



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

July 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

July 23, 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 - 4
3. NEW YORK CITY TRANSIT	TAB 2
Integrated Service Information and Management (ISIM): B Division	2 - 1
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**MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
June 25, 2012
New York, New York
2:00 P.M.**

MTA CPOC members present:

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

MTA CPOC members not present:

Hon. James Blair
Hon. Mark Lebow
Hon. Mark Page
Hon. Andrew Saul
Hon. Vincent Tessitore, Jr.

MTA Board members present:

Hon. Andrew Albert

MTA staff present:

Nuria Fernandez
Hilary Ring
Ron Saporita

B&T staff present:

Joe Ferrara
Joe Keane

* * *

Chairman Lhota called the June 25, 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 May 21, 2012.

Committee Work Plan

Hilary Ring stated that the presentation of All-Electronic Tolling has been postponed until early 2013, when both the results of the pilot project and the status of pending legislation will be known.

MTA Bridges and Tunnels Report on Verrazano-Narrows Bridge: Upper Level Deck Replacement Risk Assessment

Mr. James Ferrara and Mr. Joseph Keane provided an overview of the Risk Assessment for the Verrazano-Narrows Bridge (VNB) Upper Level Deck Replacement. The project is a multi-phase project with work already completed, including a feasibility study, utility relocation and full-scale laboratory testing of the planned orthotropic deck. The deck replacement itself is expected to be put out to bid third/fourth quarter of 2012. The construction of the new Bus/HOV ramp is planned for award in 2013. The ramps were designed to improve regional mobility by connecting with the existing Bus/HOV lanes on the Staten Island and Gowanus Expressways. B&T is working closely with NYSDOT to ensure that the project is closely integrated with ongoing improvements to the adjoining highway network.

The scope of work includes the replacement of the 1960's concrete grid deck with a new steel orthotropic deck, new drainage system, seismic wind performance and load rating upgrade, new sign structures and new LED roadway lighting on both levels. The upper level was designed to accommodate seven lanes of traffic with a new center Bus/HOV lane. Each of the six upper car lanes are 11'3" wide and the Bus/HOV lane is 12' wide. It was noted that HOV Lane widths are regulated by federal law.

The deck replacement work is valued at approximately \$300m and the overall project is approximately \$345m. Given the scale of this project, a Risk Assessment was undertaken to identify potential cost risks and mitigation strategies. At an 80% confidence level, the total project is expected to cost approximately \$381.1m without mitigations. The project team identified top risks and associated mitigation strategies to deliver the project within cost and schedule. In addition, "lessons learned" from prior projects were incorporated into the mitigation plan. Examples of the mitigation strategies include a commodity escalation clause that will allow for increases/decreases in steel purchases by the contractor given this commodity's volatility. In another instance, the contract contains an incentive/disincentive clause to ensure that the schedule is not negatively impacted by missed work during the critical seasonal periods.

A number of traffic management measures will be implemented during the 36-month 24/7 construction period to minimize disruption. For example, during the peak hour, 6 traffic lanes will be maintained. Most importantly, movable barriers will be used to optimize lane availability and there will be 4 construction stages to provide optimal work area access, while minimizing the impact to traffic.

Mr. Keane said that the project is in the procurement phase and identified a number of next steps prior to the construction award, including receipt and evaluation of bids, the application of the Risk Assessment methodology to determine the appropriate project contingency, contractor qualification hearing and recommendation of award following the bid analysis. In response to the timing of construction work, Mr. Keane noted that there was an approximate year of preparatory work including shop drawings, etc. and it was expected that construction would commence in 2014 and should be completed by 2017.

There was Board discussion on a number of topics including questions about the lane widths on other bridges and the wear surface being used on the VNB project. As examples of the former, Mr. Keane noted that the Throgs Neck lane width was 12' and the Henry Hudson was less than 11' wide, while the tunnels have 10'6" lanes. The Board was also informed that the schematic for the lane distribution was yet to be finalized, would be monitored and could be adjusted if needed. To the latter, B&T responded that a rubberized wear surface and a bonding agent applied over waterproofing were specified for this project citing its current use on the Throgs Neck Bridge. In response to another Board question, it was noted that trucks are currently excluded from the lower level, but this prohibition may change following further evaluation. It was noted that signage will be posted to advise motorists of construction. Furthermore, B&T is working closely with TRANSCOM and NYSDOT to manage the traffic flow. In addition a new app, just released for B&T, will advise motorists of real-time traffic conditions. Questions were raised on the level of community outreach. It was acknowledged that B&T was very proactive including agency contact with other transportation agencies, elected and community officials. Mr. Ferrara stated that there

will be improved mobility for bus travelers in particular due to ramp improvements that will avoid criss-crossing.

MTA Capital Program Commitments and Completions

Hilary Ring asked if there were any Board questions and there were no additional questions.

Adjournment

Upon motion duly made and seconded, Chairman Lhota adjourned the June 25, 2012 CPOC meeting at 2:55 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

August 2012

No CPOC

September 2012

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- SAS 96TH Street Station Risk Assessment
- 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)

Program Priorities

- Update on New Fare Payment System

December 2012

Risk-Based Monitoring

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

January 2013

Risk-Based Monitoring

- LIRR/MNR Update on AVPN
- LIRR ESA Support Projects (beyond FFGA scope)
 - In Sunnyside
 - LIRR Readiness
 - Rolling Stock Budget
- 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
 - VHF Radio
 - Flushing CBTC
- CBTC Risk Assessment
- Red Light project follow-up reports (if needed)

March 2013

Risk-Based Monitoring

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

April 2013

Risk-Based Monitoring

- B&T Update
- 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 Stations Program
- NYC Transit Report on Mother Clara Hale Depot
- Red Light project follow-up reports (if needed)

June 2013

Risk-Based Monitoring

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

July 2013

Risk-Based Monitoring

- LIRR/MNR Updates
- Red Light project follow-up reports (if needed)

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation
- Annual Report on Small Business Programs

Integrated Service Information and Management: B Division

2-1

Capital Program Oversight Committee

July 23, 2012



A Division

- Automatic Train Supervision (ATS)
 - Schedule-based train tracking, monitoring, & interlocking control
 - Provides train arrival information
 - Beneficial Use achieved in March 2008
- Public Address / Customer Information Screens (PA/CIS-II)
 - Deliver audio, visual & train arrival messages in passenger stations
 - Beneficial Use achieved in December 2011
 - Working with MTA to provide train arrival data to application developers
- The success of these systems created an expectation for the B Division

2-2



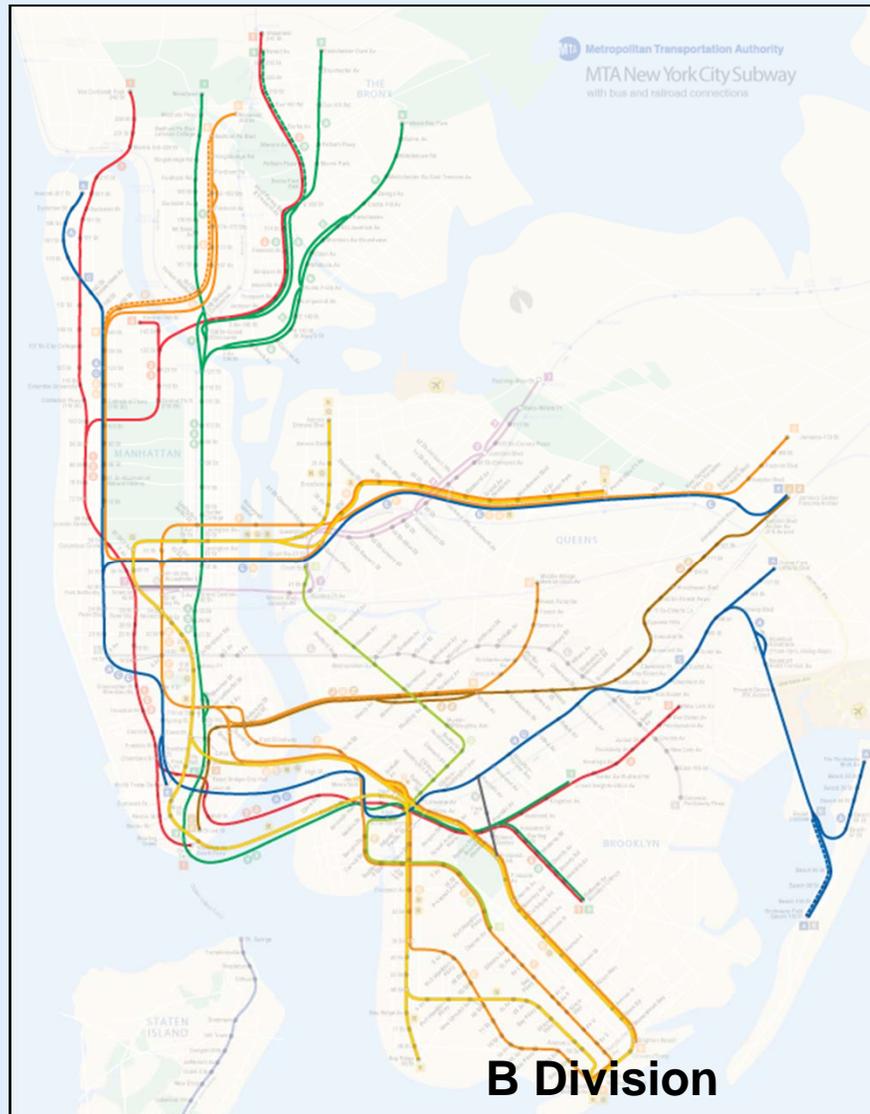
B Division

- Focus was to provide Train Arrival Information in stations
 - No centralized train tracking in place
 - Few portions of the B Division have modernized interlockings
 - Conducted five technology pilots to test various train tracking options
- Findings and lessons learned from the 2009 Flooding and 2010 Winter Storm incidents:
 - Need to re-focus project priority to provide centralized service monitoring and information at the RCC followed closely by customer information
 - System must include schedules and allow for en-route updates
 - System must deliver information to stations and application developers

2-3



Comparing the B Division to the A Division



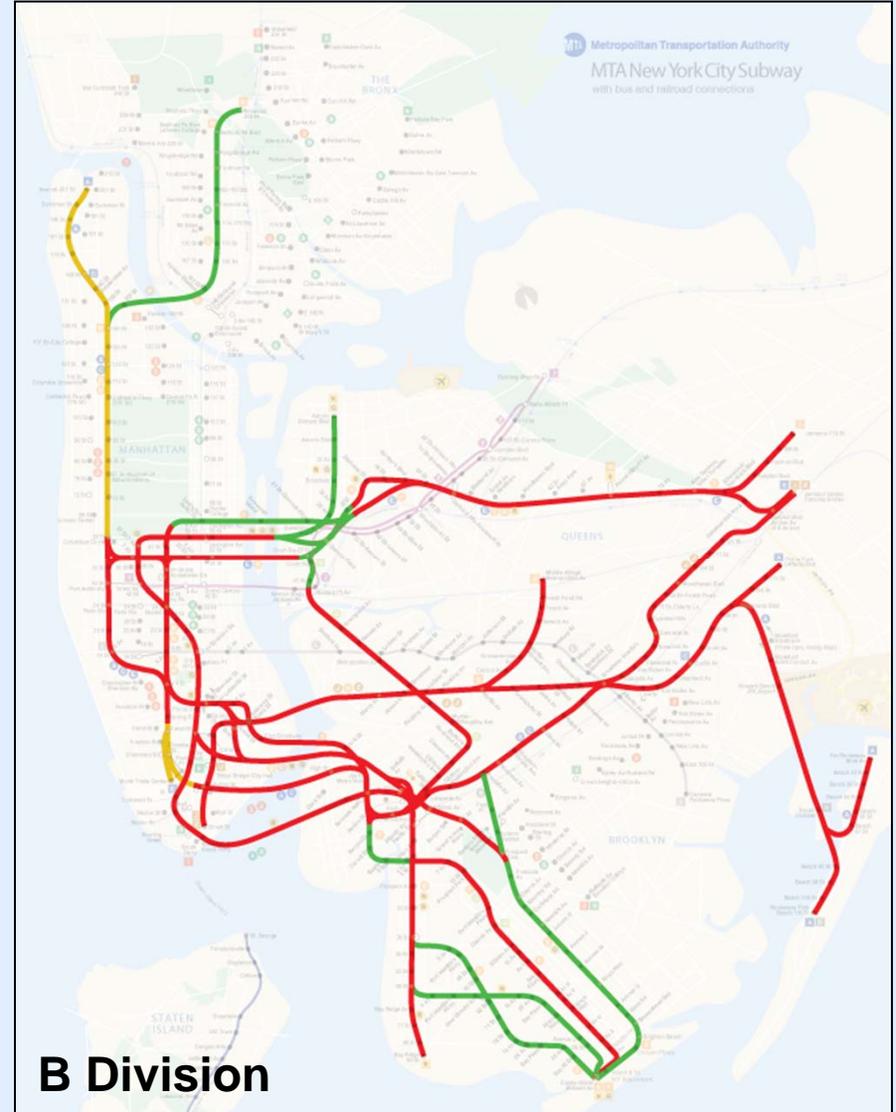
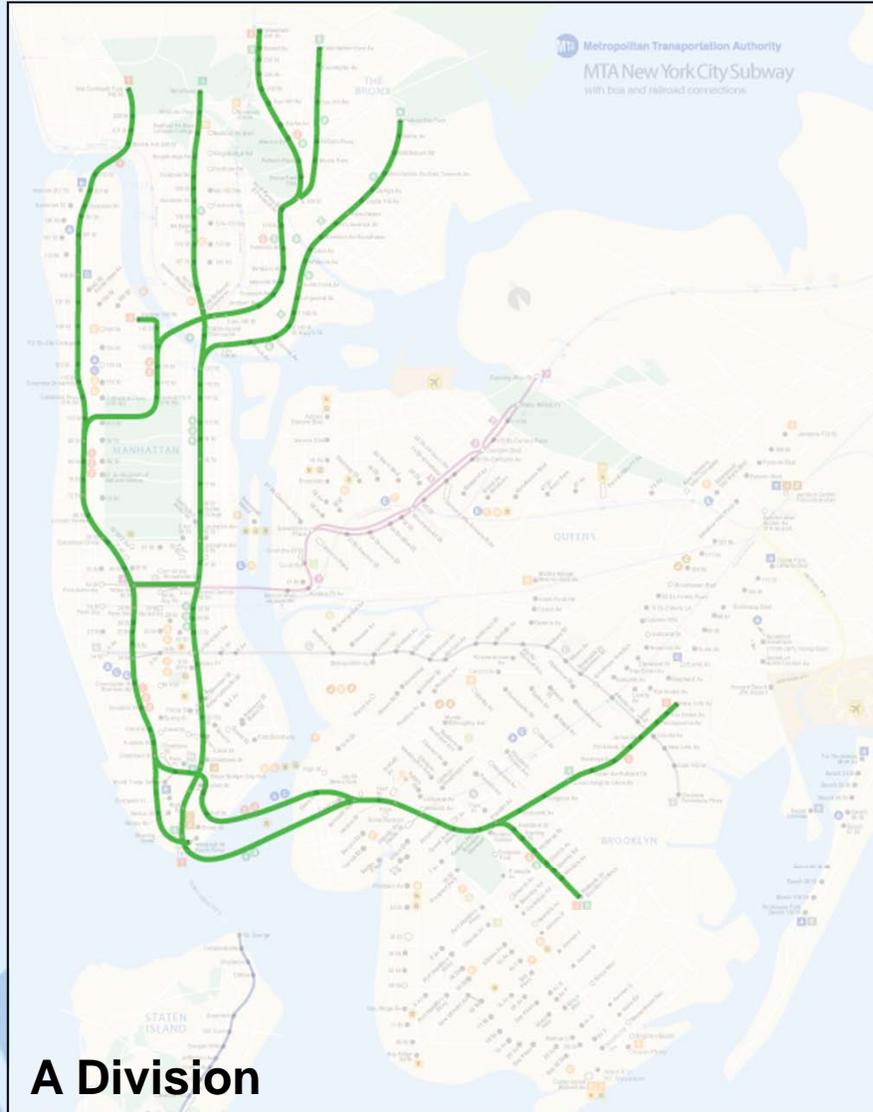
2-4

