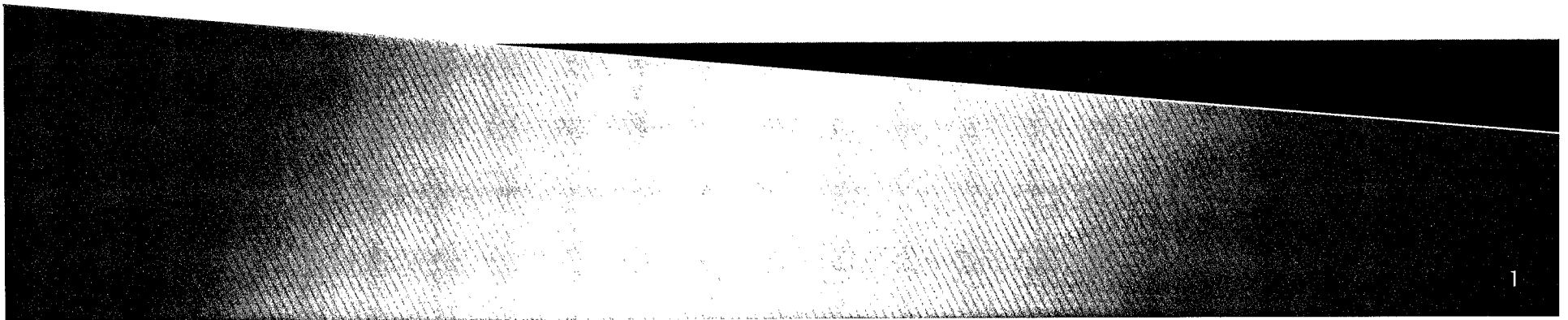


Conclusions

- The ongoing track efficiency initiative has created a mechanism to enable the agencies to continue to share information and develop targeted improvement initiatives
- Efforts to date have realized \$56 million in 2011 efficiency improvement and suggest \$81 million in average annual potential for 2012-2014, exceeding our 10% goal
- The agencies will continue to pursue the rollout of new efficiencies in track and other disciplines along the right-of-way
- The agencies will provide periodic progress updates to CPOC on their action plans

All Agency Review of Capital Program Management Organizational Structure and Costs

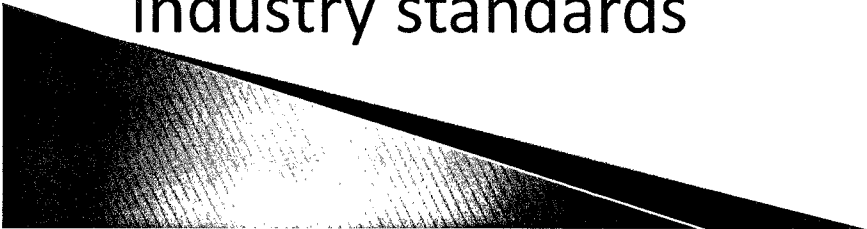
4-1



▶ **2005-2009 Capital Program**

- Program costs were \$21.1 Billion
- Expenditures as of May 2011 were \$15.6 Billion
 - Design and Administration - \$1.9 Billion
 - Construction, Force Account, and Misc. - \$10.3 Billion
 - Fleet Costs - \$3.4 Billion

4-2

- ▶ Construction cost as a % of total costs was approximately 80% for each of the agencies—consistent with industry standards
 - ▶ Design Costs were 6.7% of Construction—consistent with industry standards
- 

2010 Budgeted Headcounts

CPM	1,881
Support Departments	1,753
In-House Construction	2,864
Subtotal	<u>6,498</u>
Fleet Support	258
Total	<u>6,756</u>

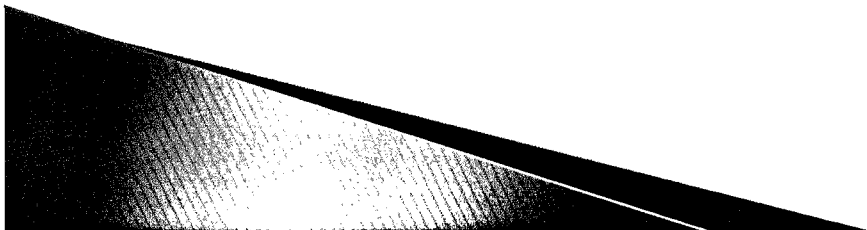
- There were 6,756 capital reimbursable positions with a total cost of \$533 million, before 15% reduction this year.
- Agency differences between in-house versus third party support

