



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

May 2012

Committee Members

J. Lhota, Chair

A. Saul

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

May 21, 2012 – 2:00 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

<u>AGENDA ITEMS</u>	<u>Page</u>
PUBLIC COMMENTS PERIOD	TAB 1
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2. COMMITTEE WORK PLAN	1 - 5
3. CAPITAL CONSTRUCTION COMPANY	TAB 2
• Report on East Side Access to be distributed at CPOC meeting	
• Progress Report on Fulton Street Transit Center	2 - 1
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• Commitments/Completions & Funding	

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
April 23, 2012
New York, New York
2:00 P.M.

MTA CPOC members present:

Hon. Joseph J. Lhota, Chairman
Hon. James Blair
Hon. Fernando Ferrer
Hon. Susan Metzger
Hon. Charles Moerdler
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Alan Capelli
Hon. Mark Lebow
Hon. Mark Page
Hon. Andrew Saul
Hon. Vincent Tessitore, Jr.

MTA Board members present:

Hon. Andrew Albert
Hon. Robert Bickford

MTA staff present:

Steve Berrang
Michael Garner
Amil Patel
Ron Saporita

NYCT staff present:

Sonia Jaising
John O'Grady
Fred Smith

McKissack + Delcan staff present:

Joe DeVito
Peter Harrison

* * *

Chairman Lhota called the April 23, 2012 meeting of the Capital Program Oversight Committee to order at 2:00 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on March 26, 2012.

Committee Work Plan

Mr. Ron Saporita stated that the NYCT projects will be moved from May to July 2012 to ensure adequate time for discussion of the Risk Assessments for the mega-projects, including East Side Access. The Chairman welcomed FTA's interest in these Risk Assessments.

NYCT Report on Mother Clara Hale Depot

Ms. Sonia Jaising provided an update on the design and construction of the Mother Clara Hale Depot. The project was awarded on November 2, 2010 with an original substantial completion date of July 2013. A current schedule projects the completion date for August 2013. The \$214M contract is a design-build and is currently within budget. The prime contractor is Silverite with consultants STV and CCM Shaw Environmental. The facility will be constructed in 3 sections or buildings; Building A, Building B and Building C. A number of construction milestones will occur in the next 180 days including the roof concrete pour for Building A and completing the structural steel installation for Building C. Prior to award, a Risk Assessment was performed and many of the risks and mitigation strategies were incorporated into the project. The team works closely to address these identified risks and mitigation strategies. As examples, scope changes are elevated to senior management to expedite the review and approval process. The community is involved in the project through monthly Task Force meetings. The project is exceeding its MBE/WBE goals. A commissioning Plan was approved in January 2012 and monthly commissioning meetings are occurring. Construction phasing is very important. The team identified all project stakeholders and is successfully working with DOT and Con Edison to receive necessary approvals/permits to facilitate construction. Construction milestones have been met, except for a minor, one-month delay with the building enclosure that occurred in December 2012 instead of November 2012.

The IEC concurs with the revised schedule for a substantial completion date of August 2013. However, the IEC recommends that NYCT examine its revised schedule in more detail to confirm the viability of the new substantial completion date. The IEC will continue to monitor all monthly updated schedules for adherence to NYCT's August 2013 date. The project is essentially on budget, with the Estimate at Construction (EAC) and contingency at the same level as reported to CPOC in October 2011. Board discussion focused on using best practices for the construction of this facility.

MTA Rolling Stock Capital Investment Strategy

Mr. Steve Berrang provided an update on Phase 2 of the MTA's Capital Investment Strategy for rolling stock procurements – which is part of a larger effort to achieve savings in the 10-14 Capital Plan. The 3-phase Capital Investment Strategy was designed to develop and implement strategies for rolling stock procurement savings. Oliver Wyman was retained to assist the MTA to identify these savings. The first phase was designed as an information gathering exercise to identify areas of opportunity for quick wins and enabling activities for future phases of work. The second phase undertook the previously identified quick wins and any enabling activities for future quick wins. Within Phase 2, the team focused on the R179, R188 and R211 subway procurements, CNG and Express bus procurements and lastly, the M-9 procurement. Key initiatives were a focus on “enabling” future savings for the rolling stock procurements and an active involvement and support of the negotiation process for the Bus procurements. The Bus procurement support achieved an expected savings of approximately \$7.4M compared to budget. Anticipated savings were obtained from assistance during the negotiations and the Best and Final Offer (BAFO) completed in November for the CNG buses and the recommendation to lower the number of buses procured for the Express bus procurement. In addition, Life Cycle cost models were developed to be used as analytical tools in various rolling stock procurements and to promote savings in future procurements. Proposals for Phase 3 include the development of new

generation car requirements, R179 post-award product cost down, life-cycle cost model extensions for both bus and subway fleets, test fleet evaluation, pre-award product cost down and procurement support for the diesel and articulated bus procurements and M-9 procurement and negotiation support. It was acknowledged that the agencies have internalized good practices and lessons learned from Phase 2 to obtain procurement savings and will carry the initiative forward using their own resources, including the IEC and/or targeted third party support. Oliver Wyman will not be involved in these efforts. Going forward, the agency will report to CPOC on the savings progress. Board discussion focused on the need to increase competition and whether Oliver Wyman generated additional manufacturer interest. It was noted that the pool of bidders increased with Oliver Wyman's involvement.

