



**Metropolitan Transportation Authority**

# **Capital Program Oversight Committee Meeting**

## **July 2012**

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### **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

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#### AGENDA ITEMS

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#### PUBLIC COMMENTS PERIOD

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1. APPROVAL OF MINUTES JUNE 25, 2012

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2. COMMITTEE WORK PLAN

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3. NEW YORK CITY TRANSIT

TAB 2

Integrated Service Information and Management (ISIM): B Division

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Systems & Security Division

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*McKissack+Delcan Supplementary Report*

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*McKissack+Delcan Supplementary Report*

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4. QUARTERLY UPDATE ON MWDBE PARTICIPATION

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5. UPDATE ON MTA SMALL BUSINESS DEVELOPMENT PROGRAM

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6. SIGNAL SYSTEM IMPROVEMENTS AT JAMAICA

TAB 4

7. CAPITAL PROGRAM STATUS

TAB 5

Commitments/Completions & Funding

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Date of next meeting: Monday, September 24, 2012 at 2:00 PM

**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**

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**I. Recurring Agenda Items**

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

**II. Specific Agenda Items**

August 2012

No CPOC

September 2012

*Risk-Based Monitoring*

- Quarterly MTA Capital Construction Report on Mega Projects
- SAS 96<sup>TH</sup> 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**

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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