Agency 2010 Overhead Rates – Applied to Capital Projects

<u>NYCT</u>	<u>LIRR</u>	<u>B & T</u>	<u>MTA Bus</u>	<u>MTACC</u>	<u>MNR</u>
190.63%	174.59%	196.3%	61.88%	30.34% to 188.37%	70.13% to 223.56%

4-4

- Methodological differences in establishing overhead rates

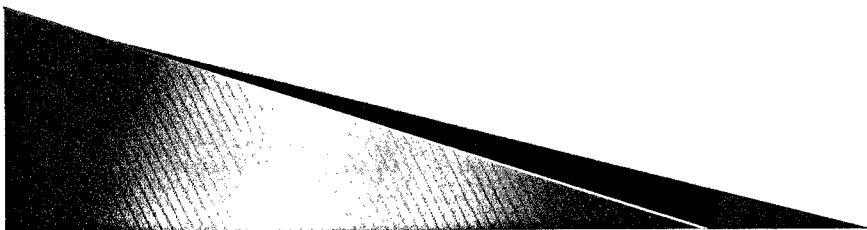


Conclusions

Capital costs and staffing should be reviewed throughout the MTA.

- ▶ Standards for project staffing have not been developed such as construction management, estimating, and design support.
- ▶ There is no consistency in how support department employee costs are charged to projects.
- ▶ There is no consistent methodology used for the calculation of overhead rates among the agencies.

4-5



Next Steps

- ▶ B&T achieved a 17% reduction in headcounts in 2011. All other agencies have targeted headcount reductions for 2011.
- ▶ NYCT established a task force to review their overhead rate including an analysis of all indirect staffing.
- ▶ The IEC is working with the agencies to develop a recommended methodology to be used for a consistent calculation of overhead rates.
- ▶ The IEC has also begun the next phase of the review to improve efficiencies and further reduce capital support costs

The Metropolitan Transportation Authority

CAPITAL PROGRAM OVERSIGHT COMMITTEE

This Charter for the Capital Program Oversight Committee was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), on the 29th day of July, 2004. This charter was amended on the 17th day of December, 2008, 16th day of December, 2009 and further amended on November 17, 2010.

I. PURPOSE

The Capital Program Oversight Committee (the "Committee") shall assist the Board Chair and the Board in fulfilling their responsibility to monitor the effective and efficient implementation of the MTA's five-year capital program.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson and/or vice-chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates). The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 6 or more members of the Board, and shall include the Board Chair; the Chair of the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority; the Chair of the Committee on Operations of the Triborough Bridge and Tunnel Authority; the Chair of the Committee on Operations of the MetroNorth Commuter Railroad; the Chair of the Committee on Operations of the Long Island Rail Road and Metropolitan Suburban Bus Authority; and the Chair of the Committee on Operations of the Bus Division of New York City Transit Authority, MTA Bus Company, Metropolitan Suburban Bus Authority and Manhattan and Bronx Surface Transit Operating Authority. All other members of the Committee shall be appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall serve as the chairperson of the Committee and shall appoint the vice-chairperson of the Committee. In the absence of the chairperson or vice-chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings and records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The Director of the Office of Construction Oversight and the Deputy Executive Director of Administration, and/or his or her designee, shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda, (2) provide the chairperson of the Committee with all information regarding the MTA's five year capital program that is material to the Committee's monitoring and oversight of the MTA's five year capital program, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the MTA's five year capital program.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall, with respect to any approved or proposed capital program plans:

1. Monitor the current and future availability of funds to be utilized for such capital improvement programs and plans;
2. Monitor the contracts awards of the MTA to insure that such awards are consistent with:
 - a. provisions of law authorizing United States content and New York State content;