Quarterly Update on M/W/DBE Participation

Michael Garner presented the status of the January thru March 2012 M/W/DBE goals. The federal DBE goal is 17%. The MTA fell short of its DBE goal in the first quarter, attaining 10.1% DBE participation. This can be largely attributed to the letting of a signal project that offered limited opportunities for DBE participation due to its specialized nature. Each of the state MBE and WBE goals are 10%. The MTA has exceeded its state goals with a rate of 12.7% and 13.9% respectively. Mr. Garner noted that much of the success was due to the MTA's launching of the Small Business Mentoring Program (SBMP) and that the eventual launching of the Small Business Federal Program (SBFP) will do much to assist the MTA in meeting its federal goals. Board discussion focused on the need to continue to de-bundle large projects to create opportunities for small and disadvantaged business firms to serve as prime contractors. It was noted by the Board that hard work and perseverance led to the creation of the SBMP and that the same could be expected for the launching of the Federal Program.

Update on MTA Small Business Mentoring Program

Michael Garner and Amil Patel provided an update on the MTA's SBMP. The MTA is on target to meet its first and second year cumulative project commitment goals of \$25M. In addition, most of the performance metrics including payments to contractors for work performed, requests for information and close-outs are meeting or besting performance standards. One area requiring improvement is the processing of change orders. The SBMP projects are located throughout the MTA service area. One-hundred and fifty-two firms have been prequalified as of April 15th. A special effort will be made to recruit firms in Putnam County as well as New Jersey and Connecticut. SBMP Best Practices include the active use of the risk management process and the use of Constructware Project Management software. Four loans have been approved; with one loan being paid. Two loan applications are pending. The training program has been deemed successful by the 82 firms participating. The training program provided these firms with the necessary skills to deliver the MTA's projects on time, within budget and safely. The discussion concluded with a video-tape of an outreach effort in San Juan designed to facilitate more small business opportunities. The White House expressed its support of this outreach effort and will replicate it nationally. Mr. Fernando Ferrer was acknowledged for his efforts that allowed for this opportunity.

Capital Program Commitments and Completions

Mr. Berrang directed the Board Members to the MTA's Capital Program Commitments and Completions section of the Committee Book. He noted that he was available to respond to any questions.

Chairman Lhota stated that Ms. Kleinbaum will be retiring at the end of May and that Mr. Hillary Ring was appointed Senior Director of Capital Programs. Mr. Ring was enthusiastically welcomed by CPOC members.

Adjournment

Upon motion duly made and seconded, Chairman Lhota adjourned the April 23, 2012 CPOC meeting at 2:40 P.M.

Respectfully submitted,
Iris Berman
Office of Construction Oversight



2012-2013 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

June 2012

Risk-Based Monitoring

- 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 Stations Program
- West End Line Stations Risk Assessment
- 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 Risk Assessments
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

➤ October 2012

➤ *Risk-Based Monitoring*

- LIRR/MNR PTC Risk Assessment
- 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

November 2012

Annual Review of CPOC Charter

Risk-Based Monitoring

- NYC Transit Report on Mother Clara Hale Depot
- Culver Line Viaduct Risk Assessment
- Red Light project follow-up reports (if needed)

December 2012

Risk-Based Monitoring

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

January 2013

Risk-Based Monitoring

- B&T Update
- LIRR ESA Readiness Projects
- Red Light project follow-up reports (if needed)

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

February 2013

Risk-Based Monitoring

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

March 2013

Risk-Based Monitoring

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

April 2013

Risk-Based Monitoring

- LIRR/MNR Update on AVPN
- Red Light project follow-up reports (if needed)

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

May 2013

Risk-Based Monitoring

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

Fulton Center

Project Overview

Overall Status (as per 2009 Re-Baseline Plan)

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

2-1

Highlights

Progress

- Continue installation of Fulton Center curtain wall; expected completion Sept 2012
- Delivery of Corbin Building escalators
- Complete installation of two elevators (out of 19 total) for 4/5 Fulton Street Station

90 Day Look Ahead

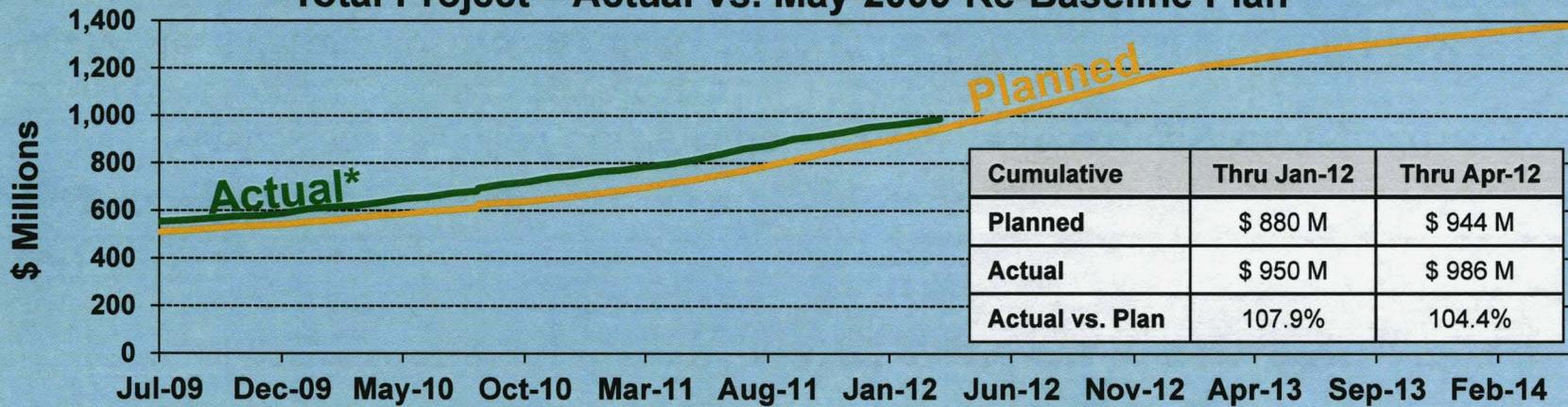
- Meet customer benefit milestones for 4/5 Fulton St Station Rehab & Dey St Head House
- Meet customer benefit milestone for Dey St Concourse, which is ahead of schedule

Fulton Center

Cost & Schedule Performance

2-2

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



* Actual represents expended; does not include retainage.