A Division

B Division

Comparing the B Division to the A Division

2-5

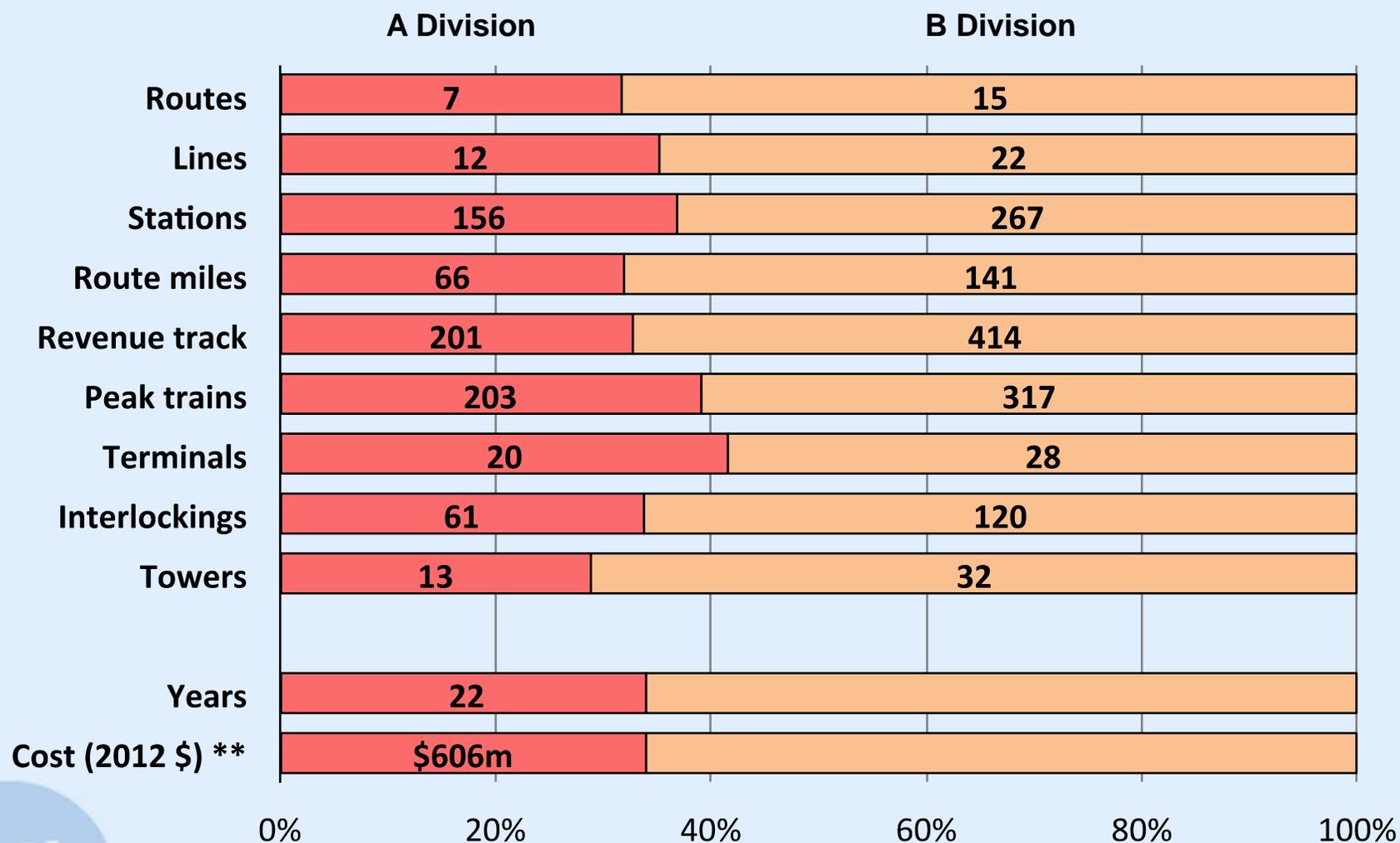


— Modernized: Control

— Modernized: Monitor

— Non-modernized

Comparing the B Division to the A Division

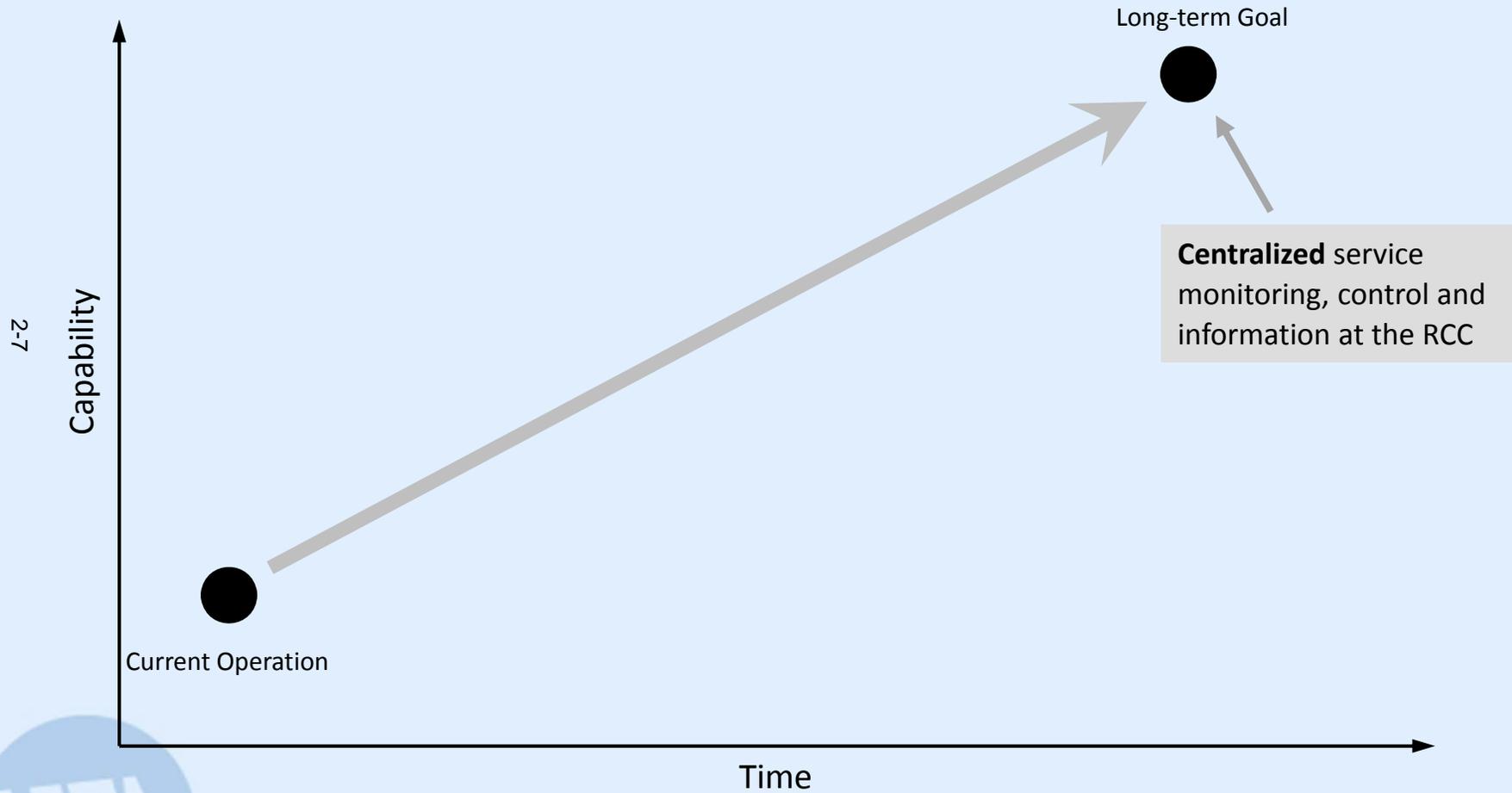


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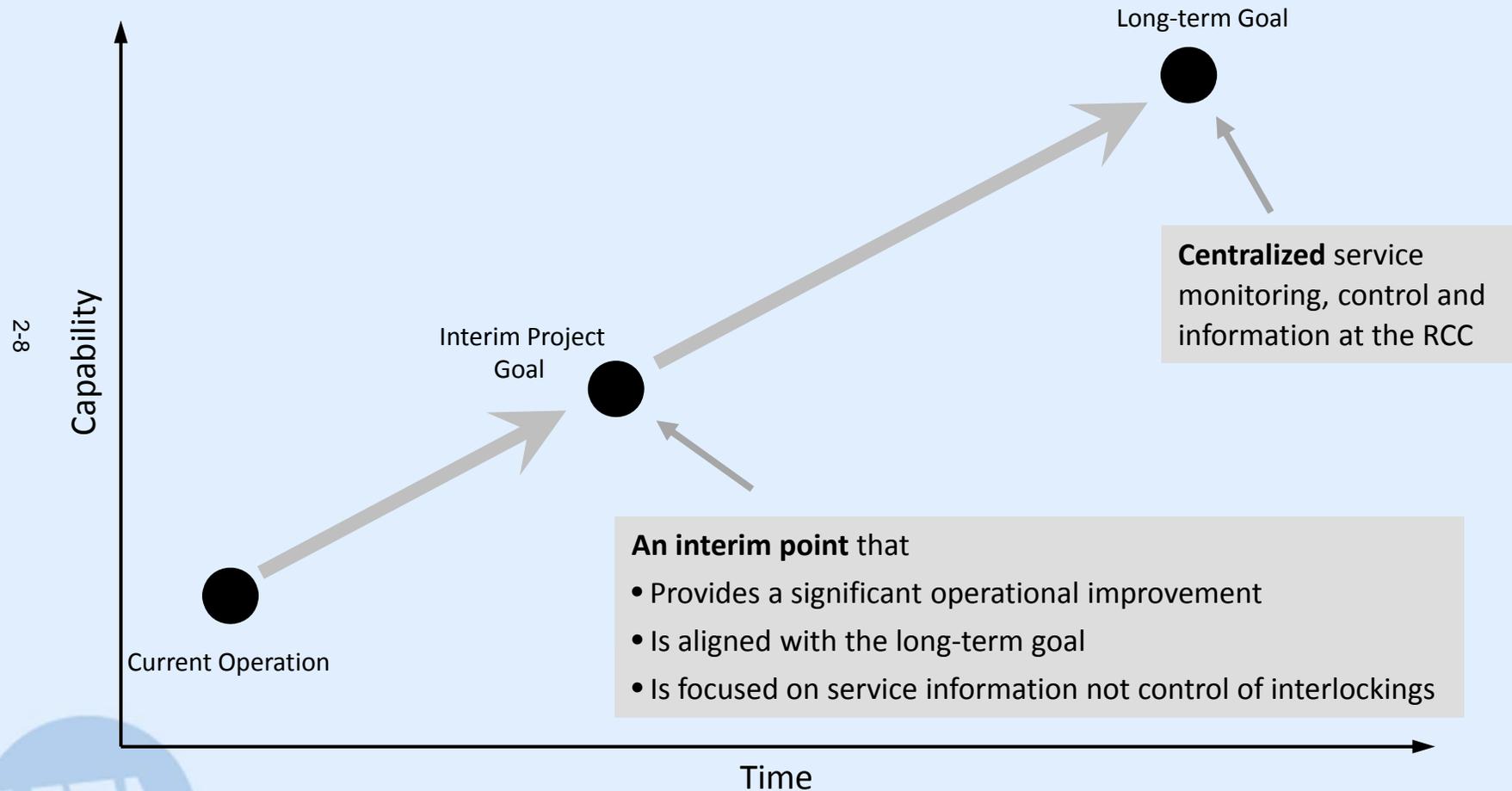


Notes: Data excludes the standalone 7 and L lines
 ** Cost excludes cost of signal modernization