- b. any collective bargaining agreements;
 - c. provisions of law providing for participation by minority and women-owned businesses;
 - d. New York State labor laws;
 - e. competitive bidding requirements including those regarding sole source contracts; and
 - f. any other relevant requirements established by law.
3. Monitor the award of contracts to determine if such awards are consistent with the manner in which the work was traditionally performed in the past;
4. Review the relationship between capital expenditures pursuant to each such capital program plan and current and future operating budget requirements;
5. Monitor the progress of capital elements described in each approved capital program plan;
6. Monitor the expenditures incurred and to be incurred for each such element;
7. Identify capital elements not progressing on schedule, ascertain responsibility therefor and recommend those actions required or appropriate to accelerate their implementation;
8. Monitor the proposed benefits for approved projects in the capital program at appropriate points during the life of the capital project to ensure that the benefits materialize;
9. Review capital elements and program management to improve the efficiency and effectiveness of the program, securing analytic resources as needed;
10. Monitor awarded contracts to determine if the work is being implemented in the most efficient and effective manner possible;
11. Consult as necessary with other New York State departments, agencies and divisions with respect to the foregoing;
12. Provide guidance to the Board Chair and the Board with respect to the appointment (and if appropriate dismissal), evaluation, and compensation of an independent engineering firm to provide an independent review of reports by the MTA agencies with respect to the foregoing;
13. In consultation with the Office of Construction Oversight, oversee the work of such independent engineering firm;
14. Together with the Office of Construction Oversight, review the periodic and/or special reports provided by such independent engineering firm;

15. Conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
16. Review and assess the adequacy of this Charter annually; and
17. Report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests.

**MTA Capital Program
Commitments & Completions**

through

October 31, 2011



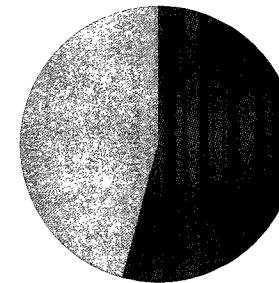
Capital Projects – Major Commitments – October 2011

Through the end of October, 39 major commitments remain on or close to goal. Since last month there are 2 new commitment delays beyond 2 months of goal, both at MNR. All delays are discussed on the following pages.

To date, the agencies have committed \$3,789 million. The lag between the actual commitments and the YTD goal is mainly 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), the East Side Access Manhattan Structures Part 2 & Cavern MEP & Finishes contract (\$322 million) and the 2nd Avenue Subway's Track, Signals, Power and Communications contract (\$303 million). Agencies forecast that 79% of the \$8.2 billion 2011 annual goal will be committed by the end of the year.

Actual commitments have saved over \$550 million as compared to budget.

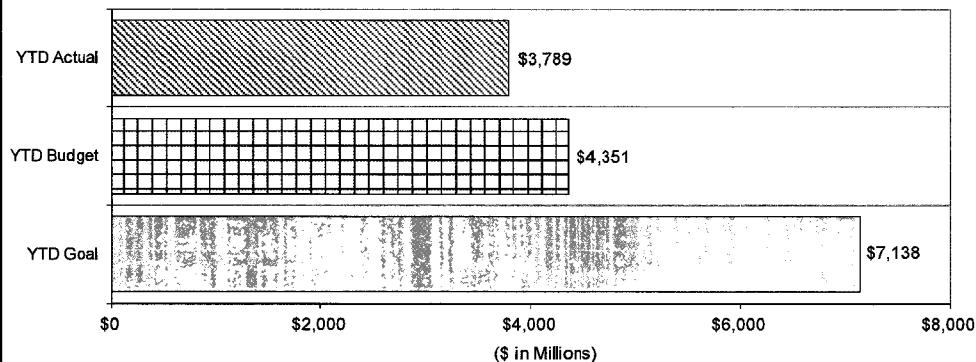
Year-to-Date Major Commitments



		Year-to-Date Change
Green = Commitments made within 2 months of Goal	39	54% ↑ 6
Red = Commitments delayed beyond 2 months of Goal	33	46% ↑ 2
	72	100%

Budget Analysis

2011 Annual Goal	\$8,195	
2011 Annual Forecast	79%	of Annual Goal
YTD Goal	87%	
YTD Actual	46%	
Left to Complete	41%	(\$2,650)



Year-to-Date Agency Breakdown

Prior month variance

	RED	GREEN
New York City Transit	7	8
Long Island Rail Road	5	+1 GREEN
Metro-North Railroad	8	11 +2 RED +2 GREEN
Bridges and Tunnels	11	+2 GREEN
Capital Construction Company	3	6
MTA Bus Company	5	8 +1 GREEN
MTA Police Department		

Capital Projects – Major Commitments – October 2011 – Schedule Variances

Project	Commitment	Goal	Forecast
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33 All-Agency Red Commitments (2 new this month)

New York City Transit

Subway Cars

Purchase 300 'B' Division Subway Cars (previously 290 cars)	Purchase Award	Mar-11	Dec-11
		\$637.8M	\$637.8M

More time needed for additional negotiations and a re-assessment of car quantities required.