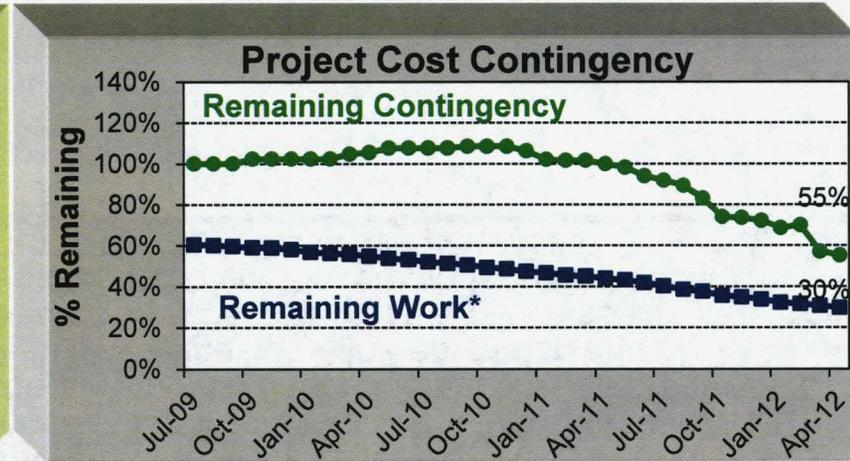
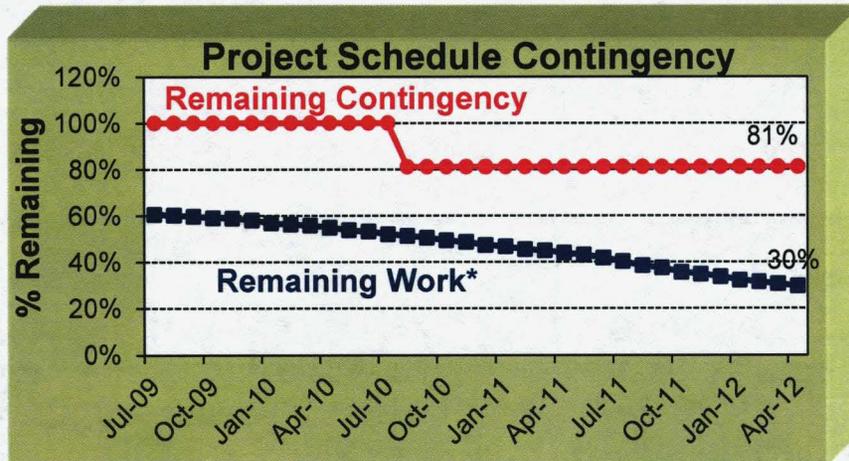
3rd Party Construction – Actual vs. May-2009 Re-Baseline Plan



* Actual represents expended; does not include retainage.

Fulton Center

Cost & Schedule Contingency Status



2 - 3

* 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

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

- May 2009 baseline budget contingency: \$124 million
- Current budget contingency is \$69 million, \$16 million less than last report (\$85 million). This decrease mainly reflects increased drawdown for enhancement work.
- Enhancement and retail development work (see issues) is estimated to cost \$35 million. Currently, \$24 million of this cost is reflected in the contingency drawdown.

Fulton Center

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Design/Construction: Enhance public experience and fully integrate new and emerging technology in the Fulton Center Complex	Directive Given to Contractors; Negotiations and Board Approval Ongoing	<p>Issue: Timely negotiations of Enhancement change orders.</p> <p>Impact: Delay in negotiations could reduce the schedule contingency and might delay the project overall schedule.</p> <p>Mitigation: MTACC has directed the contractor to proceed on critical Enhancement work to mitigate schedule impact. Enhancement change orders were approved by the board in Feb, March and April. Negotiations continue and we will be seeking additional Board approval for the remainder of Enhancement change orders in the coming months.</p>

2 - 4

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.

Fulton Center Progressive Roll-out of Customer Benefits

Benefit	Status	Completion 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)		May			
New Fulton A/C to 4/5 Connection	√ (Oct-11)		Aug			
Southbound Platform R Cortlandt	√ (Sep-11)		Sep			
4/5 Fulton St Station Rehab	● Green			Jul		
New Dey St Entrance to 4/5 Fulton	● Green			Jul		
Dey Street Concourse	● Green			Nov		
New Escalator to John Street	● Green			Nov		
Corbin Restoration & First FI Retail	● Green			Dec		
A/C Mezzanine	● Green				Mar	
Fulton Center Building	● Green					Jun

2-5

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

IEC's Supplementary Report: Fulton Street Transit Center

Schedule Performance: MTACC reports that the Project's Schedule Contingency is 146 days the same as last reported in the February 2012 report. The IEC agrees with MTACC's schedule contingency and their statement that the project is on schedule to meet the proposed completion date of June 2014.

Budget Performance: MTACC reports that the Project's Budget Contingency is \$69M, a decrease of \$16M since their last report in February 2012. The IEC agrees with MTACC's contingency assessment and their statement that the project is on budget.

Critical Milestones and Issues: MTACC reports that the continued timely negotiations on the Enhancement change orders remains a critical issue to the timely completion of the project. The IEC agrees with MTACC that the progressing of the negotiations and the issuance of the Enhancement change orders remains a critical issue.

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.