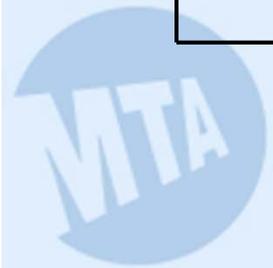
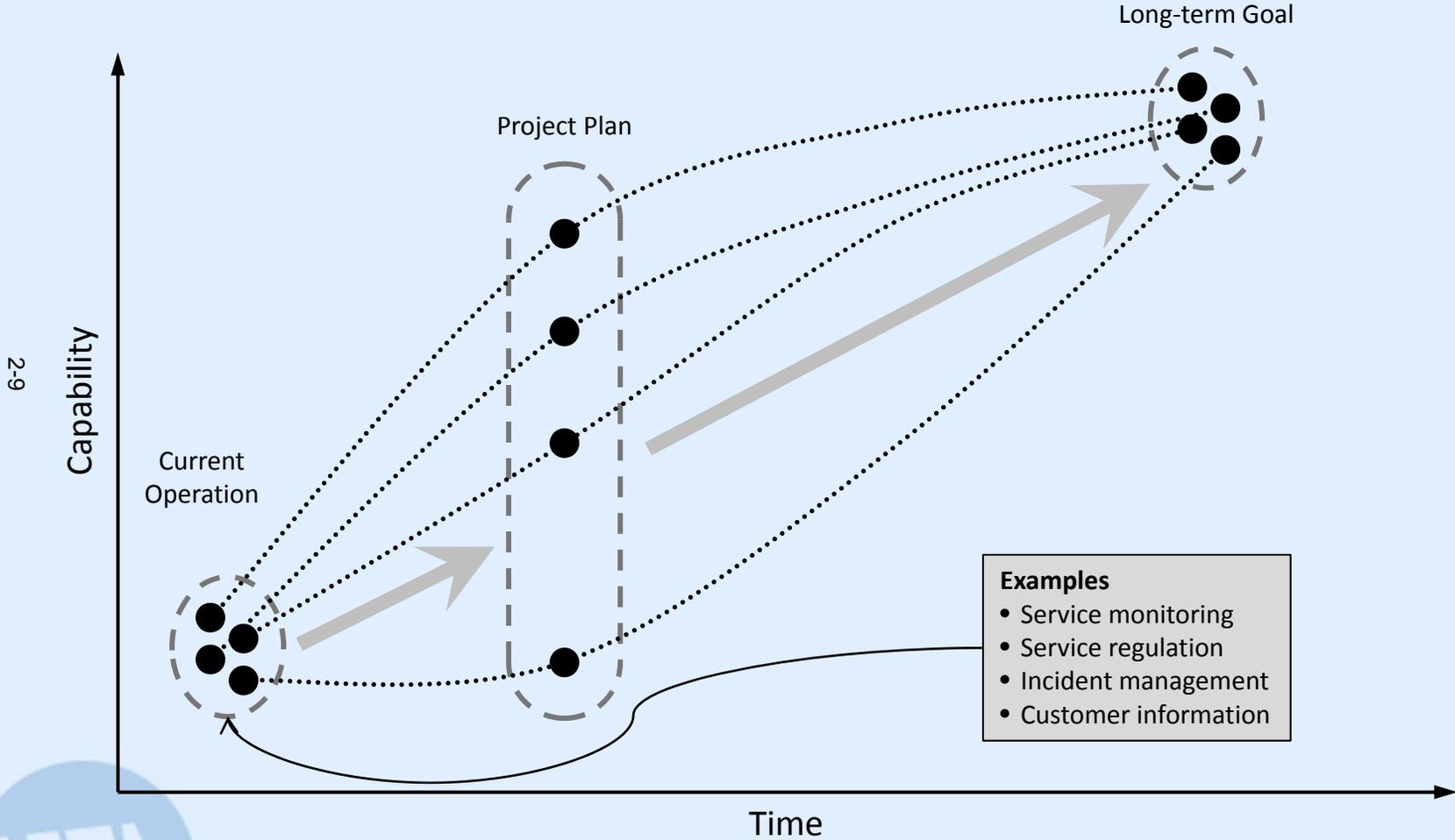
Long Term Goal



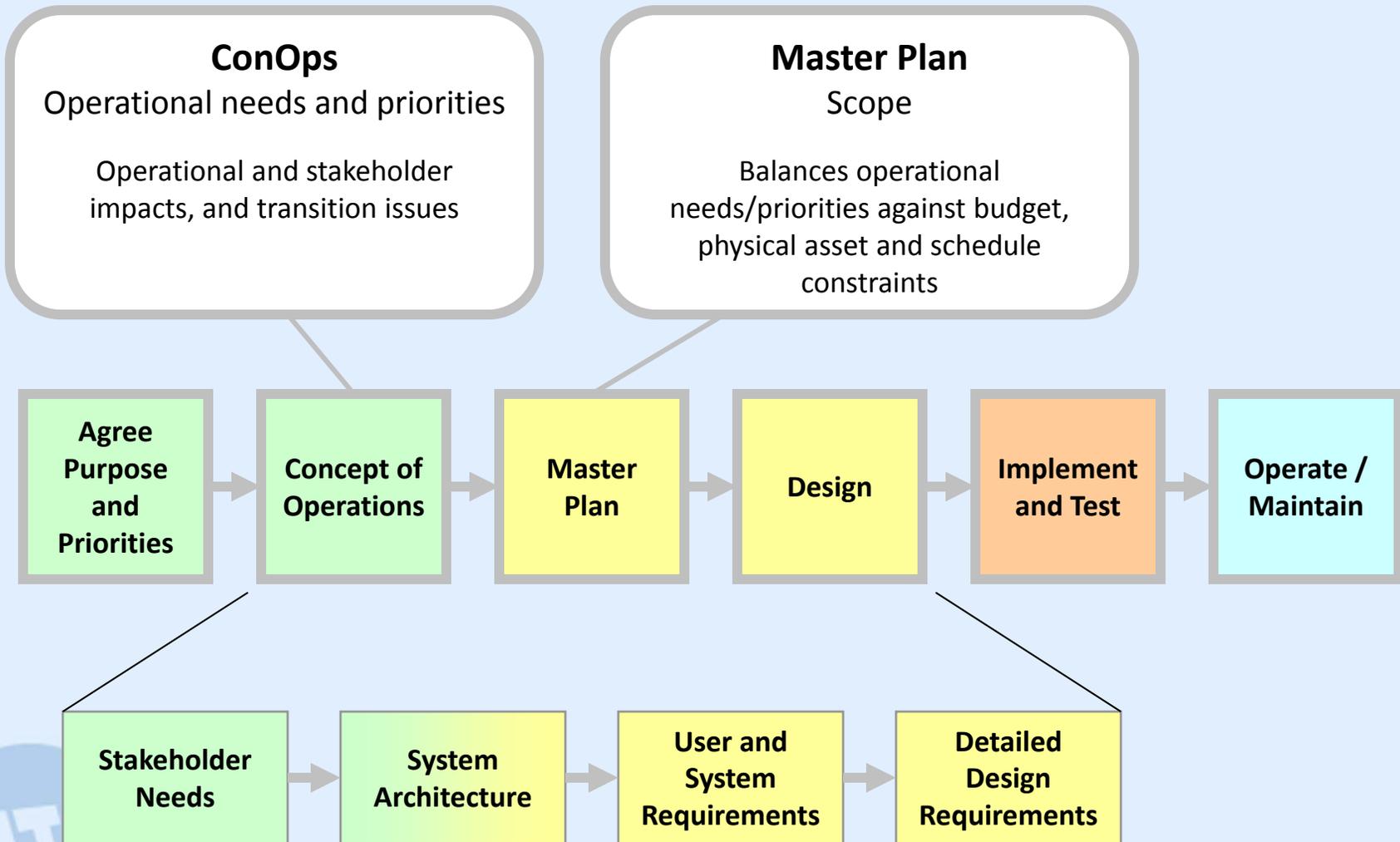
Establish Interim Project Goal



Capabilities Advance at Different Rates

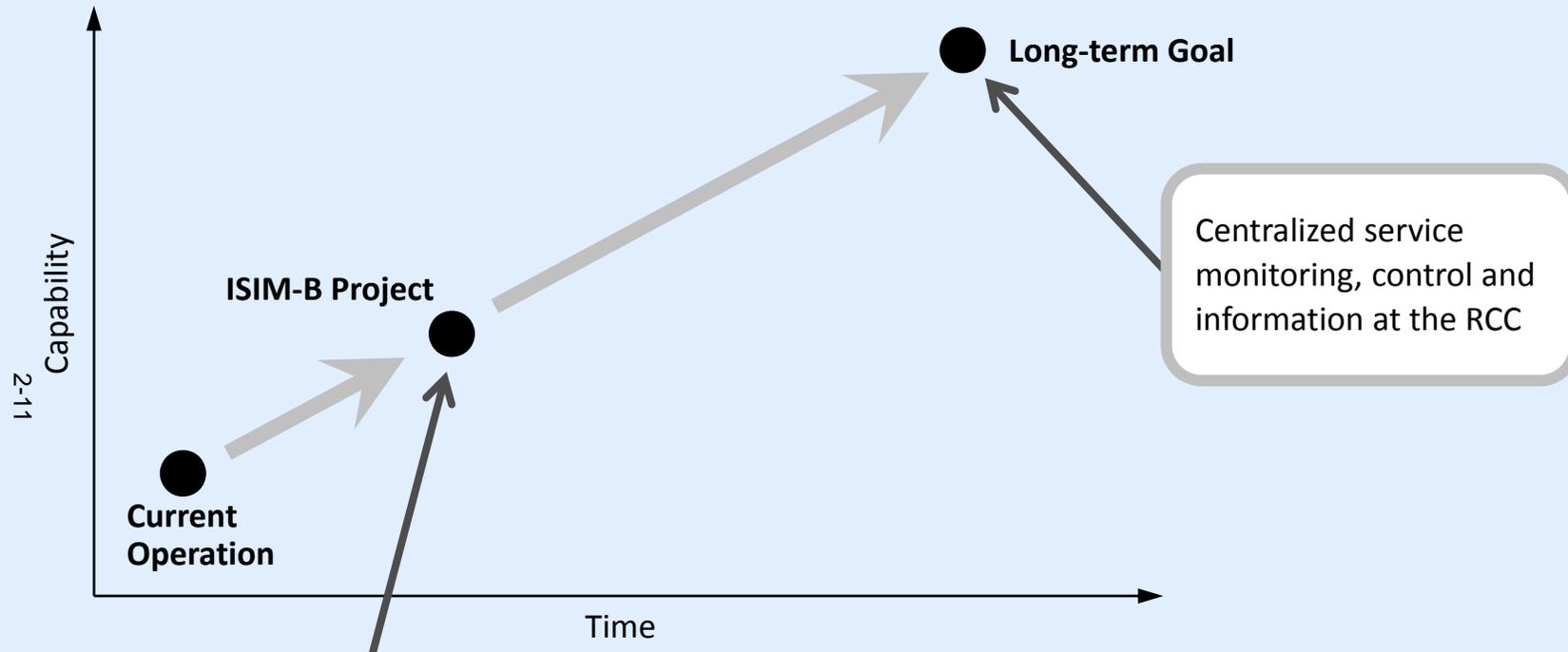


A Systems Engineering Approach



Name:

Integrated Service Information and Management: B Division (ISIM-B)



Purpose:

Provide consistent and timely information about the current state of B-Division service to staff and customers, moving the agency towards centralized monitoring and control

Objectives:

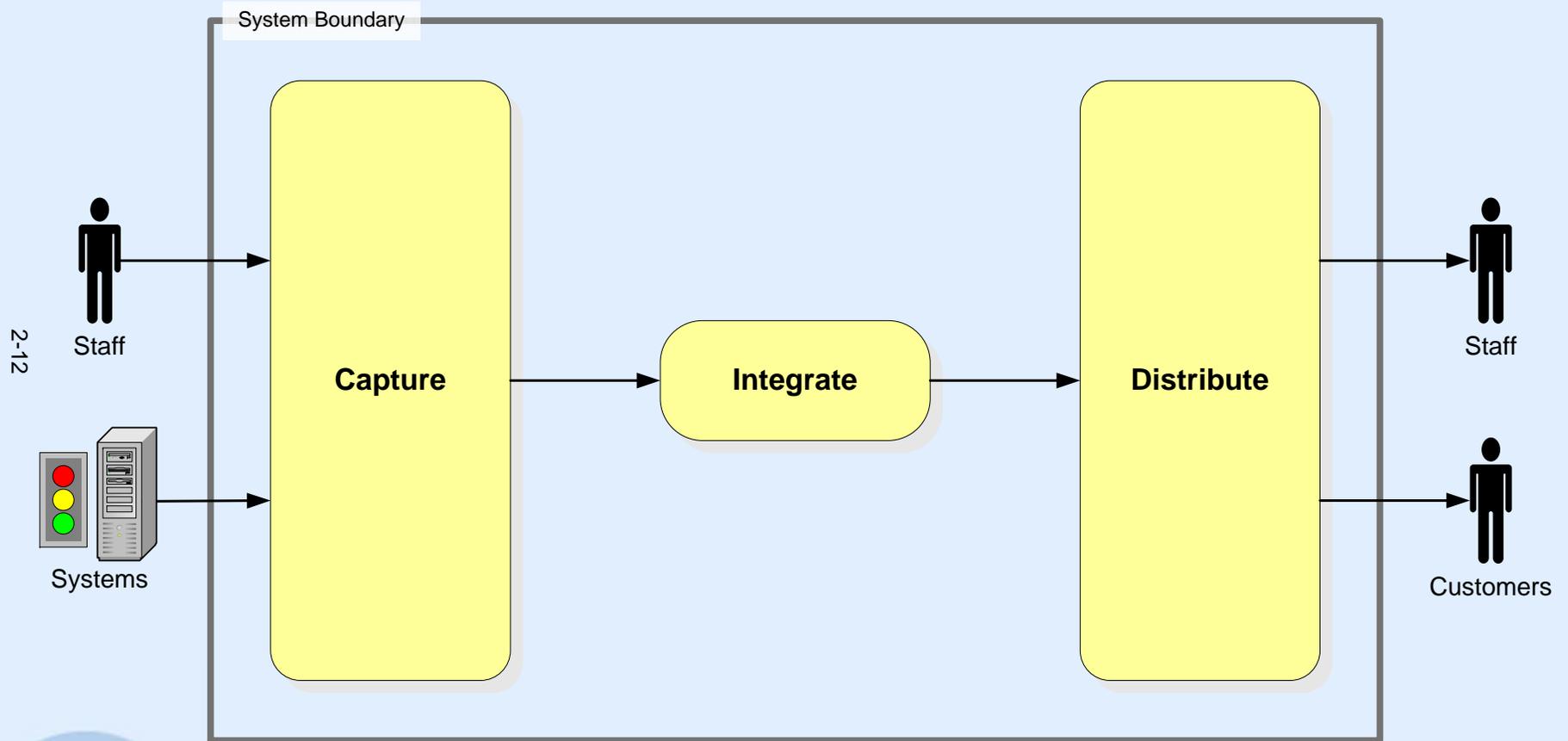
Better service management by improving service monitoring and regulation