Purchase 123 A- Division Cars & R-142 Conversions	Purchase Award	May-11	Dec-11
		\$493.4M	\$493.4M

The option award goal has been changed due to ongoing negotiations with vendor.

Buses

Purchase 90 Articulated Buses	Purchase Award	Apr-11	Feb-12
		\$78.1M	\$70.6M

Award delayed pending successful completion of the pre-qualifying shaker table test, completed in September. Results are now under review by the Project Office. Cost decrease due to the exclusion of cameras and other items that will be procured separately.

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.

Signals & Communications

VHF Radio System Upgrade	Construction	Jun-11	Dec-11
		\$255.8M	\$210.7M

Proposals review, negotiations and selection delayed award schedule. Board approved procurement in October. Project cost reduced reflecting selected bid.

PA/CIS: 43 Stations Install Cables	Construction	Sep-11	Dec-11
		\$55.6M	\$55.6M

Award re-scheduled pending approval of budget modification and agreement on cost estimates.

Stations

ADA: Forest Hills- 71 Avenue Queens Boulevard	Construction	May-11	Sep-11 (A)
		\$33.4M	\$19.2M

Delay partly due to utility issues. Cost decreased due to lower allowance for structural work, upgrade of electrical systems and improved market conditions.

Project	Commitment	Goal	Forecast
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Metro- North Railroad

Track & Structures

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

Commencement of work delayed due to an extended review process.

Replace/Repair Undergrade Bridges Program (New Item)	Design Award	Oct-11	Mar-12
		\$2.4M	\$2.4M

Further analysis of the project to ensure the best value scope was advanced has delayed the commitment date from the plan.

Harlem River Lift Bridge Breaker Houses/Controls - Construction (New Item)	Construction Award	Oct-11	Mar-12
		\$13.0M	\$13.0M

Procurement will proceed upon completion of the HRLB Cable Project Design. Award anticipated in March 2012.

Replace/Repair Undergrade Bridges Program	Construction	Aug-11	Mar-12
		\$4.8M	\$4.8M

Further analysis of the project to ensure the best value scope was advanced has delayed the commitment date from the plan.

Power

Harlem & Hudson Substations - Force Account	Force Account	Jul-11	Mar-12
		\$2.9M	\$2.9M

Further analysis of the project to ensure that the best value scope was advanced delayed the commitment date from the plan.

Harlem/Hudson Substations - Cyclical DC Switchgear	Construction	Jul-11	Dec-11
		\$11.1M	\$11.1M

Further analysis of the project to ensure that the best value scope was advanced delayed the commitment date from the plan.

Harlem/Hudson Substations - Material	Material	Jul-11	Dec-11
		\$4.6M	\$4.6M

Further analysis of the project to ensure that the best value scope was advanced delayed the commitment date from the plan.

Capital Projects – Major Commitments – October 2011 – Schedule Variances

Project	Commitment	Goal	Forecast
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Metro- North Railroad (continued)

Stations

New Haven Line Station Ph. 2	Construction	Jul-11 \$33.2M	Dec-11 \$33.2M
Delayed due to project redesign for breakout of work in support of the MTA mentoring program.			
Fordham Station Improvements	Construction	Sep-11 \$11.3M	Jun-12 \$11.3M

Code compliance issue with existing egress raised during design has resulted in additional scope and additional review with NYS code compliance office.

Communications and Signals

PTC Rolling Stock Signals	Construction	Jun-11 \$5.3M	Nov-11 \$5.3M
Onboard Design / Radio Spectrum Procurement			

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.

Shops and Yards

Hamon Shop Improvements	Construction	Jul-11 \$20.3M	Oct-11 (A) \$15.3M
Construction Ph. IV Stage 1			

Further analysis of the project to ensure the best value scope was advanced delayed the commitment. Budget less than plan due to deferred scope of work as well as favorable bids.

MTA Capital Construction

East Side Access

Plaza Substation & Queens Structure Construction	Construction	Apr-11 \$225.8M	Aug-11 (A) \$162.1M
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Budget decrease due to scope transfer and favorable bids. Delay in award due to extension of bid period and extended qualification review after bids received. Project rebaselining underway, as reported to Board in Sept-2011, therefore schedule subject to change.