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

2-7

Highlights

Progress

- MTACC received 7 bids for the 96th St Station Finishes Contract on April 24, and the apparent low bidder was E. E. Cruz/Tully with a bid amount of \$324,600,000 (\$73 M below budget)
- Began east side slurry wall and Entrances #1 and #2 (both at 94th Street) of the 96th St Station
- Achieved Substantial Completion of the TBM Tunnels Contract
- Began controlled blasting operations at 86th St Station Cavern

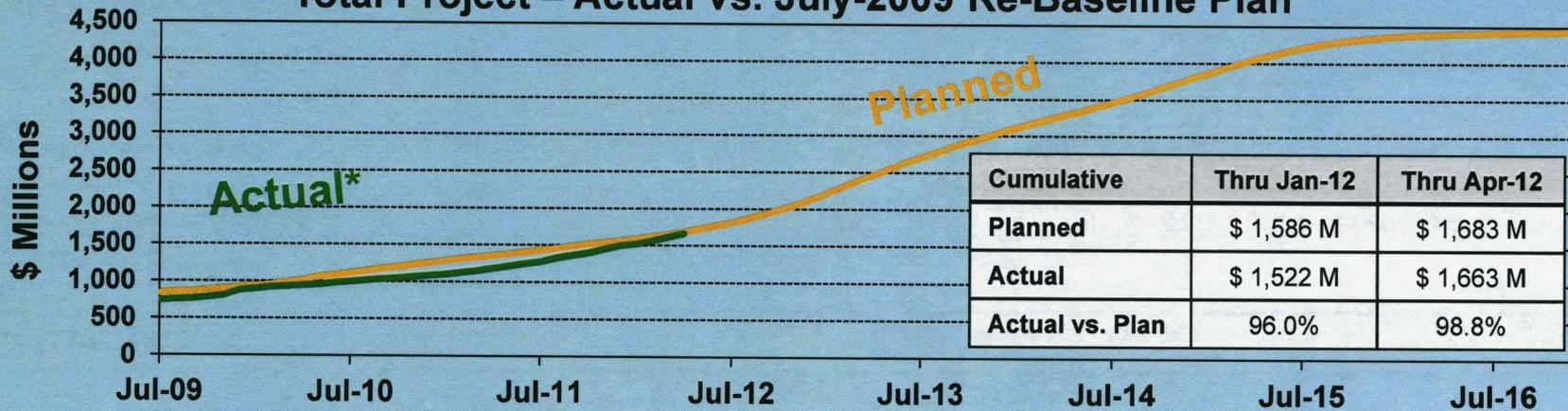
90 Day Look Ahead

- Complete muck conveyance systems at both shafts for the 86th St Station Contract
- Complete all cavern blasting for the 72nd St Station Contract
- Continue controlled blasting at 72nd St Ancillary and at 69th St Ancillary for 72nd St Station Contract
- Complete slurry wall panels at Entrances #1 and #2 (both at 93rd Street) for the 96th St Station Contract
- Complete secant piles at 93rd St Ancillary for 96th St Station Contract

Cost & Schedule Performance

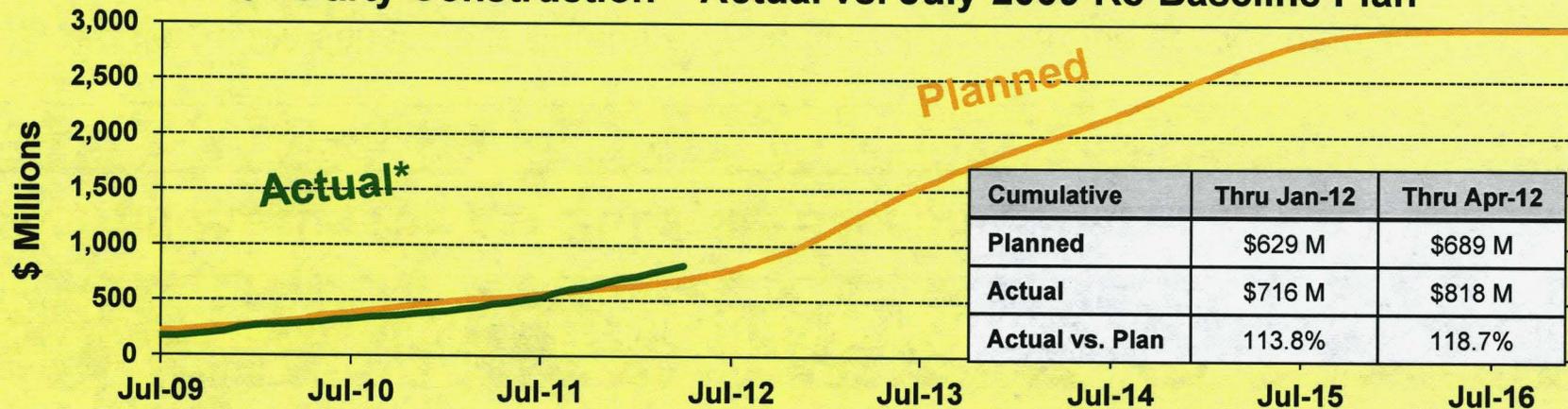
2-8

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



* Actual represents expended; does not include retainage.