Better management of safety and security by improving information sharing and decision making

Better customer information by improving the quality, accuracy and timeliness of communication

Better operational plans and schedules by improving analysis of historical service data

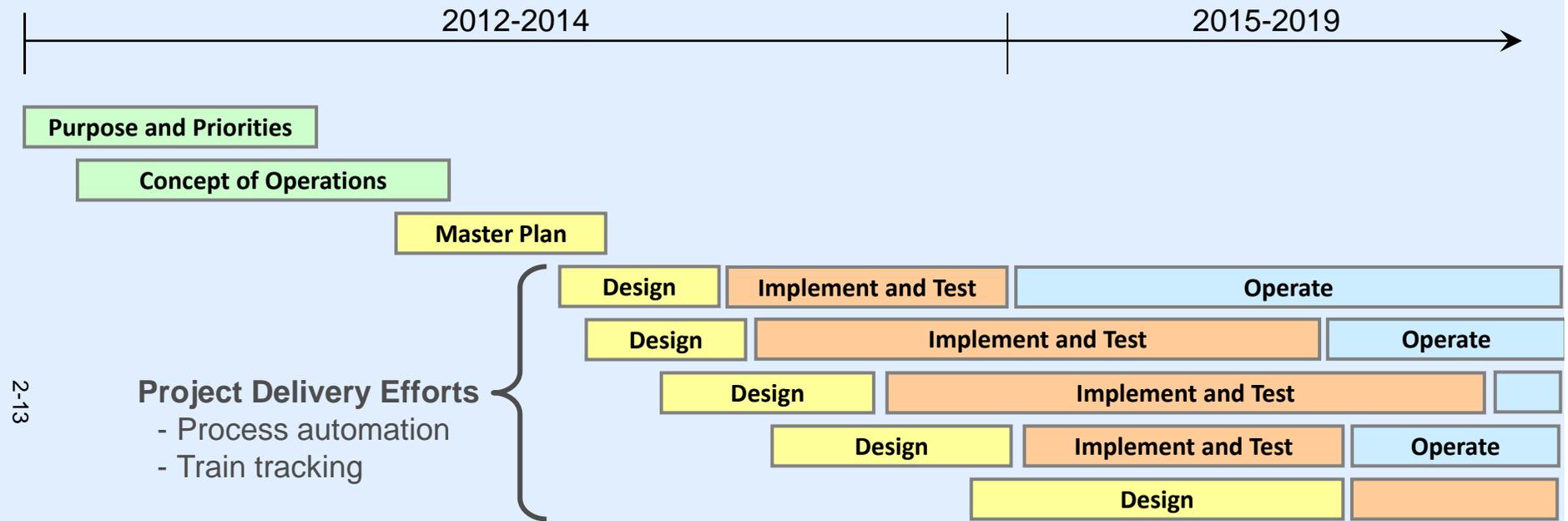
Proposed Operational Concept



2-12

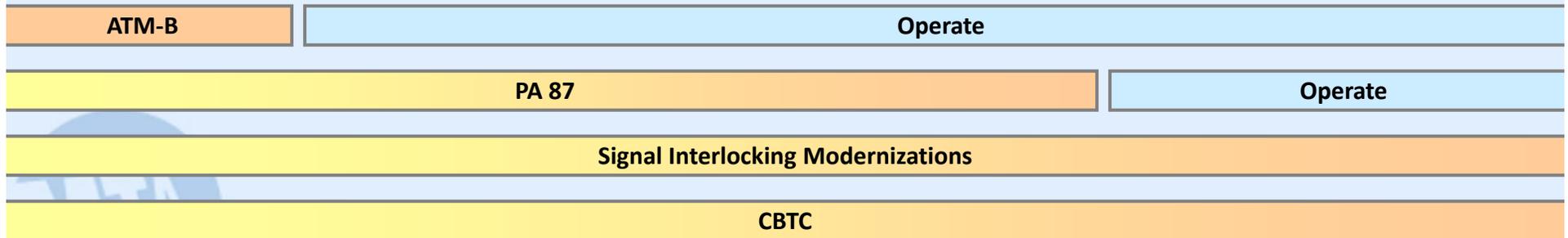


Next Steps



2-13

Supporting Investments:



Integrated Service Information and Management: B Division

2-14

Capital Program Oversight Committee

NYCT CPM Systems and Security Program
NYCT CPM Systems Engineering

July 23, 2012



Systems & Security Division

Mark Bienstock, P.E.
Program Officer

July 2012

Capital Program Oversight Committee

ATM-B

Overall Status

Item	Comments
Schedule	Substantial Completion achieved on April 10, 2012
Cost	Current EAC is \$302M

2-16

Highlights

Progress

- Beneficial Use requested for 47 out of 48 Station Branch Loops
- Network Management System Functional Review in-progress

90 Day Look Ahead

- Request Beneficial Use for final Branch Loop
- Transition to full Network Management System Operation and Maintenance Support

PA/CIS

Overall Status

Item	Comments
Schedule	Substantial Completion achieved for all 153 stations on March 30, 2012
Cost	Current EAC is \$225.5M

2-17

Highlights

Progress

- Beneficial Use achieved for all 153 stations on December 30, 2012

90 Day Look Ahead

- Complete punchlist
- Complete review of As-Built drawings

Signals and Train Control Division

2-19

Nidhish Patel, P.E.

Program Officer

July 2012

Capital Program Oversight Committee



CBTC Flushing Line

- Contractor: Thales, Inc.
- Award (S32723): June 16, 2010
- Project Description: Project will overlay new CBTC system on the Flushing Line between Main St. and the new 34th /11th Ave. terminal. Modernize 1st Ave and Times Square Interlockings and equip fleet with CBTC carborne equipment.

CBTC Project Overview

Overall Status (S-32723 CBTC Flushing Line)

Item	Comments
Schedule	Substantial Completion forecasted for November 2016.
Cost	Project is within budget of \$550M.

2-21

Highlights (S-32723 CBTC Flushing Line)

Progress

- Completed Preliminary Design Review (PDR) April 2012.
- Completed 1st Avenue Relay Room structure.
- Construction progressing on various equipment rooms.

180 Day Look Ahead

- Complete Critical Design Review (CDR) forecast for July 2012.
- Continue submittal review and approval process.
- Continue with installation work.
- Achieve Final CBTC Design scheduled to be completed in 3rd Quarter 2012.

CBTC Flushing CBTC

Critical Milestones

Status	Activity	Date Needed	Issues
 Yellow	Final Design Review (FDR)	3 rd Quarter 2012	Working group meetings held to accelerate FDR completion.
 Yellow	Radio Development	3 rd Quarter 2012	An issue has recently arisen regarding the performance of Thales' CBTC radio. We are closely monitoring their progress. At this time, we do not feel there is any potential delay to the project.
 Green	Hardware Manufacturing	3 rd Quarter 2012	Contractor will advance hardware manufacturing based on finalized PDR.
 Green	Factory Acceptance Testing (FAT)	3 rd Quarter 2013	FAT on schedule.
 Green	Finalize and Install Train Interfaces	1 st Quarter 2014	The R188 Car Option was awarded in December 2011. CBTC Field Integration Tests may be impacted if CBTC carborne equipment is not installed and tested on the 1 st R188 train by Jan 2014.

2-22

	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.

Culver Line CBTC Integrated Test Facility

- Contractor: Siemens and Thales Consortium
- Award (S32748) September 30, 2011
- Project Description: Update and finalize CBTC Interface and Interoperability (I2S) standards; develop two interoperable, safety certified CBTC interfaces. Provide Test Track between 4th Avenue and Church Avenue Interlocking on B3 Track.

Culver Line CBTC Integrated Test Facility

Overall Status (S-32748 Culver Line CBTC Integrated Test Facility)

Item	Comments
Schedule	Substantial Completion on schedule for July 2015.
Cost	Project is within budget of \$100.9M.

2-24

Highlights (Culver Line CBTC Integrated Test Facility)

Progress

- Working group meetings are ongoing.

180 Day Look Ahead

- Complete Interface and Interoperability Specification (I2S) forecast for 3rd Quarter 2012.

CBTC Critical Milestones and Issues

Critical Milestones (Culver Line CBTC Integrated Test Facility)

Status	Activity	Date Needed	Issue
 Yellow	I2S Completion	3 rd Quarter	Completion is critical for qualifying potential CBTC suppliers.
 Green	Complete Test Track	2 nd Quarter 2015	Test Track on schedule as planned.
 Green	Complete Integrated Test Facility	4 th Quarter 2013	Test facility on schedule as planned.

2-25

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.

July 2012

IEC's Supplementary Report: Signals & Train Control

Equip R-160 Cars with CBTC

Schedule Performance: NYCT declared Substantial Completion (SC) in March 2012. The IEC agrees with this declaration.

Budget Performance: The IEC agrees with the current EAC.

Critical Milestones and Issues: None to report as project achieved SC.

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: There are no open recommendations.

CBTC Flushing Line

Schedule Performance: NYCT reports that the Project is on schedule for completion in November 2016. The IEC agrees with this assessment and notes that NYCT has properly reflected critical dates, their status and change (green to yellow for Final Design Review) for the elements shown.

Budget Performance: NYCT reports that the Project is on budget. The IEC agrees with this assessment.

IEC Recommendation: None at this time.

Critical Milestones and Issues: NYCT CPOC report has identified all current critical milestones and issues of the project. The IEC credits NYCT for identifying the Radio Development as a new issue and adding it to the presentation.

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

July 2012

Follow-up on IEC Recommendations for January 2012:

Recommendation	Agency Action	Status
NYCT to establish that there is sufficient schedule contingency commensurate with remaining work.	NYCT and OCO will undertake an update to the risk assessment for this project and assess the project's schedule contingency by Feb 2013	Open
Prioritize efforts to agree to the scopes of the aged AWOs with the Contractor and get current with AWO negotiations.	A review of all outstanding AWOs has been conducted by the Construction Manager and the oldest AWOs have been properly dealt with reducing the backlog.	Closed

Culver Test Track

Schedule Performance: NYCT reports that the Project is on schedule for completion in July 2016. The IEC agrees with this assessment.

Budget Performance: NYCT reports that the Project is on Budget. The IEC agrees with this assessment.

Critical Milestones and Issues: NYCT's CPOC report has identified and updated the status of all current critical milestones and issues.

Follow up on IEC January 2012 Recommendation:

Recommendation	Agency Action	Status
NYCT should expedite completion of the formal report from the International CBTC Forum held in July 2011 and track implementation of the report's recommendations.	The International CBTC Report has been finalized and with a limited distribution. NYCT has begun the process of flagging the report's recommendation and tracking them against the CBTC Flushing and Culver Integrated Test Facility projects.	Closed

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.

Stations Program

Capital Program Oversight Committee

2-28

William Montanile, P.E.
Program Manager

July 2012



Approach

Objectives

- Cost-effective
- Efficient
- Flexible

Process

Condition Survey

Station Rehabilitation

Renewal Program

Component Program

2-29

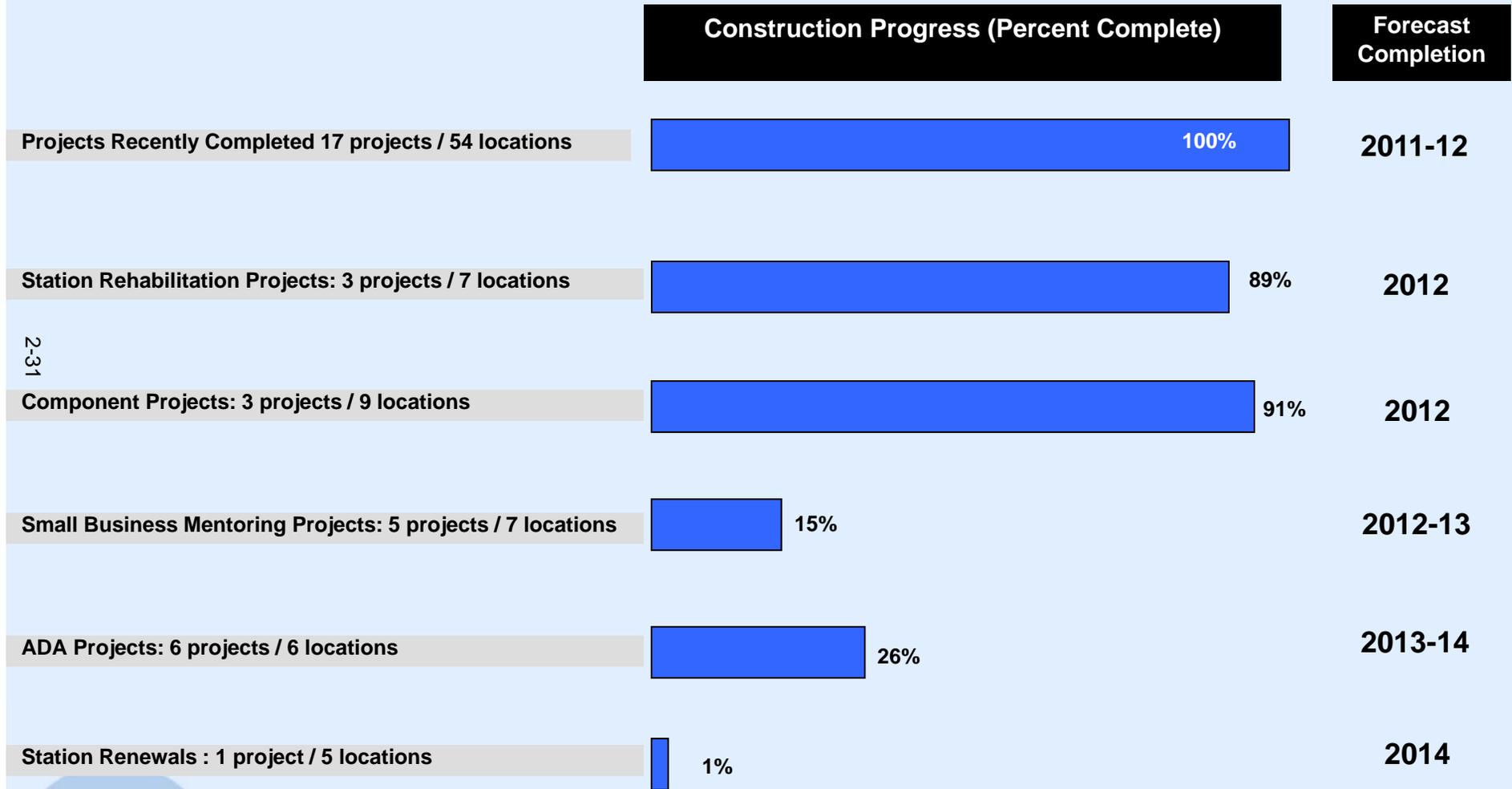


Projects in Planning & Design - 165 Stations Progress thru 2nd Quarter 2012

	In Master Plan	In Design	Construction Forecast
Component Projects (126) <i>126 Stations with defects rated 4 or greater in partnership with In-house Station Maintenance Forces</i>	✓	✓	2010 - 2014
Renewal Projects (23) <i>Pelham Line- Buhre, Middletown Rd, Zerega Ave, Castle Hill Liberty Line - 104th St, Ozone Park-Lefferts Blvd, 111th St, Rockaway Blvd, 88th St, 80th St Culver Line - Ave X, Ave U, Ave P, Bay Pkwy, Ave I, 18 Ave, Ditmas Ave New Lots Line - Van Siclen Ave, Pennsylvania Ave, Rockaway Ave, Saratoga Ave, Junius St, Sutter Ave</i>	✓	✓ ✓ ✓	2012 2012 2013 2014
ADA Projects (4) <i>57th St, Ozone Park-Lefferts Blvd 23rd St, 68th St</i>		✓ ✓	2012 2013
Rehabilitation Projects (9) <i>Sea Beach Line- 8th Ave, Ft Hamilton, New Utrecht Ave, 18th Ave, 20th Ave, Bay Pkwy, Kings Hwy, Ave U, 86th St</i>		✓	2014
Elevator / Escalator Projects (3) <i>11 Hydraulic Elevators 2 Escalators – Roosevelt Ave 10 Hydraulic Elevators</i>		✓ ✓ ✓	2012 2013 2014