GCT Concourse Finishes Early Work	Construction	Jun-11 \$30.0M	Nov-11 \$46.5M
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At the time goal was set, scope and estimate were in process; budget now reflects the bid result, which is favorable to the revised forecast of \$47.6 M based on the estimate for the completed package. Award pending completion of qualification review. Project rebaselining underway, as reported to Board in Sept-2011, therefore schedule subject to change.

Project	Commitment	Goal	Forecast
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MTA Capital Construction

East Side Access (continued)

Manhattan Structures Part 2 & Cavern MEP & Finishes	Construction	Jul-11 \$321.9M	Mar-12 \$325.9M
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Repackaging contract as part of an effort to recover and/or minimize delays in turnover from prior contract. Budget increase represents net impact of scope transfers. Project rebaselining underway, as reported to Board in Sept-2011, therefore schedule subject to change.

55th Street Vent Plan	Construction	Sep-11 \$71.6M	Apr-12 \$63.6M
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Some delays were encountered in completing the entire package for advertising. Budget decrease reflects a revised contract estimate. Project rebaselining underway, as reported to Board in Sept-2011, therefore schedule subject to change.

Second Avenue Subway

Track, Signals Power and Communication Systems	Construction	Jul-11 \$303.4M	Dec-11 \$303.4M
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Systems contract forecast award date moved to December due to later procurement to coordinate with the 7 West Systems contract and due to an extended RFP procurement process. The December award forecast must be coordinated with Procurement.

86th St Station Structure	Construction	Mar-11 \$422.4M	Aug-11 (A) \$349.4M
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Award delayed due to a federal certification requirement that has now been resolved.

MTA Bus

Bus Company Projects

Security Upgrade - CP ECH YONKERS	Construction	May-11 \$2.8M	Dec-11 \$2.4M
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Additional scrutiny of the lowest bidder caused a further delay to the award of this project.

Electric Upgrade of Emergency Generators at 6 Depots	Construction	Jul-11 \$7.9M	Dec-11 \$7.7M
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Delay due to a change in purchase process from contract to a purchase order.

Fire Protection (LaGuardia and Baisley Park)	Construction	Jul-11 \$6.5M	Nov-11 \$6.5M
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Design had to be revised because of new information that was received from the Department of Environmental Protection. Existing water pressure would be insufficient to provide flow to furthest sprinkler heads

Capital Projects – Major Commitments – October 2011 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
MTA Bus (continued)							
Depot Equipment	Construction	Apr-11 \$7.2M	Nov-11 \$7.2M				
Design revisions for the College Point depot caused a delay to this project. Two of the contracts, chassis wash lifts at Spring Creek and College Point, were committed in September.							
Service Vehicles	Purchase Award	Jul-11 \$4.0M	Feb-12 \$4.0M				
The lead time to complete all the required procurement-related tasks took longer than anticipated.							
Relocate Tanks/Washer - Eastchester	Construction	Jun-11 \$10.0M	Dec-11 \$12.5M				
Slipped due to FDNY variance delay. Increased scope of work at the Eastchester facility.							
Purchase 79 Standard CNG Buses	Purchase Award	Mar-11 \$50.9M	Jun-11 (A) \$42.5M				
The procurement package was rescheduled from the Feb. 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.							
Fueling Lane and Bus Washer (La Guardia)	Construction	Mar-11 \$6.7M	Jul-11 (A) \$2.4M				
Award delayed due to potential issues with the low bidder. The bid was lower-than-budget.							

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

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

Project	Commitment	Goal	Forecast
15 All-Agency Budget only variances (1 new this month)			
New York City Transit			
Bus Purchases			
Purchase 328 Articulated Buses	Purchase Award	Jul-11	Jun-11 (A)
		\$284.4M	\$251.9M
Project cost decrease due to improved market conditions and exclusion of the bus cameras (planned to be awarded separately).			
Long Island Rail Road			
Bridges			
Construct 3 Montauk Branch Bridges	Construction	Oct-11	Sep-11 (A)
		\$25.0M	\$19.0M
Revised estimate at completion reflects favorable bid.			
Queens Blvd. Bridge (New Item)	Construction	Oct-11	Oct-11 (A)
		\$22.1M	\$11.3M
Lower actual result was due to favorable bidding.			
MTA Capital Construction			
7 West Extension			
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.			
Systems, Finishes, and Core & Shell of Site A Vent Building	Construction	Jun-11	Aug-11 (A)
		\$586.2M	\$517.3M
To ensure the most competitive bidding, MTACC changed the bid opening date from March to June as requested by prospective bidders. Actual / Forecast reflects contract value and some support costs, but excludes contract contingency and remaining support costs which will be added once funding becomes available from a few funding agreement with the City and Hudson Yards Development Corporation.			