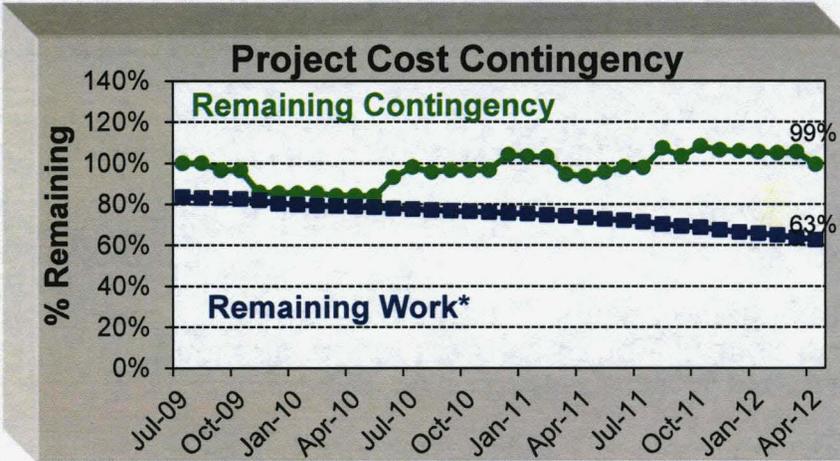
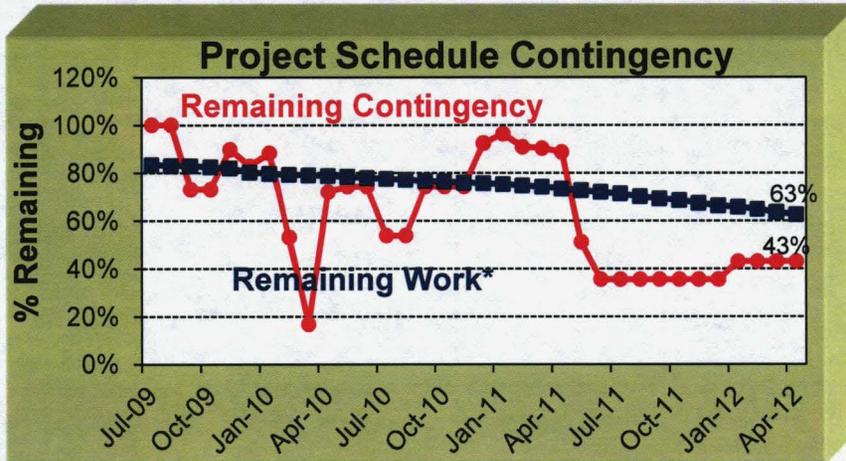
3rd Party Construction – Actual vs. July-2009 Re-Baseline Plan



* Actual represents expended; does not include retainage.

Cost & Schedule Contingency Status

6-2



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

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

- July 2009 baseline schedule contingency: 186 days
- Current schedule contingency is 80 days, the same as last reported
- Project has initiated a schedule recovery effort, with a target of restoring an additional 40 to 60 days of schedule contingency. The effort will focus on:
 - 86th St Station Cavern contract
 - Future 72nd and 86th Street Finishes contracts
 - Systems contract-Integrated Testing

- July 2009 baseline budget contingency: \$322 million
 - Did not include \$189 million in design development contingency (AFI)
- Remaining budget contingency is \$ 319 million, a decrease of \$ 20 million since last reported (\$ 339 million). \$18 million is due to an allowance increase for trucking and disposal of spoils on 96th St Station.
 - Does not include \$43 million in remaining design development contingency (AFI) for not-yet-awarded contracts. Does not reflect apparent low bid for 96th St Finishes Contract, as it is not yet awarded.

Critical Milestones and Issues

2-10

Status	Activity	Date Needed	Issues
 Red	86th Street Station Cavern Schedule (Contract 5B)	Mitigation Ongoing	<p>Issue: The 86th St Station Structures contract includes critical path work for the overall project.</p> <p>Impact: Delay in award has resulted in the loss of four months of project schedule contingency.</p> <p>Mitigation: The Contractor has started blasting ahead of schedule (April instead of June). MTACC and Contractor are developing a mitigation plan to recover additional days, the early blasting is part of this plan.</p>
 Red	Blasting for Excavation at 86th Street Cavern (Contract 5B)	Mitigation Ongoing	<p>Issue: Community complaints about the noise and vibration from late night blasting at 72nd St have resulted in limiting blasting to 7pm each day throughout the project.</p> <p>Impact: Possible cost impact and schedule delay of critical path.</p> <p>Mitigation: Initial discussions are underway with the contractor to identify measures to mitigate cost and schedule delay.</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.

Critical Milestones and Issues

2-11

Status	Activity	Date Needed	Issues
 Yellow	Demolition/ Excavation of Entrance #1 (at 69 th Street) of 72 nd St. Station is currently delayed (Contract 4B)	Mitigation ongoing	<p>Issue: Building owner needs to approve utility relocation design and grant access to areas beyond easements by agreement to complete the work.</p> <p>Impact: Possible delay for Contract 4B completion; however, contract not on project critical path.</p> <p>Mitigation: Project meets regularly with the building owner and consultants to resolve the issues.</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.

Critical Milestones and Issues

2-12

Status	Activity	Date Needed	Issues
 Green	Dust/Smoke Construction Impacts at 72nd St (Contract 4B)	Mitigation ongoing	<p>Issue: Blasting for the 72nd Street Cavern has resulted in community concerns related to air quality (dust and smoke).</p> <p>Impact: MTACC suspended blasting for the week of November 28 to implement additional mitigations. Restrictions related to blasting activities may impact cost and schedule of contract.</p> <p>Mitigation: In January 26 presentation of the Air Quality Study findings to Community Board 8, MTACC reported that SAS construction poses no threat to public health, resolving the issue. Project is implementing the Air Quality Report recommendations. MTACC is posting air monitoring results on MTA website for public information.</p>
 Green	Noise/Vibration Construction Impacts at 72nd St (Contract 4B)	Mitigation ongoing	<p>Issue: Overnight drilling for the 72nd Street Cavern has resulted in community concerns related to noise and vibration.</p> <p>Impact: May impact contract cost and schedule.</p> <p>Mitigation: MTACC is working with contractor to re-sequence work to avoid as much overnight drilling as possible.</p>

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Litigation 86th Street Station (Contract 5B/5C)	Resolved	<p>Issue: Yorkshire Tower residents have initiated a lawsuit against the project, claiming the entrance planned for 86th Street violates the Environmental Assessment (EA) that was completed on October 29, 2009.</p> <p>Impact: If successful, this action could delay Entrance# 2 work on 86th Street Cavern contract and the overall project.</p> <p>Mitigation: On April 27, 2012, plaintiff withdrew appeal.</p>

2-13

IEC's Supplementary Report: Second Avenue Subway

Schedule Performance: MTACC reports that the Project's Schedule Contingency is 80 days, no change since last reported in February 2012. The IEC has completed an independent analysis and does not agree with MTACC's schedule contingency. The IEC is concerned that the schedule contingency has been reduced due to overly aggressive compression of future station finish and equipment installation work. MTACC is now re-assessing critical assumptions for the sequencing of future station finish work.