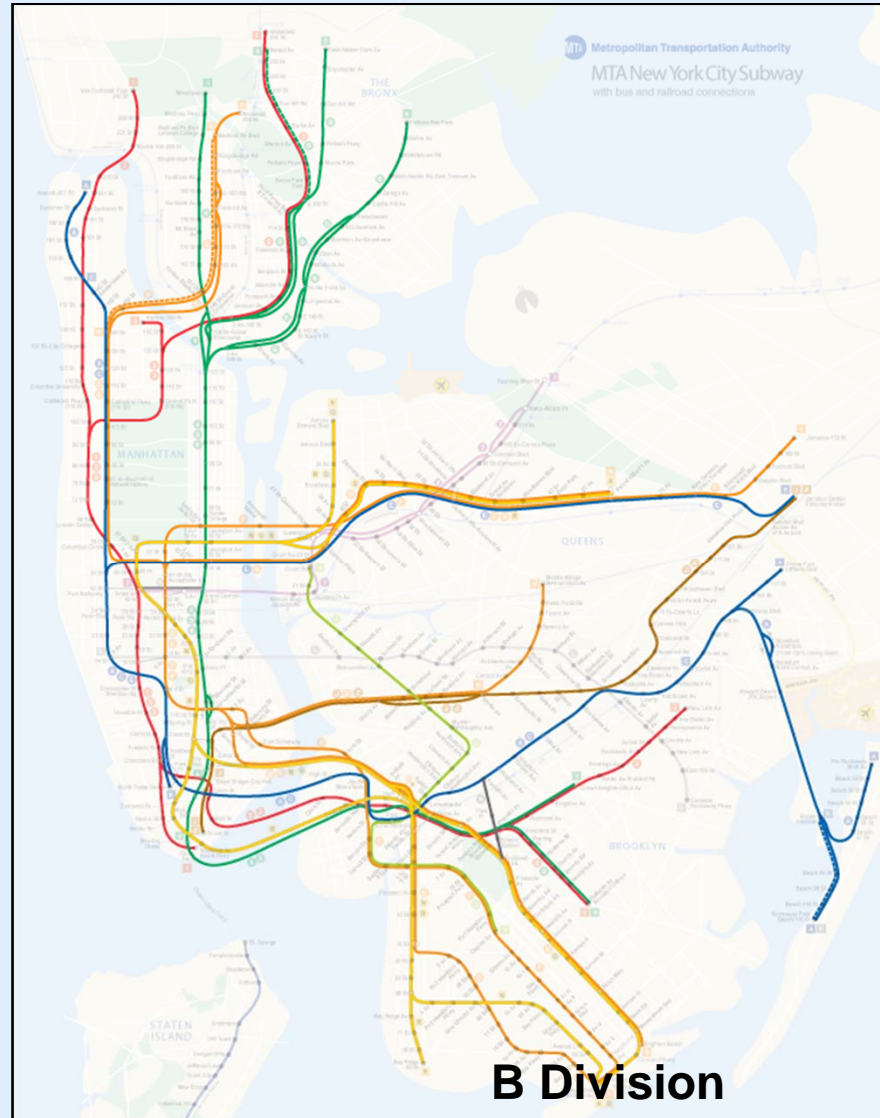


# B Division

- 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