Project	Commitment	Goal	Forecast
MTA Bus			
Bus Company Projects			
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	Construction	May-11	May-11 (A)
		\$5.3M	\$4.0M
Estimate at Completion reduced due to favorable bids.			
Bridges & Tunnels			
Bronx-Whitestone Bridge			
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	Construction	May-11	Jul-11 (A)
		\$240.0M	\$114.0M
Favorable variance due mainly to pre-award mitigations made by the agency, a lowbid and lower-than-estimated commodity prices. Date changed to accommodate related NYC Department of Parks & Recreation mitigation work.			
RFK Bridge			
Deck Replacement - Bronx/Manhattan Ramps and Toll Plaza Utility Relocation	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 mainly to the favorable market and low bid.			

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

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

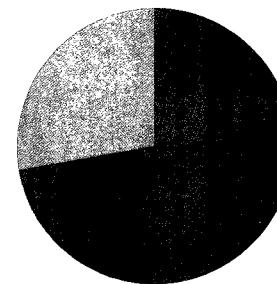
Project	Commitment	Goal	Forecast
Bridges & Tunnels (continued)			
<i>Throgs Neck Bridge</i>			
Suspended Span Repairs	Construction	Jun-11	Jun-11 (A)
		\$46.6M	\$21.2M
Low bid reflects a continuing favorable bid market.			
Rehabilitate Orthotropic Deck Phase B	Construction	Aug-11	Jul-11 (A)
		\$40.0M	\$14.9M
Low bid reflects a continuing favorable bid market.			
Paint Bronx and Queens Approach Spans	Painting Contract	Aug-11	Jul-11 (A)
		\$50.0M	\$34.8M
Low bid reflects a continuing favorable bid market.			
<i>Verrazano Bridge</i>			
Toll Plaza - East and West Bound Ramp Improvements	Construction Admin.	Jul-11	Jul-11 (A)
		\$7.2M	\$5.0M
Reflects a continuing favorable bid market.			
Toll Plaza - East and West Bound Ramp Improvements	Construction	Jul-11	Sep-11 (A)
		\$83.0M	\$52.4M
Reflects a continuing favorable bid market.			

Capital Projects – Major Completions – October 2011

Through the end of October, MTA agencies were on or close to goal for 26 of 36 major anticipated completions. There have been 2 recent completion delays beyond 2 months of goal. All delays are discussed on the following page.

To date, agencies completed \$1,442 million in capital projects which is \$373 million less than goal partly due to delays at NYCT (\$255 million). By year-end, agencies are on track to complete \$3.5 billion (85%) of the 2011 Annual Goal of \$4.1 billion.

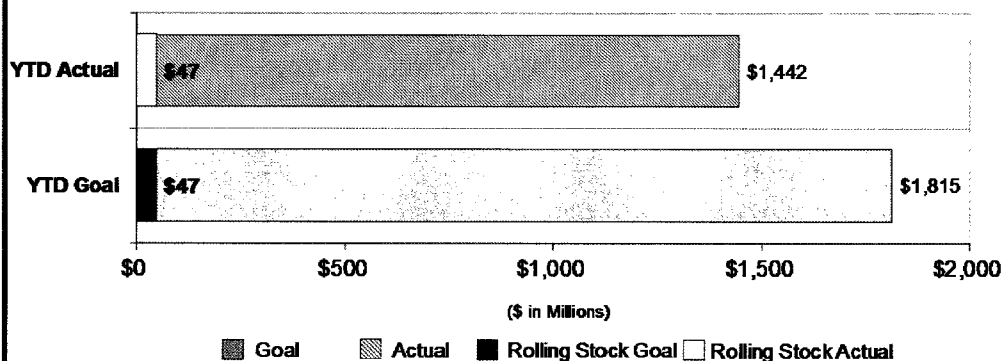
Year-to-Date Major Completions



	Year-to-Date Change		
Green = Completions made within 2 months of Goal	26	72%	-
Red = Completions delayed beyond 2 months of Goal	10	28%	↑ 2
	36	100%	