Budget Performance: MTACC reports that the Project's Budget Contingency is \$319M, a decrease of \$20M since their last report in February 2012. The IEC agrees with MTACC's contingency assessment and their statement that the project is on budget.

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.

Follow-up on IEC Recommendations for December 2011:

Recommendation	Agency Action	Status
<p>Re-assess significant risks of delay to project completion posed by the recent compression of station construction and equipment installation activities in the 86th St Station cavern and by the addition of pre-revenue activities.</p>	<p>Risks of delay to project completion from the 86th Street Station cavern contract are part of a three element "Schedule Recovery Task Force". First, the Project accepted the cavern contractor's baseline schedule on March 1, 2012. Project has been holding formal mitigation meetings with the cavern contractor to jointly develop schedule mitigation plans; initial findings are expected first week of May. Second, station construction and equipment installation activities in the follow-on contracts are being reviewed for schedule recovery opportunities. Third, System's Contractor's baseline schedule is expected to be submitted the first week in May; when accepted, the Project will commence schedule recovery meetings with this contractor as well.</p>	<p>OPEN</p>

MTA Capital Program Commitments & Completions

through

April 30, 2012

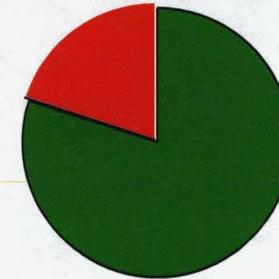
3 - 1

Capital Projects – Major Commitments – April 2012

Through April, MTA agencies planned a total of 14 major commitments, of which 11 are on or close to goal. In addition, one commitment planned for May occurred 1 month early. The East Side Access project has committed \$61 million year to date which was not in the original MTA goal but has since been added to both the goal and actuals. Since last month, two new major commitments were made on time or early and two more are forecast to be achieved within two months of goal. All delays are discussed on the following page.

To date, agencies have committed \$1,414 million for projects that were budgeted for \$1,502 million, saving \$88 million. The main difference between the YTD Goal and the YTD Budget is a 2 month delay in the award of NYCT's 300 'B' Division Subway Car Purchase. By year-end, Agencies forecast committing the full value of the \$6.2 billion annual goal.

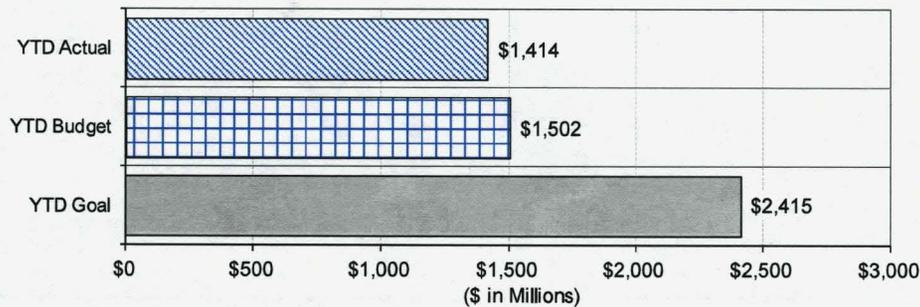
Year-to-Date Major Commitments



		Change from Prior Month	
GREEN = Commitments made/forecast within 2 months of Goal	12	80%	↑ 4
YELLOW = Commitments delayed beyond 2 months of Goal (already made)	0	-	-
RED = Commitments delayed beyond 2 months of Goal (not yet made)	3	20%	-
	15	100%	↑ 4

Budget Analysis

2012 Annual Goal	\$6,168	
2012 Annual Forecast	99%	of Annual Goal
Left to Complete	77%	(\$4,685)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – April 2012– Schedule Variances
Actuals Results Shaded

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
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3 All-Agency Red Commitments (0 new this month)
NYCT
Track

Project	Commitment	Goal	Forecast
2012 Track & Switch Program (27 Projects)- 1st Quarter	Construction Award	Feb-12 \$27.2M	Jun-12 \$30.6M

The majority of Track & Switch projects (24 projects representing \$219M out of a goal of \$246M) were committed in the first quarter. 3 projects were rescheduled to the 2nd quarter due to track scheduling conflicts that include GOs which were cancelled by another contract resulting in losing piggybacking opportunities. The value for these delayed projects is now forecast to be \$30.6M. The continuous welded rail value increased to \$9.1M from \$5.7M.

MTA Bus
MTA Bus Projects

Project	Commitment	Goal	Forecast
Fuel Tanks and Bus Wash: Eastchester Depot	Construction Award	Jan-12 \$12.5M	Dec-12 \$12.9M

Project delayed due to additional addendums required as a result of bidder questions and also due to lease issues.

Project	Commitment	Goal	Forecast
Emergency Generators: 6 Depots	Construction Award	Mar-12 \$7.7M	Jun-12 \$7.7M

Project slipped because the installation was switched from in-house forces to an outside contractor.