# Comparing the B Division to the A Division



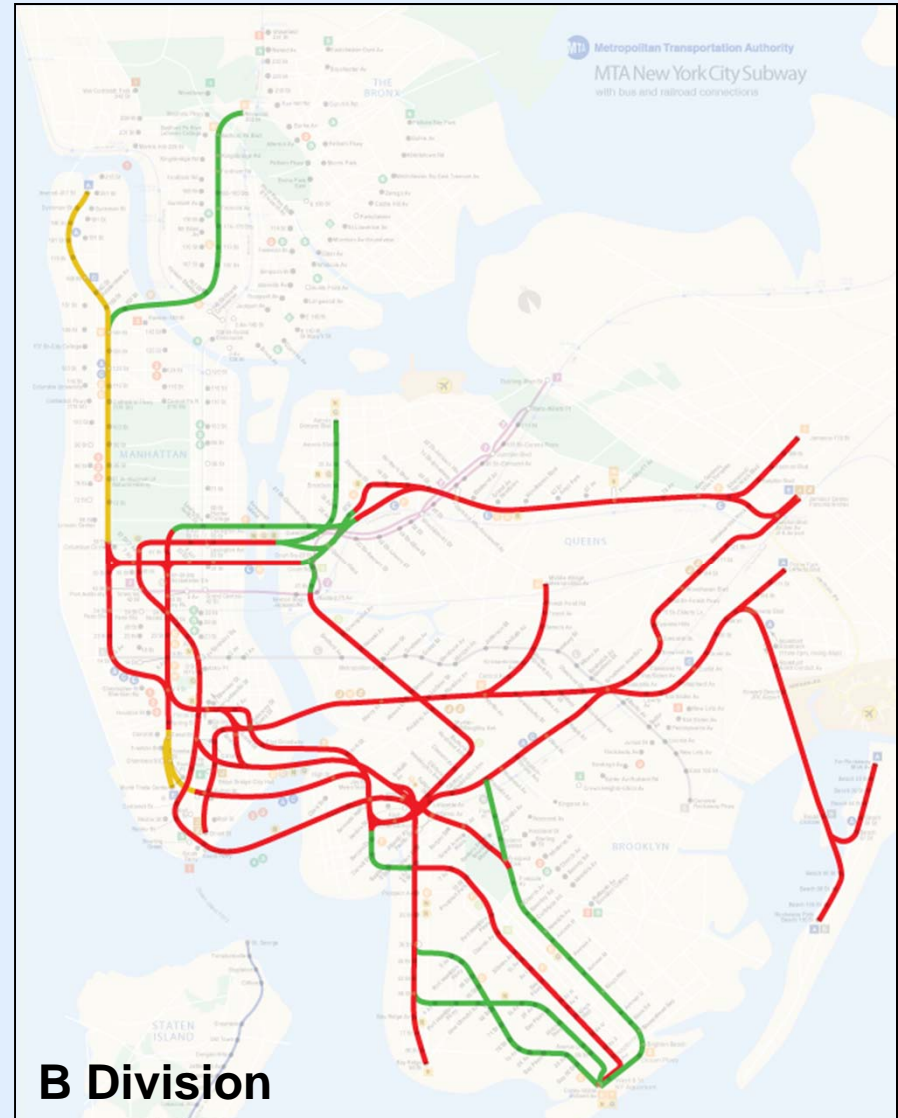
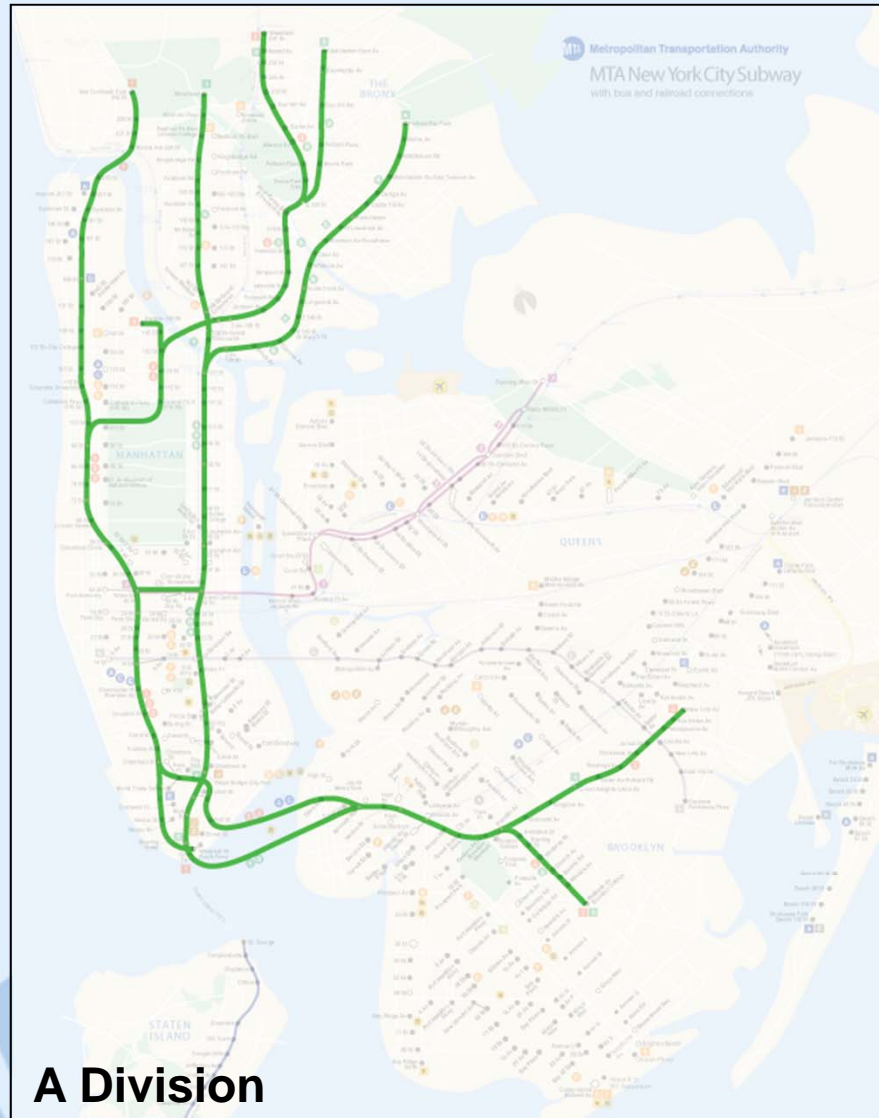
2-4