Budget Analysis

2011 Annual Goal	\$4,081	
2011 Annual Forecast	85%	of Annual Goal
YTD Goal	44%	
YTD Actual	35%	
Left to Complete	59%	(\$2,045)



Year-to-Date Agency Breakdown

	Prior month variance	
	RED	GREEN
New York City Transit	4	1
Long Island Rail Road	8	1
Metro-North Railroad	6	3
Bridges and Tunnels	1	0
Capital Construction Company	5	2
MTA Bus Company	1	3
MTA Police Department	1	0

Capital Projects – Major Completions – October 2011 – Schedule Variances

Project	Completion	Goal	Forecast
10 All-Agency Red Completions (2 new this month)			
New York City Transit			
<i>Stations</i>			
Rockaway Line Stations (3 Stations)	Construction	Sep-11 \$54.2M	Dec-11 \$54.2M
Delay due to Long Island Power Authority (LIPA) power turn-offs during the Summer due to higher demands for electric power. LIPA cable relocations, necessary for construction, has resumed at the end of September.			
Long Island Rail Road			
<i>Line Structures</i>			
Port Washington Branch Abutment & Walls	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			
<i>Track</i>			
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.			
<i>Grand Central Terminal</i>			
Vital Processor System (GCT)	Construction	Aug-11 \$6.5M	Dec-11 \$6.5M
Installation of HVAC units. Given to operational needs and difficulty getting track outage to perform work, the completion is delayed until December 2011.			
<i>Power</i>			
Substation Retrofit Harlem & Hudson - Tagging Relays	Construction	Aug-11 \$12.7M	Mar-12 \$12.7M
Deliveries and installation are now expected to be completed by March 2012. This is a result of certain MNR approved configuration changes and addition of indication relays.			

Project	Completion	Goal	Forecast
MTA Capital Construction			
<i>East Side Access</i>			
Harold Supervisory Control System	Construction	Sep-11 \$7.1M	Dec-12 \$8.1M
Delay due to the additional modification work and the late submittal of control lines which impacted the cut-over work. Budget increased to include additional sequential software modifications to the supervisory control system in support of construction and the purchase of additional servers.			
<i>Fulton Street Transit Center</i>			
Dey St. Concourse & R Underpass (New Item)	Construction	Sep-11 \$26.2M	Jul-12 \$26.2M
At rebaseline, MTACC forecasted November 2012 completion. With the implementation of new passenger information technology and other enhancements, MTACC will complete the contract later than anticipated, but still in time to meet the customer benefit milestone.			
MTA Bus			
<i>Bus Company Projects</i>			
Power Upgrade- LaGuardia	Construction	May-11 \$2.1M	Aug-11 (A) \$2.3M
Project completion pushed back due to additional work that will be needed for this project. A previous indication of a 2012 completion was an error.			
New Roof and Ventilation System - LaGuardia	Construction	Jul-11 \$7.0M	Jan-12 \$7.0M
Project originally delayed because contractor installed heat recovery units with incorrect dimensions. Additional recent delay due to unanticipated asbestos condition.			
New Roof and Vent System at Far Rockaway (New Item)	Construction	Oct-11 \$6.9M	May-12 \$6.9M
Delay due to unanticipated field conditions. Roof panels have deteriorated and must be replaced.			