Capital Projects – Major Commitments – April 2012 – Budget Only* Variances

Actuals Results Shaded

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

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
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4 All-Agency Budget only variance (1 new this month)

NYCT

Signals & Communications

VHF Radio System Upgrade	Construction Award	Feb-12	Feb-12 (A)
		\$210.7M	\$197.4M

The project was awarded in February.

Subway Cars

300 'B' Division Subway Car Purchase	Purchase Award	Mar-12	May-12
		\$637.8M	\$729.2M

The MTA Board approved the award of the R34179 contract to Bombardier Transit Corporation at the March 2012 Board meeting. Subsequently a protest was received from ALSKAW. Award of the R34179 is on hold pending resolution of the protest.

LIRR

Line Structures

ERT Tunnel Rehabilitation		Mar-12	Mar-12 (A)
		\$25.0M	\$9.2M

The LIRR committed less than was originally planned. \$9.2M represents the 2012 portion of the overall project, the remaining portion will be committed in future years.

Bridge Program (New Item)		Apr-12	Apr-12 (A)
		\$14.6M	\$6.9M

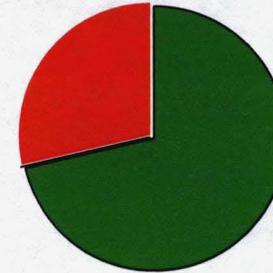
Funding provided was limited to the current year's work effort.

Capital Projects – Major Completions – April 2012

Through April, MTA agencies had 18 planned major completions. Of these, 12 are on or close to Goal while 6 are delayed beyond 2 months of Goal. In addition, 3 major completions planned for May and June occurred early. Since last month, 3 new major completions were made on time and there are 3 new delays. All delays are explained on the following page.

To date, agencies have completed \$2,713 million in capital projects versus a goal of \$1,937 million. The greater-than-goal result is primarily due to the early completion of MTA CC's #7 Line Extension Running Tunnels and Station Structures project which had a May Goal for completion.

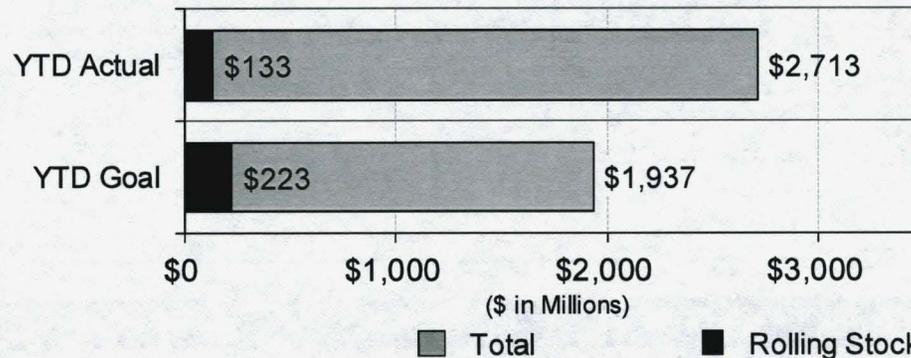
Year-to-Date Major Completions



	Count	Percentage	Change from Prior Month
GREEN = Completions made/forecast within 2 months of Goal	15	71%	↑ 4
YELLOW = Completions delayed beyond 2 months of Goal (already made)	0	-	-
RED = Completions delayed beyond 2 months of Goal (not yet made)	6	29%	↑ 3
Total	21	100%	↑ 7

Budget Analysis

2012 Annual Goal \$5,827
 2012 Annual Forecast 99% of Annual Goal
 Left to Complete 53% (\$3,054)



Year-to-Date Agency Breakdown

Agency	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
8	+ 2 GREEN	---	+ 2 RED
Long Island Rail Road			
2	+ 1 GREEN	---	---
Metro-North Railroad			
11	---	---	---
Bridges and Tunnels			
1	---	---	---
Capital Construction Company			
2	+ 1 GREEN	---	---
MTA Bus Company			
11	---	---	+ 1 RED
MTA Police Department			
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Capital Projects – Major Completions – April 2012 – Schedule Variances

Actual Results Shaded

Project	Completion	Goal	Forecast
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6 All-Agency Red Completions (3 new this month)

NYCT

Stations

Rockaway Line Stations (3 Stations)	Construction Award	Feb-12 \$54.2M	May-12 \$57.4M
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Additional delay is due to subcontractor work for repairing the spalled concrete on the underside of the structure. The work is weather-dependent once the subcontractor is mobilized at the site. Prior delays due to an adjacent property owner who stopped giving NYCT and its contractor the use of portion of his parking lot to access the platform canopy.

West End Line Stations (5 Stations) (<i>New Item</i>)	Construction Award	Apr-12 \$100.2M	Jul-12 \$99.3M
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Additional delay due to unforeseen deteriorated beams at Fort Hamilton Parkway Stations. Prior delay was due to deteriorated structural framing members that were discovered after the removal of the concrete/wood slab at the 62nd St Station transfer-bridge. These steel members must be designed, fabricated and installed delaying completion of the project.

Bus Program

Purchase 90 Standard Diesel Buses - New Flyer Pilot	Procurement Award	Feb-12 \$46.2M	Aug-12 \$44.2M
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87 of the 90 bus order were accepted. 1 of the remaining 3 buses will be equipped with a different engine and is not scheduled for delivery until August.

Purchase 90 Standard Low-Floor CNG Buses (<i>New Item</i>)		Mar-12 \$46.M	Jun-12 \$46.3M
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Project delayed to June because of bus frame issues found in the last bus. The vendor continues testing the bus and expects to have it delivered by June.