2-30

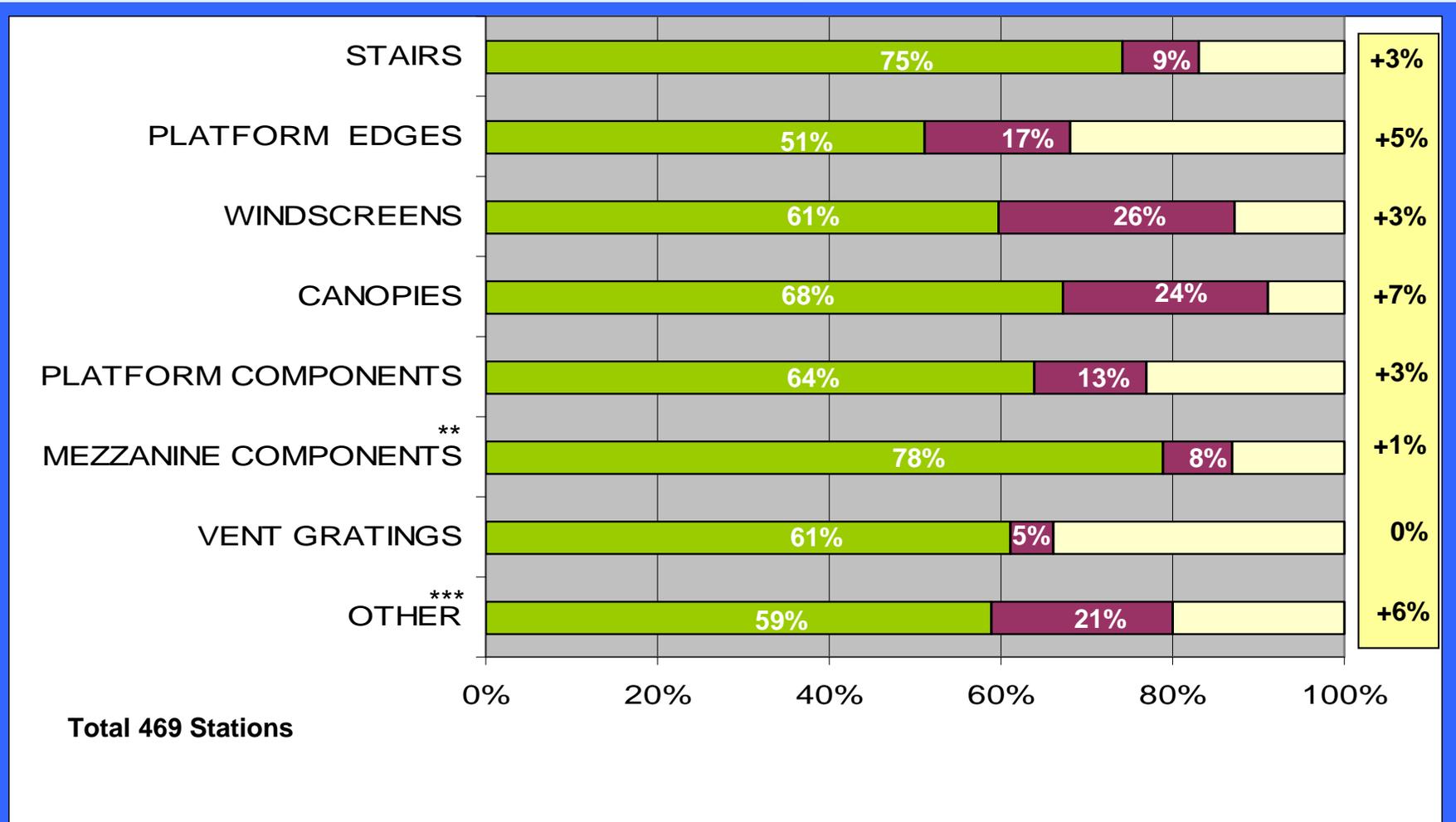
Projects in Construction – 34 Locations Progress thru 2nd Quarter 2012



Component Status thru 2nd Quarter 2012

% Progress From Nov 2011

2-32



Notes:

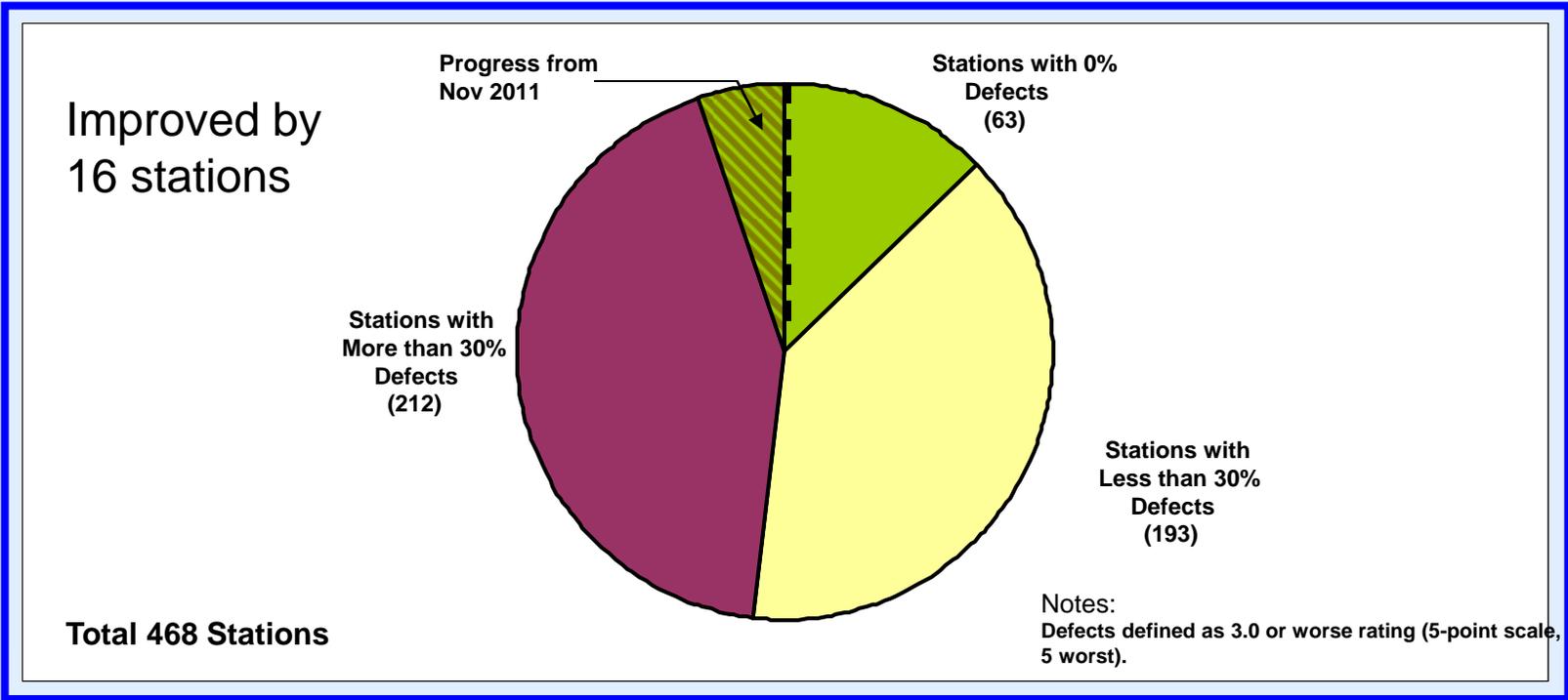
- * Defects defined as 3.0 or worse rating (5-point scale, 5 worst)
- ** Components include ceilings/walls, floors, columns, and thru-spans
- *** Other refers to ramps, overpasses, piers, embankments, veneer facades

- Defect < 3 *
- In Progress (2005-2014)
- Remaining (2015-2024)



Stations Status thru 2nd Quarter 2012

Progress Toward Reducing Backlog of Defects



2-33



Project Highlights

2-34



ADA Accessibility at Mott Avenue



2-35



Court Square Station



2-36



Court Square Station



2-37



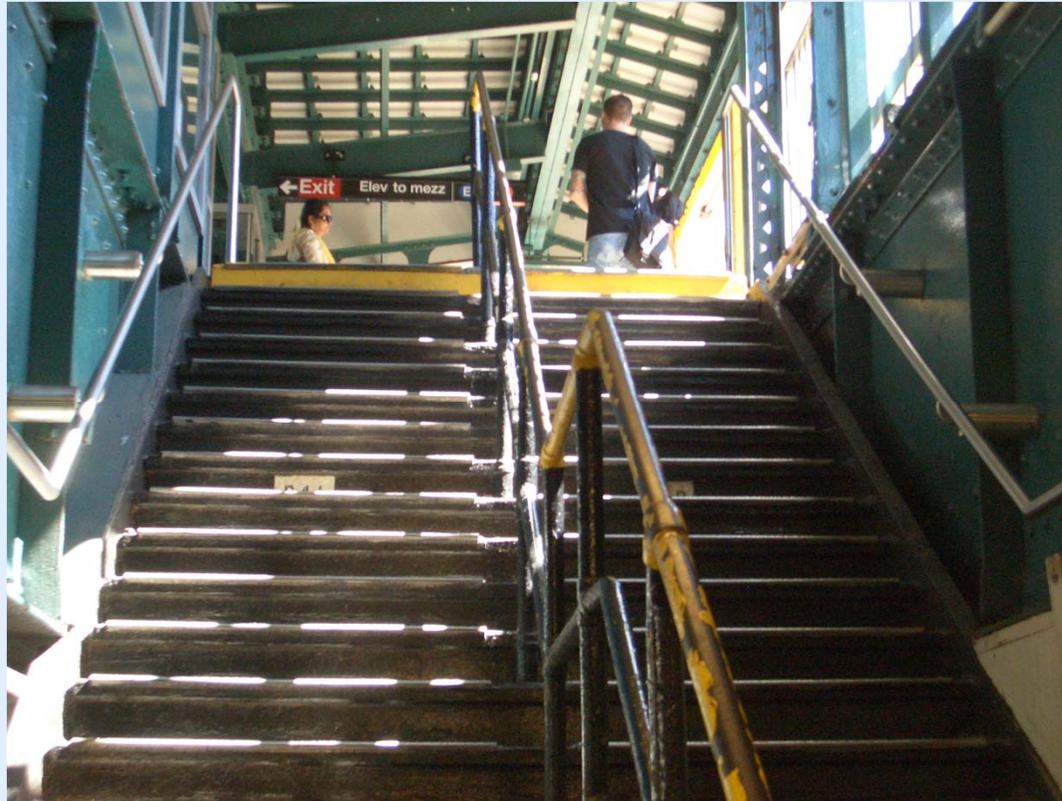
Court Square Station



2-38



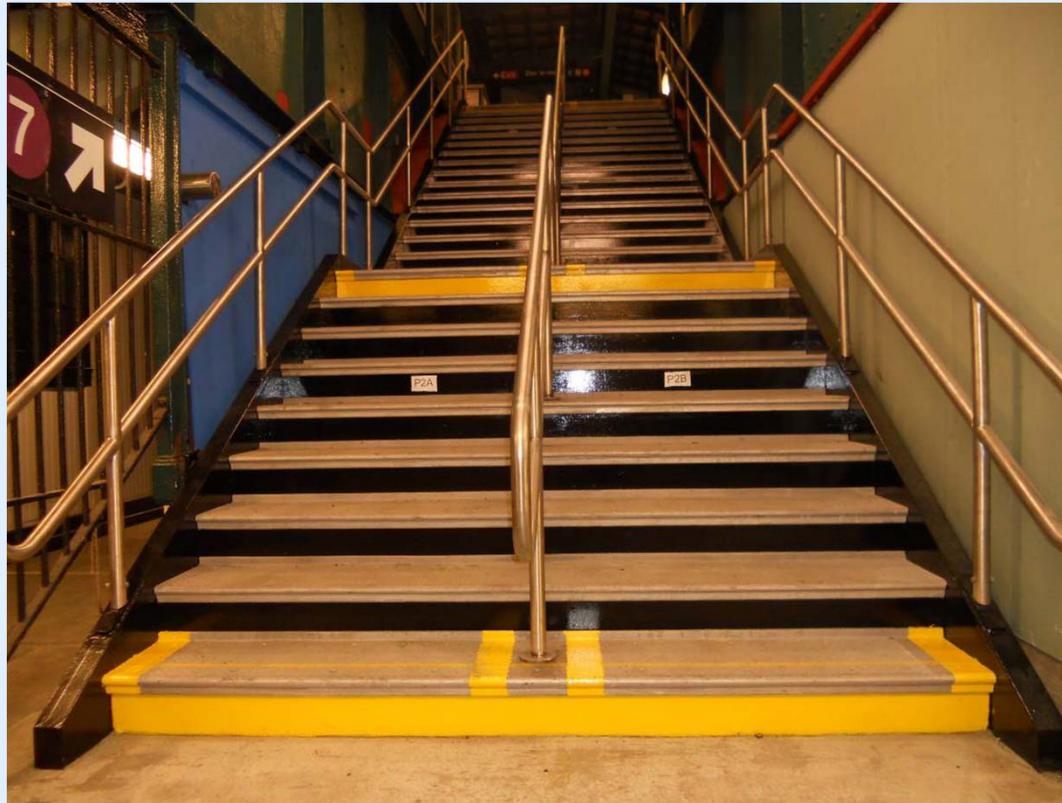
Court Square Station



2-39



Court Square Station



2-40



Court Square Station

Transfer between the 7 and G trains

2-41



Brighton Line Projects



2-42



E. 180 Street Station



2-43



New York City Transit

Station Component Projects

- Platform edges & canopies @ 5 locations Broadway - 7th
- Stairs @ 2 locations Broadway - 7th
- Platform edges @ Vernon Jackson – Flushing
- Small Business Mentoring Program
 - Stair Repair/Replace 7 Stations New Lots Line
 - Stair Repair/Replace Longwood Ave Pelham Line
 - Stair Repair/Replace 138th - 3rd Ave Pelham Line
 - Stair Repair/Replace Fordham Rd Concourse Line
 - Stair Repair/Replace Junction Blvd Flushing
 - 2 HVAC Communication rooms

2-44

Small Business Mentoring Program

NYCT Year 2 Goal	Actual
\$11,250,000	\$12,091,760

New York City Transit



104 Street Jamaica Line

Street stair and canopy



2-45



Supplemental Work by Station In-house forces

Division of Station Environment and Operations in-house forces supplement the Capital Component Program by performing work at selected stations. The combination of capital component work and this operating work, which includes intense cleaning, painting and repairs, enhances the overall station appearance.