Capital Projects – Major Completions – October 2011 – Budget* Variances

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

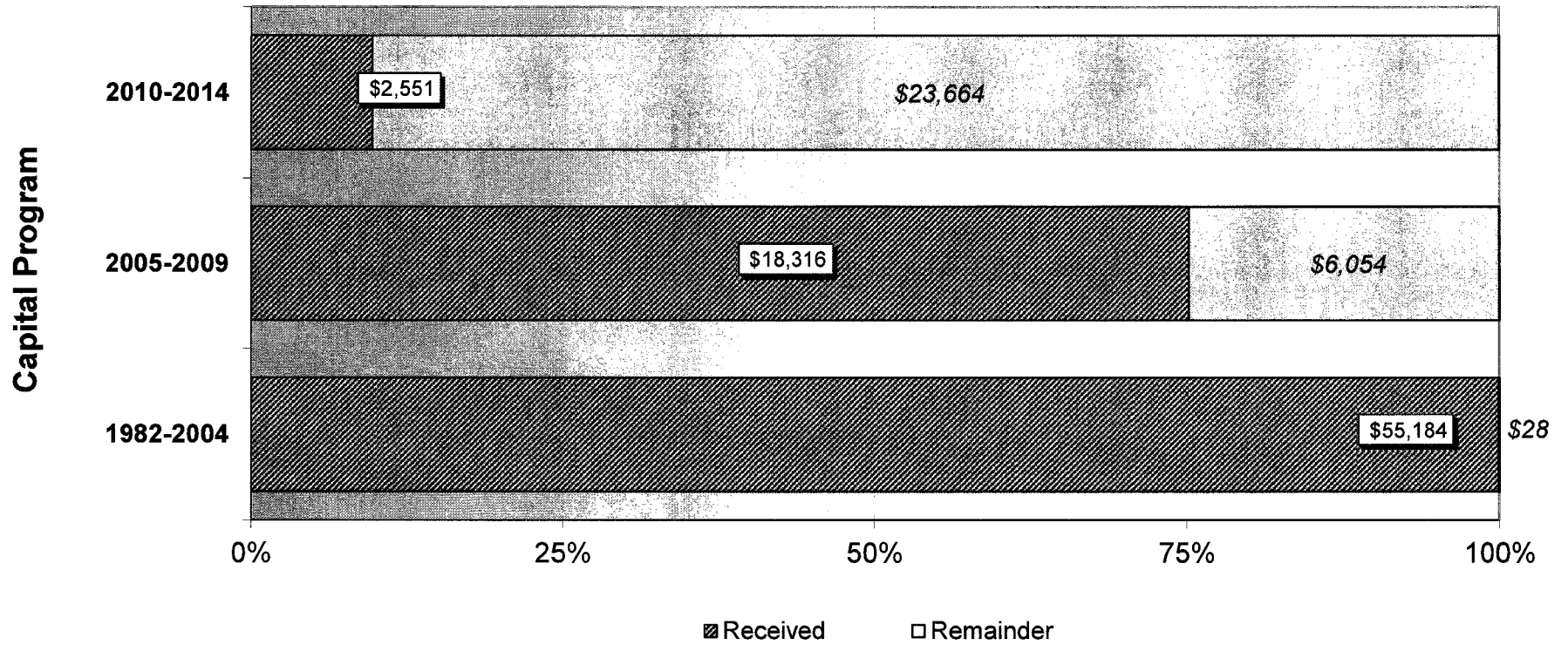
Project	Completion	Goal	Forecast
3 All-Agency Budget only variances (0 new this month)			
<i>Long Island Rail Road</i>			
<i>Track</i>			
ACL Direct Fixation Replacement	Construction	May-11 \$61.5M	May-11 (A) \$53.5M
Revised EAC to reflect estimated final costs of project.			
2010 Annual Track Program	Construction	Jun-11 \$62.4M	Jun-11 (A) \$57.4M
Revised EAC to reflect estimated final costs of project.			
MTA Capital Construction			
<i>Fulton Street Transit Center</i>			
R Southbound Platform	Construction	Sep-11 \$17.0M	Sep-11 (A) \$18.9M
Increase due to additional work including a new staircase to be constructed at the Brookfield Entrance.			

Status of MTA Capital Program Funding



Capital Funding (October 31, 2011)

\$ in millions



Capital Funding Detail (October 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			
Current	Receipts thru September	This month	Received to date	
\$5,207	\$5,190	-	\$5,190	
3,286	1,483	-	1,483	
336	222	-	222	
7	7	-	7	
654	654	-	654	
405	405	-	405	
2,133	1,260	41	1,301	
152	132	11	143	
1,040	370	-	370	
1,450	480	-	480	
3,243	3,039	-	3,039	
1,262	1,049	-	1,049	
5,078	3,785	100	3,885	
117	88	-	88	
Total	\$24,370	\$152	\$18,316	

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 September	This month	Received to date
	\$6,415	\$1,075	-	\$1,075
	435	43	-	43
	225	52	-	52
	500	180	-	180
	210	34	-	34
	6,070	145	80	225
	2,453	940	-	940
	343	0	1	1
	9,564	-	-	1
Total	\$26,215	\$2,469	\$81	\$2,551