MNR

Communication & Signals

Tagging Relays Harlem & Hudson Lines	Construction Award	Mar-12 \$12.7M	Sep-12 \$12.7M
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Fabricator delayed in delivery of three remaining Remote Terminal Units as a result of additional time needed for customization. The fabricator cannot meet its delivery schedule as a result of additional time required for configuration modifications of the remaining RTU's by the designer.

Project	Completion	Goal	Forecast
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MTA Bus

Communication & Signals

New Roof & Ventilation System at Baisley Park (<i>New Item</i>)	Construction Award	Apr-12 \$8.5M	Oct-12 \$8.5M
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MTA Bus is reviewing the lease agreement to see how it impacts work at the depot. Project is being delayed until review is complete and any issues are resolved.

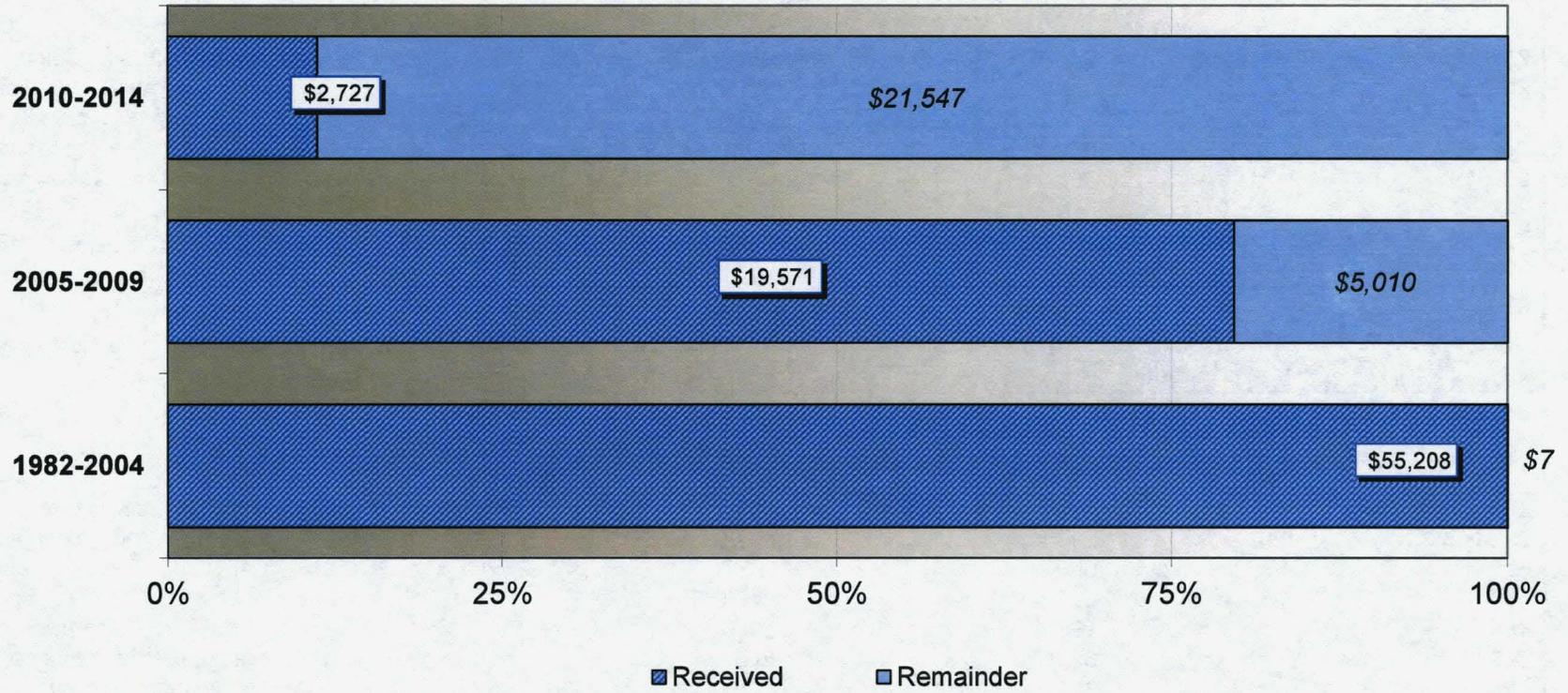
Status of MTA Capital Program Funding

3 - 8

Capital Funding (April 30, 2012)
\$ in millions

Capital Program

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Capital Funding Detail (April 30, 2012)

\$ in millions

2005-2009 Program

	Funding Plan	Receipts		
	Current	Receipts thru March	This month	Received to date
Federal Formula and Flexible Funds	\$5,207	\$5,191	-	\$5,191
Federal New Start	2,795	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	2,367	1,395	30	1,425
MTA Bus Federal and City Match	152	143	-	143
Asset Sales and Program Income	914	379	-	379
State Transportation Bond Act	1,450	881	-	881
MTA Bonds	3,243	3,039	-	3,039
B&T Bonds	1,284	1,049	-	1,049
Bonds from New Sources	5,569	4,607	(20)	4,587
Other (Including Operating to Capital)	198	107	-	107
Total	\$24,582	\$19,562	\$10	\$19,571

2010-2014 Program

	Funding Plan	Receipts		
	Current	Receipts thru March	This month	Received to date
Federal Formula, Flexible, Misc	\$5,783	\$1,667	7	\$1,673
Federal High Speed Rail	295	295	-	295
Federal Security	225	52	-	52
Federal RIFF Loan	2,200	-	-	-
City Capital Funds	762	180	-	180
State Assistance	770	0	-	-
MTA Bus Federal and City Match	167	-	-	-
MTA Bonds (Payroll Mobility Tax)	10,503	490	14	503
Other (Including Operating to Capital)	1,490	23	-	23
B&T Bonds	2,079	-	-	-
Total	\$24,274	\$2,707	\$20	\$2,727