➤ 7 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)

➤ 12 Stations in 2012*

- 1 – Pelham Line (138 St 3RD Avenue)
- 2 – Concourse Line (Fordham Rd, 183 St)
- 5 – Broadway-7th Avenue Line (207 St, 215 St, 225 St, 238 St, 242 St)
- 1 – Lexington Avenue Line (Borough Hall)
- 1 – Culver Line (4th Avenue 9th Street)
- 1 – Flushing Line (Vernon Jackson)
- 1 – 4th Avenue Line (Court Street)

➤ 24 Stations will be addressed in 2013 & 2014

* The 2012 list includes changes incorporated since the November presentation.



Enhanced Station Cleaning and Maintenance Program

The Enhanced Station Cleaning and Maintenance Program delivers a higher standard of cleanliness and addresses repairs more quickly at selected major station complexes and newly rehabilitated stations.

➤ 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 19 newly rehabilitated stations in 2011 for a total of 38

Jay St-Metro Tech Complex, Myrtle-Wyckoff Complex, 96th Street/Broadway, Neck Road-Brighton Station, Avenue U-Brighton Station, Columbus Circle Complex Ave J-Brighton Station, Ave H-Brighton Station, Ave M-Brighton Station, Kings Highway-Brighton Station, Newkirk Ave-Brighton Station, St Lawrence Ave-Pelham Station, Elder Ave-Pelham Station, Whitlock Ave-Pelham Station, Morrison Ave/Soundview-Pelham Station, E-177th St. Parkchester-Pelham Station

➤ Add 22 newly rehabilitated Stations by end of 2012, for a max total of 60*

10 Sta on West End Line, 5 Sta on Far Rockaway Line, 4 Sta on Rockaway Line, Dyckman St. Sta -Broadway Line, E. 180th St. Sta -White Plains Line, Bleecker St. Sta -Lex Line.

* 60 is the maximum number of stations that can be included in this program given the current resource level.



MWBE AWARDS ON MTA CAPITAL PROJECTS with GOALS
January - June 2012
ALL PROJECTS

FEDERALLY FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			2012 TOTALS (JANUARY-JUNE 2012) (in millions)		
	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)
DBE Participation Goal: 17%									
Construction	\$ 312.2	\$ 31.4	10.1%*	\$ 337.9	\$ 67.3	19.9%	\$ 650.1	\$ 98.7	15.2%
Professional Services				\$ 15.0	\$ 2.6	17.0%	\$ 15.0	\$ 2.6	17%
Other				\$ 1.6	\$ 0.3	20.1%	\$ 1.6	\$ 0.3	20%
TOTAL	\$ 312.2	\$ 31.4	10.1%	\$ 354.5	\$ 70.1	19.8%	\$ 666.7	\$ 101.5	15.2%
Additional MWBE Participation:	Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards	
Construction	\$ 312.2	\$ 19.0		\$ 337.9	\$ 29.2		\$ 650.1	\$ 48.2	
Professional Services	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Other	\$ -	\$ -		\$ 1.6	\$ 0.3		\$ 1.6	\$ 0.3	
Total	\$ 312.2	\$ 19.0		\$ 339.5	\$ 29.5		\$ 651.7	\$ 48.5	

STATE FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			2012 TOTALS (JANUARY-JUNE 2012) (in millions)		
	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)
MBE Participation Goal: 10%									
Construction	\$ 146.1	\$ 11.0	7.5%	\$ 46.5	\$ 4.6	9.8%	\$ 192.6	\$ 15.6	8.1%
Professional Services	\$ 5.7	\$ 0.6	10.0%	\$ 25.6	\$ 2.6	10.1%	\$ 31.4	\$ 3.2	10.0%
Other			0.0%				\$ -	\$ -	
MBE Participation on FTA-funded projects		\$ 7.7			\$ 4.0***		\$ -	\$ 11.7	
TOTAL	\$ 151.8	\$ 19.3	12.7%	\$ 72.1	\$ 11.1	15.4%	\$224	\$ 30.4	13.6%
WBE Participation Goal: 10%	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)
Construction	\$ 146.1	\$ 9.2	6.3%**	\$ 46.5	\$ 5.6	12.1%	\$ 192.6	\$ 14.8	7.7%
Professional Services	\$ 5.7	\$ 0.6	10.0%	\$ 25.7	\$ 2.7	10.4%	\$ 31.4	\$ 3.2	10.3%
Other	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -	\$ -	
WBE Participation on FTA-funded projects	\$ -	\$ 11.3		\$ -	\$ 25.6***		\$ -	\$ 36.9	
TOTAL	\$ 151.8	\$ 21.1	13.9%	\$ 72.1	\$ 33.8	46.9%	\$224	\$ 55.0	24.5%
Additional DBE Participation:	Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards	
Construction	\$ 146.1	\$ 6.2		\$ 46.5	\$ 1.5		\$ 192.6	\$ 7.7	
Professional Services	\$ -	\$ -		\$ 25.7	\$ 5.0				
Other	\$ -	\$ -		\$ -	\$ -				
Additional DBE Participation Total	\$ 146.1	\$ 6.2		\$ 72.2	\$ 6.5		\$ 192.6	\$ 7.7	

* During the first quarter, due to specialized nature of the project involving underground track, signal, power and communication systems for NYCT, contract #C-2009, totaling \$261.9 million, the prime contractor was required to perform a majority of the work with its own workforce. Due to the limited number of qualified DBEs in these areas, the 17% DBE goal was reduced to 8%.

**During the first quarter, based on the limited availability of qualified MWBEs in communication, electrical and mechanical areas for NYCT contract #W-32686R, totaling \$105 million, involving VHF radio system upgrade the 20% MWBE goal was reduced to 10% on this project.

*** NYS credits awards for MWBE participation on Federally funded projects. Therefore, in June 2012, the MTA awarded a federally funded capital construction project, (Second Avenue Subway, 96th Street Station - C-26010), to EE Cruz/Tully, a Joint Venture, totaling \$326 million. In addition to the 20% DBE goal established on the project, EE Cruz/Tully awarded an additional \$28.9 million to 17 NYS certified MWBEs.

MTA SBMP Small Business Mentoring Program

July 23, 2012 CPOC Committee Meeting

3 - 2



Michael J Garner
Chief Diversity Officer
Department of Diversity and Civil Rights

Amil Patel
Small Business Mentoring Program
Program Manager
Office of Construction Oversight

SBMP Status

MTA Small Business Mentoring Program

➤ Year 1	<u># Projects</u>	<u>\$ Amount</u>
▪ Awarded	25	\$14,296,770
▪ Substantial Completion or Closed Out	22	\$12,347,703
➤ Year 2	<u># Projects</u>	<u>\$ Amount</u>
▪ Awards as of 7/13/12	31	\$17,243,514
▪ Substantial Completion or Closed Out	1	\$84,000

➤ Years 1 & 2 Total Awards Goal = \$25.0 Million

➤ Years 1 & 2 Total Actual = \$31.5 Million

➤ Years 1, 2 & 3 Cumulative Goal = \$47.5 Million Total

3 - 3



SBMP Status

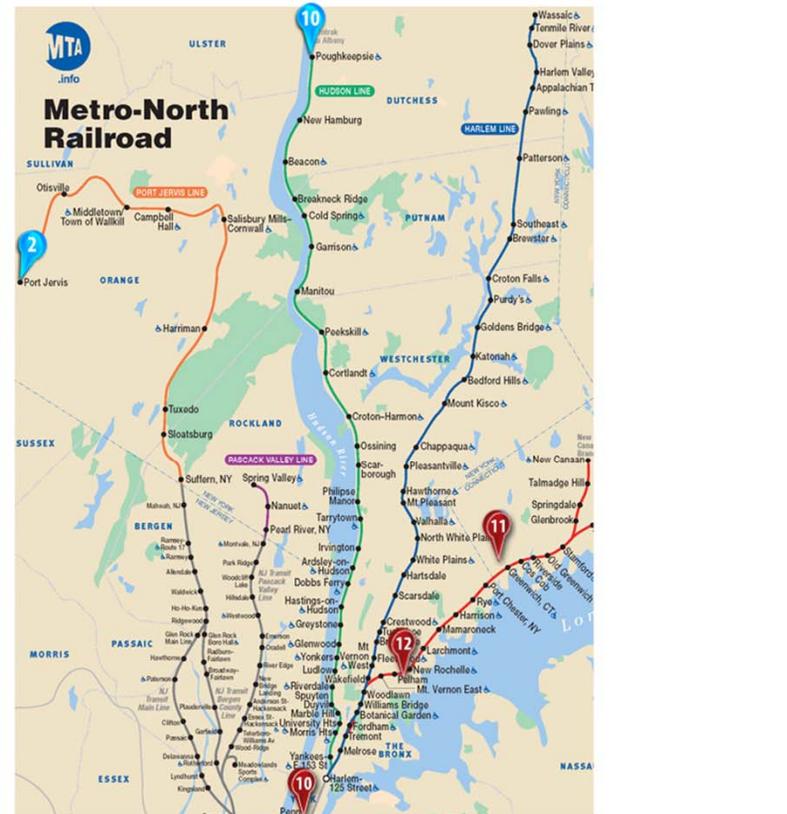
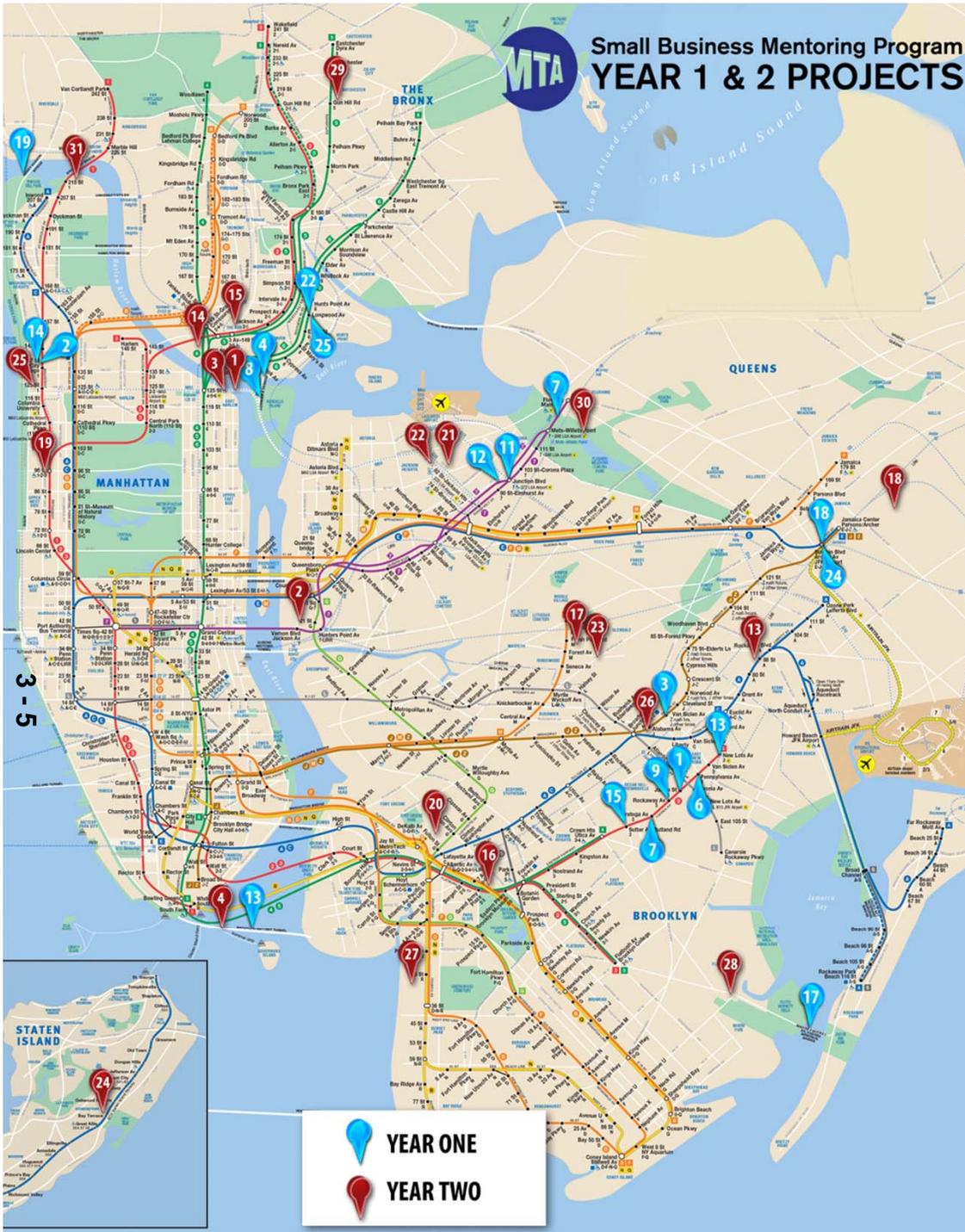
MTA Small Business Mentoring Program

➤ Performance Metrics (Year 2)	<u>Goal</u> (Days)	<u>Actual</u> (Days)
Payments	10	6.16
Awards	10	9.61
Close Outs *	20	28.92
Change Orders *	15	18.73
Submittals	10	< 10
RFI's	5	< 5

*Discussions for Improvement Ongoing

3 - 4



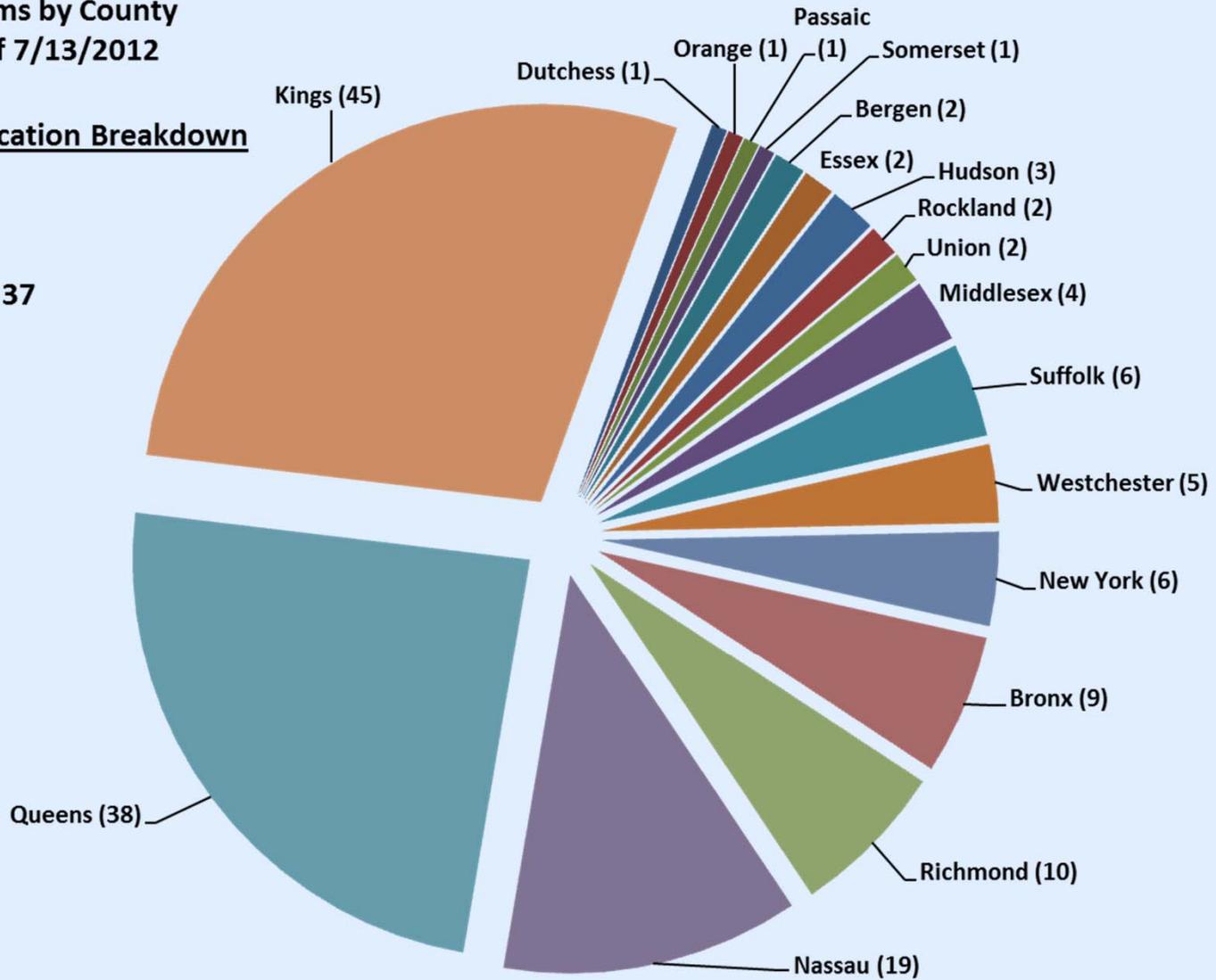


SBMP Pre-Qualified Firms

Prequalified Firms by County
157 Firms as of 7/13/2012

MWDBE Certification Breakdown

- MBE - 108
- WBE - 20
- DBE - 42
- Non-Certified - 37



3 - 7



Accomplishments/Results

- **Year 1 Commitment Plan results as of July 14, 2011:**
 - Legislative Commitment of \$10m minimum required.
 - Projects awarded to 25 firms- \$14,296,770.
 - Of these, 19 awarded to M/W/DBE firms totaling \$11,104,386.

- **Year 2 Commitment Plan results as of July 13, 2012:**
 - Goal of 50% increase - to \$15m minimum required.
 - Projects awarded to 31 firms- \$17,243,514.
 - Of these, 23 awarded to M/W/DBE firms totaling \$13,340,691.

3 - 8



Added Value

3 - 9

SBMP Plan Year	# Projects	Engineer's Estimate Totals	Awarded Bid Amount Total	Realized Savings	# Projects Below Estimate
1	25	\$15,032,371	\$13,537,937	\$1,494,433	19
2	31	\$19,205,368	\$17,169,369	\$2,036,058	20
Totals	56	\$34,237,739	\$30,707,246	\$3,530,491	39



Supporting Accomplishments/Results

➤ Opportunity for Small Businesses

- For Years 1 & 2, SBMP has provided 56 bid solicitations and over 430 bidding opportunities for prequalified firms to date.

➤ Classroom Training Program

- 112 firms have completed the 10 course training program offered since Fall 2010.

➤ Carver Loan Program

- 7 Loans approved since April 2011.
- 2 Loans satisfied.
- 4 Loan applications in process.

3 - 10



Small Business Development Program

Looking Ahead

- **MTA Federal DBE Application**
- **Supporting Statewide Mentor-Protégé Program**
- **Enabling State Agencies to Piggyback on MTA Small Business Bond Program**

3 - 11



**Thanks to All Agency Personnel
Who Worked Hard to Continue
the Success of the
SBMP!**

3 - 12



Update on Signal System Improvements at Jamaica

July 23, 2012

4 - 1



Update on Signal System Improvements at Jamaica

Background

4 - 2

- *OIG requested IEC review of reports, installation and practices to ensure that LIRR upgrades will provide appropriate level of lightning protection.*



Update

Jamaica Lightning Strike

LIRR & IEC Actions To Date

4-3

1. *IEC agrees that an inadvertent ground connection was probable path lightning used. All the MTA agencies approach lightning protection by isolating circuits from ground and this case was an instance where the isolation was defeated.*
2. *LIRR & IEC reviewed and discussed findings and planned upgrades. IEC confirmed that the proposed improvements under the agreement are sound preventative steps to improve immunity against lightning strikes. Revisions to infrastructure are scheduled for completion by 3rd quarter 2012.*
3. *Conducted peer review of lightning protection practices with other MTA agency representatives. MNR & NYCT reported they are less susceptible to damage from lightning strikes due to in part by the shielding their infrastructure provides. All did an internal review of their signal equipment to exposure for similar weaknesses and concluded they are in good shape.*



RECOMMENDATIONS & STATUS

IEC Recommendations

- *Install air terminals (lightning rods or equivalent) on signal buildings in Jamaica Interlocking and examine and expand the use of surge protection for all other electronic signal equipment.*
 - *Status: LIRR is in the process of retaining a specialist for a lightning assessment, schedule for completion, 1st quarter 2013. Existing systems are being surveyed for risks to determine the applicability of using the findings from the investigation. Complete by 3rd quarter 2012.*
- *For future installations, adopt the NEC standards, which are more stringent requirements for equipment grounding than the AREMA Standards currently used by LIRR.*
 - *Status: LIRR agrees and will revise its standard for ground ring burial depth by 3rd quarter 2012. The LIRR and the IEC agreed that the only significant difference between the two standards is the grounding depth. MNR is reviewing the matter.*

MTA Capital Program Commitments & Completions

through

June 30, 2012

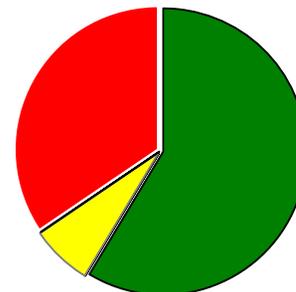
Capital Projects – Major Commitments – June 2012

Through June, MTA agencies planned a total of 27 major commitments. Over the same time period 17 major commitments were forecast to be on or close to goal. In addition, two major commitments were made, but late. Since last month, a net increase of three major commitments were forecast to be on time or early and six more are forecast to be achieved late. All delays are explained on the following page.

As a result of rebaselining the East Side Access project schedule in May, three major commitments have been added to the 2012 commitment goals for MTACC with a total value of \$1.1 billion. All three commitments have been forecast for the 2nd half of the year. The total number of “major” commitments has increased from 54 to 57 and the overall 2012 annual goal is now \$7.3 billion.

By year-end, Agencies forecast committing 96% of the full value of the \$7.3 billion annual goal.

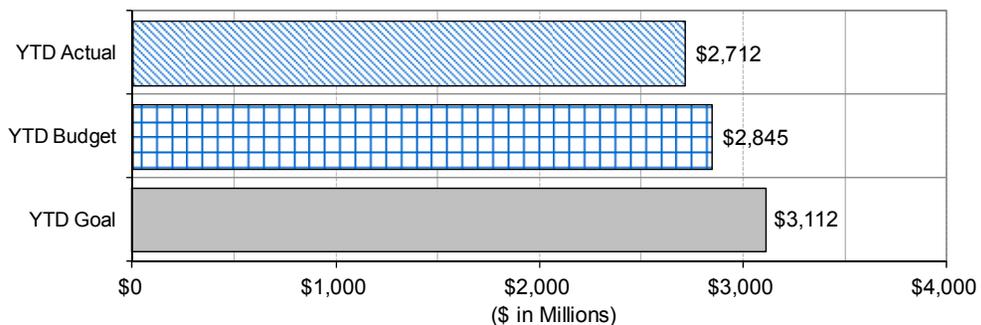
Year-to-Date Major Commitments



	Count	Percentage	Change from Prior Month
GREEN = Commitments made/forecast w within 2 months of Goal	17	59%	↑ 3
YELLOW = Commitments delayed beyond 2 months of Goal (already made)	2	7%	↑ 1
RED = Commitments delayed beyond 2 months of Goal (not yet made)	10	34%	↑ 6
Total	29	100%	↑ 10

Budget Analysis

2012 Annual Goal	\$7,327	
2012 Annual Forecast	96%	of Annual Goal
Left to Complete	61%	(\$4,286)



Year-to-Date Agency Breakdown

Agency	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit	4 GREEN, 1 YELLOW, 7 RED	----	+1 YELLOW, +4 RED
Long Island Rail Road	4 GREEN, +1 GREEN	----	----
Metro-North Railroad	4 GREEN, +1 GREEN, 2 RED	----	+2 RED
Bridges and Tunnels	3 GREEN, +1 GREEN	----	----
Capital Construction Company	2 GREEN	----	----
MTA Bus Company	1 GREEN, 1 YELLOW	----	----
MTA Police Department	----	----	----

Capital Projects – Major Commitments – June 2012– Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
10 All-Agency Red Commitments (7 new this month; net increase of 6)				Bus Replacement			
NYCT							
<i>Track</i>							
2012 Track & Switch Program (27 Projects) - 1st Quarter	Construction Award	Feb-12	Jul-12	Purchase 54 Express Buses	Purchase Award	Mar-12	Jul-12
		\$5.7M	\$9.1M			\$38.3M	\$35.0M
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. 2 of these 3 delayed projects were committed in the 2nd quarter (a combined \$21.5M). The remaining commitment, Welded Rail, is now forecast for July for \$9.1M.				The contract was approved by the MTA Board in May, but is subject to the approval of the Bankruptcy Court. Award is now scheduled for late July.			
2012 Track & Switch Program (6 Projects) - 2nd Quarter (New Item)	Construction Award	Jun-12	Jun-13	Purchase 90 Articulated Buses (New Item)	Purchase Award	Jun-12	Sep-12
		\$1.6M	\$1.6M			\$70.6M	\$69.5M
All Track & Switch projects planned in the 2nd quarter (representing \$20.4M) are committed except one project (representing \$1.6M), which was delayed because of a materials shortage. This remaining project is rescheduled to June 2013.				Procurement action was approved by the MTA Board in June. Contract award is subject to NY State Comptroller review which can take up to 90 days from Board approval. Forecast date reflects this review period.			
<i>Passenger Stations</i>				MNR			
Brick Arch Repair: 168th St & 181st Street (New Item)	Construction Award	Jun-12	Sep-12	<i>Rolling Stock</i>			
		\$38.0M	\$38.0M	M8 Fleet - Purchase Spare Parts (New Item)	Purchase Award	Jun-12	Dec-12
GOs required for this project will not be attainable until the 1st Qtr of 2013. Starting the project earlier than September would lengthen the contract duration; therefore, the award has been postponed.				Purchase has been delayed due to late submission of proposals from the vendor. It is anticipated that the commitment for these parts will be made by December 2012.			
Replace 11 Hydraulic Elevators (New Item)	Construction Award	Jun-12	Sep-12	<i>Communications & Signals</i>			
		\$44.6M	\$44.6M	West of Hudson Signal Improvements - Cab Signal Construction (New Item)		Apr-12	Jul-12
Contract is currently being prepared for advertisement.							
Smart Card Implementation Ph. 1 - DESIGN (New Item)	Design Award	Jun-12	Sep-12			\$52.8M	\$52.8M
		\$10.0M	\$10.0M	Bid opening date was extended per bidders' request to allow for better understanding of the complexities and risks associated with the project and to price it accordingly. Bid opening was held on June 5th and award is being planned for July 2012.			
NYCT is currently reviewing the assumptions for the business case that supports this project. Therefore, the design contract award date has been re-forecast to September 2012.				MTA Bus			
				<i>MTA Bus Projects</i>			
				Emergency Generators: 6 Depots	Construction Award	Mar-12	Aug-12
						\$7.7M	\$7.7M
				Extensive questions submitted by bidders caused the bidding process to be extended and the forecast date has been adjusted to reflect the resulting delay.			

Capital Projects – Major Commitments – June 2012– Schedule Variances

Actuals Results Shaded

Project	Commitment	Goal	Forecast
---------	------------	------	----------

2 All-Agency Yellow Commitment (1 new this month)

NYCT

Subway Cars

300 'B' Division Subway Car Purchase (New Item)	Purchase Award	Mar-12 \$637.8M	Jun-12 (A) \$729.2M
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The MTA Board approved the award of the R34 179 contract to Bombardier Transit Corporation at the March 2012 Board meeting. Subsequently a protest was received from ALSKAW. Award of the R34 179 was on hold pending resolution of the protest. The protest was denied and contract was awarded on June 4th.

MTA Bus

MTA Bus Projects

Fuel Tanks and Bus Wash: Eastchester Depot	Construction Award	Jan-12 \$12.5M	May-12 (A) \$12.9M
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Project delayed due to additional addendums required as a result of bidder questions and also due to lease issues.

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

Actuals Results Shaded

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

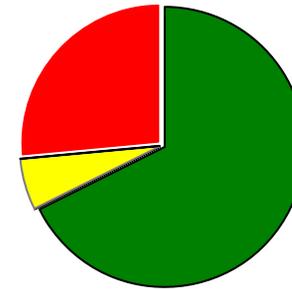
Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
4 All-Agency Budget only variance (0 new this month)							
NYCT							
<i>Line Equipment</i>							
Vent Plant at Mulry Square	Construction Award	Apr-12	Jun-12 (A)				
		\$108.5M	\$60.9M				
Project cost reduced reflecting low bids. Delay of award due to vendor relations issues. Issues have been resolved and the award was made in June.							
<i>Signals & Communications</i>							
VHF Radio System Upgrade	Construction Award	Feb-12	Feb-12 (A)				
		\$210.7M	\$197.4M				
The project was awarded in February.							
LIRR							
<i>Line Structures</i>							
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 committed in future years.							
Bridge Program		Apr-12	Apr-12 (A)				
		\$14.6M	\$6.9M				
Funding provided was limited to the current year's work effort.							

Capital Projects – Major Completions – June 2012

Through June, MTA agencies planned a total of 33 major completions. Over the same time period, 23 major completions were forecast to be on or close to goal. In addition, two major completions were made, but late. Since last month, two major completions were forecast to be on time or early. Other projects remain as previously reported. All delays are explained on the following pages.

To date, agencies have completed \$3.3 billion in capital projects versus a goal of \$4.1 billion. Agencies forecast completing 98% of the \$5.8 billion annual goal by year end.

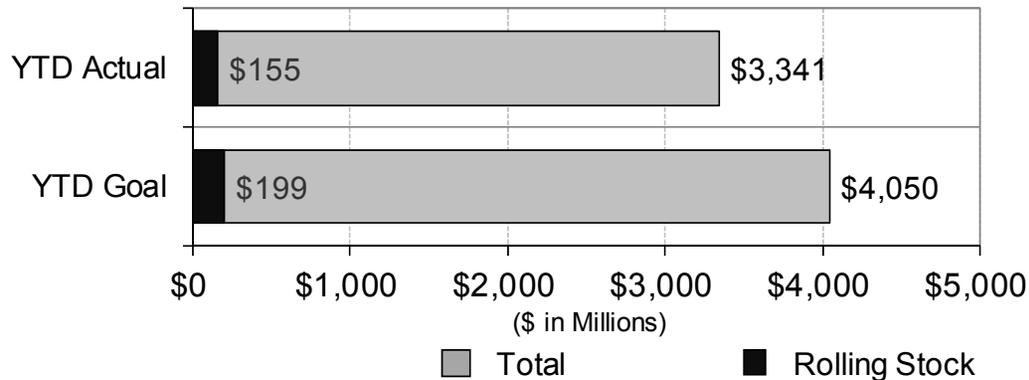
Year-to-Date Major Completions



	Change from Prior Month		
GREEN = Completions made/forecast w/in 2 months of Goal	23	68%	↑ 2
YELLOW = Completions delayed beyond 2 months of Goal (already made)	2	6%	↑ 1
RED = Completions delayed beyond 2 months of Goal (not yet made)	9	26%	↑ 4
	34	100%	↑ 7

Budget Analysis

2012 Annual Goal \$5,827
 2012 Annual Forecast 98% of Annual Goal
 Left to Complete 41% (\$2,356)



Year-to-Date Agency Breakdown

	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
	9	2	6
Long Island Rail Road			
	4		
Metro-North Railroad			
	3	1	
Bridges and Tunnels			
	1		
Capital Construction Company			
	2		
MTA Bus Company			
	4	2	
MTA Police Department			

Capital Projects – Major Completions – June 2012 – Schedule Variances

Project	Completion	Goal	Forecast
9 All-Agency Red Completions (5 new this month; net increase of 4)			
NYCT			
<i>Track Program</i>			
2012 Track & Switch Program (6 Projects) - 2nd Qtr (New Item)	Construction Award	Jun-12 \$24.4M	Nov-12 \$24.4M
Completion of the program is delayed because a water condition necessitated use of a different material that takes longer to install.			
<i>Bus</i>			
90 Standard Diesel Buses - New Flyer Pilot	Purchase Award	Feb-12 \$46.2M	Aug-12 \$44.2M
88 of the 90 buses ordered were accepted. One of the remaining 2 buses will be equipped with a different engine for evaluation purposes; it will be delivered in August along with the other standard diesel.			
<i>Stations</i>			
West End Line Stations - 5 Stations	Construction Award	Apr-12 \$100.2M	Sep-12 \$99.3M
Project completion extended 6 months due to two concurrent delays. 1- Additional corroded steel in south control area at Fort Hamilton Avenue Station. 2- Approval of material for the historic 9th Avenue Station control building by the State Historic Preservation Office.			
West End Line Stations - 7 Stations (New Item)	Construction Award	Apr-12 \$135.5M	Jul-12 \$130.9M
As a result of elevator vibration issues, a work stoppage of 2 months has occurred. The contract is being extended to reflect this delay. Project cost decrease reflects latest estimate.			
Far Rockaway Line Stations - 5 Stations (New Item)	Construction Award	Jun-12 \$89.8M	Sep-12 \$93.8M
The Long Island Power Authority (LIPA) has had a major impact on the project resulting in delays and cost increase. The contractor requires power shut downs of LIPA's energized cable which is attached to the line structure to complete work. LIPA grants only intermittent power outages dependent on weather and their service/maintenance needs.			
Station Work: Dyckman-7th Ave (New Item)	Construction Award	Jun-12 \$74.9M	Jun-13 \$78.2M
New scope added to install ADA elevators and related work has resulted in a delay to the project completion.			

Project	Completion	Goal	Forecast
MNR			
<i>Communication & Signals</i>			
Tagging Relays Harlem & Hudson Lines	Construction Award	Mar-12 \$12.7M	Dec-12 \$12.7M
Staffing changes at MNR's design consultant have resulted in a longer period for completing design modifications for 3 Remote Terminal Units (RTUs). The design modifications are necessary for proper configuration of the RTUs.			
MTA Bus			
<i>Bus Company Projects</i>			
Fire Protection at JFK (New Item)	Construction Award	Jun-12 \$4.0M	Nov-12 \$4.0M
Completion is delayed while issues from the lease agreements are reviewed and resolved.			
New Roof & Ventilation System at Baisley Park	Construction Award	Apr-12 \$8.5M	Oct-12 \$8.5M
Completion is delayed while issues from the lease agreements are reviewed and resolved.			

Capital Projects – Major Completions – June 2012 – Schedule Variances

Actual Results Shaded

Project	Completion	Goal	Forecast
2 All-Agency Yellow Completion (1 new this month)			
NYCT			
<i>Stations</i>			
Rockaway Line Stations (3 Stations)	Construction Award	Feb-12 \$54.2M	May-12 (A) \$57.2M
<p>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 for final inspections. Project cost increased due to delays resulting from site access difficulties stemming from the LIPA cable shutdowns, unanticipated asbestos removal and contractor's rate of progress.</p>			
<i>Bus Program</i>			
Purchase 90 Standard Low-Floor CNG Buses (New Item)		Mar-12 \$46.M	Jun-12 (A) \$46.3M
<p>Project was delayed to June because of bus frame issues found in the last bus. All buses are now in service.</p>			

Capital Projects – Major Completions – June 2012 – Budget* Variances

Actual Results Shaded

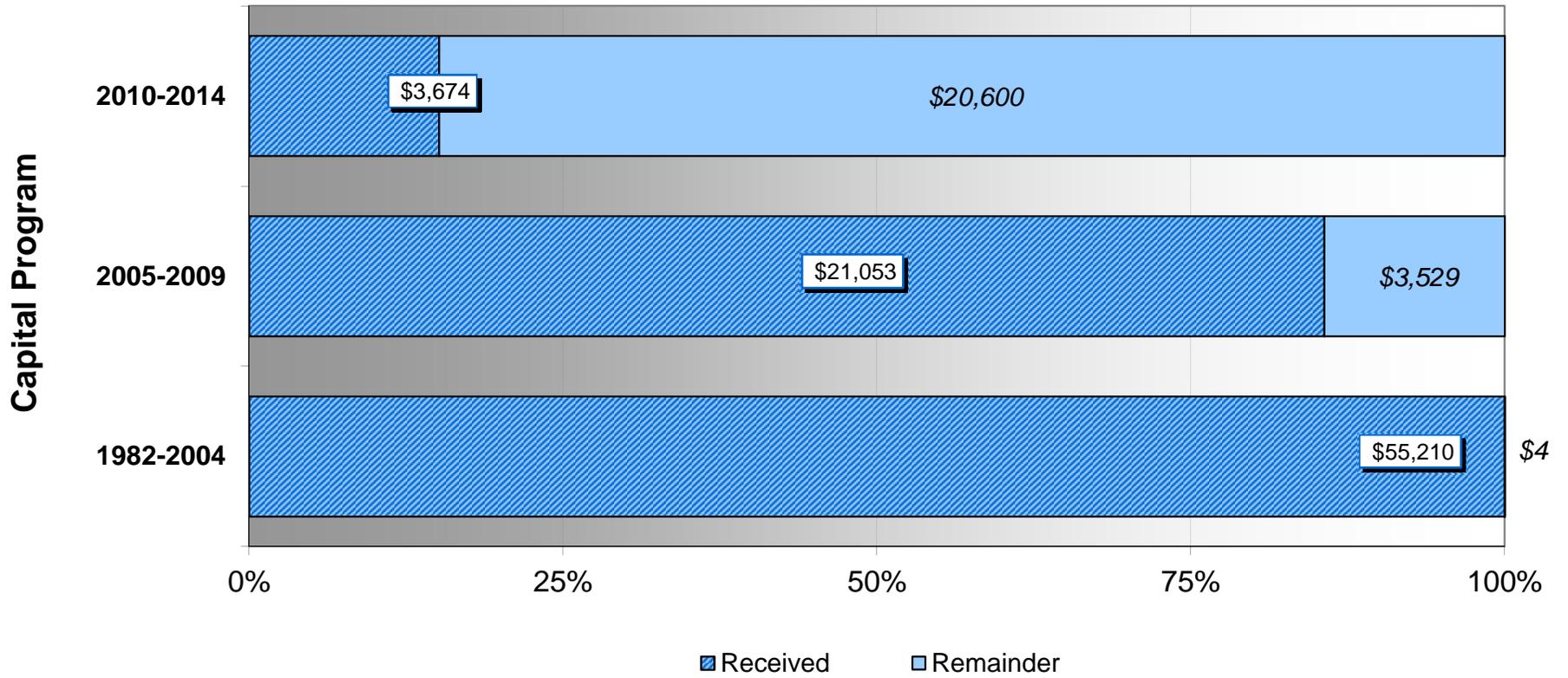
**for variances of more than \$5 million or 10%*

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
3 All-Agency Budget only variances (1 new this month)							
NYCT							
<i>Signals & Communication</i>							
CBTC Canarsie: Equip 64 R-160 Cars	Construction	Mar-12 \$61.2M	Mar-12 (A) \$67.9M				
Project cost increases by \$5.6 million which is comprised of \$4.5 million for TA Labor and \$2.1million for In-house Construction Administration with a savings of \$1.0 million in project's construction contingency. The cost increase is for additional support costs due to extended contract duration and higher than anticipated actual GO/diversion costs associated with rerouting of the MTrain and multiple supplements.							
PA/CIS Phase 2: 156 Stations (IRT)	Construction	Apr-12 \$183.6M	Mar-12 (A) \$208.8M				
Project cost increased due to the addition of training facility and extended project duration requiring additional support costs.							
<i>Track</i>							
2011 Track & Switch Program (3 Projects) - 2nd Qtr (New Item)	Construction	Jun-12 \$127.8M	Mar-12 (A) \$170.9M				
Project cost increased reflecting final actual charges.							

Status of MTA Capital Program Funding

Capital Funding (June 30, 2012)

\$ in millions



Capital Funding Detail (June 30, 2012)

\$ in millions

	Funding Plan	Receipts		
	Current	Receipts thru May	This month	Received to date
2005-2009 Program				
Federal Formula and Flexible Funds	\$5,207	\$5,191	-	\$5,191
Federal New Start	2,795	1,483	333	1,817
Federal Security	334	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	1,478	49	1,528
MTA Bus Federal and City Match	152	143	-	143
Asset Sales and Program Income	980	379	-	379
State Transportation Bond Act	1,450	881	-	881
MTA Bonds (Including LGA)	3,243	3,039	-	3,039
B&T Bonds	1,221	1,049	172	1,221
Bonds from New Sources	5,569	5,462	-	5,462
Other (Including Operating to Capital)	198	107	-	107
Total	\$24,582	\$20,499	\$554	\$21,053

	Funding Plan	Receipts		
	Current	Receipts thru May	This month	Received to date
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,783	\$2,263	-	\$2,263
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)	10,495	728	(8)	720
Other (Including Operating to Capital)	1,498	23	8	31
B&T Bonds	2,079	-	133	133
Total	\$24,274	\$3,541	\$133	\$3,674