**A Division**

**B Division**

# Comparing the B Division to the A Division

2-5



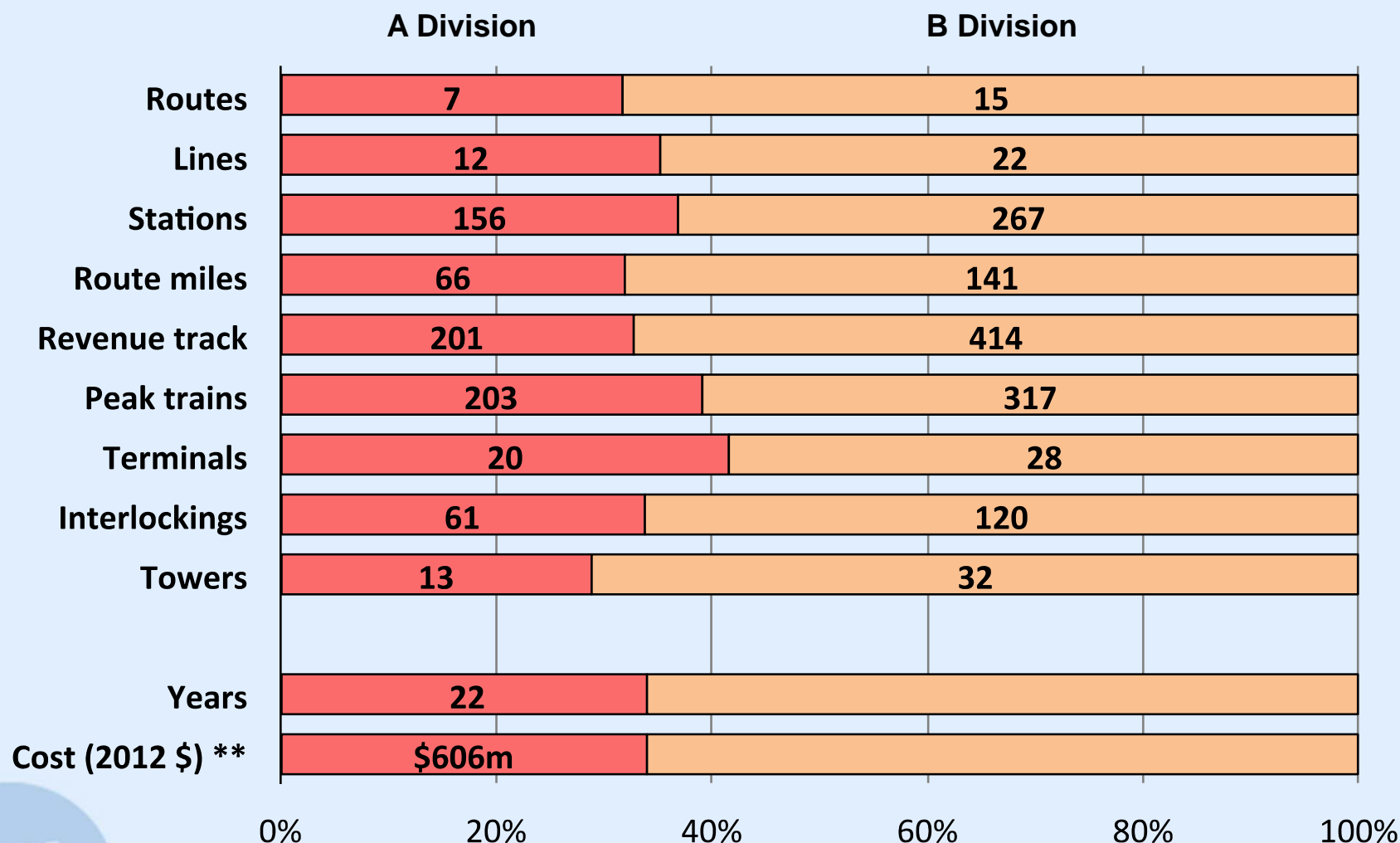
— Modernized: Control

— Modernized: Monitor

— Non-modernized



# Comparing the B Division to the A Division

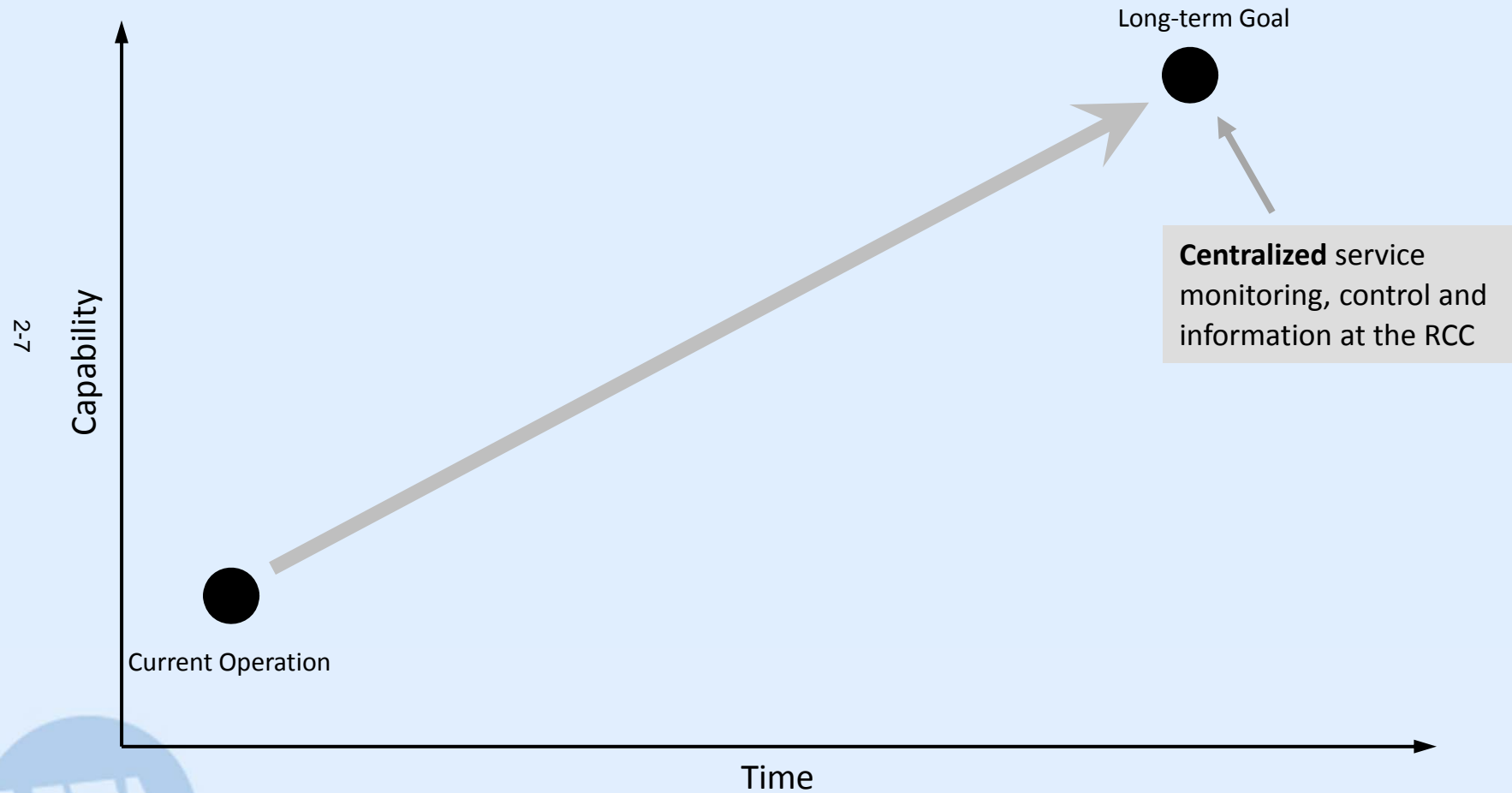


Notes: Data excludes the standalone 7 and L lines

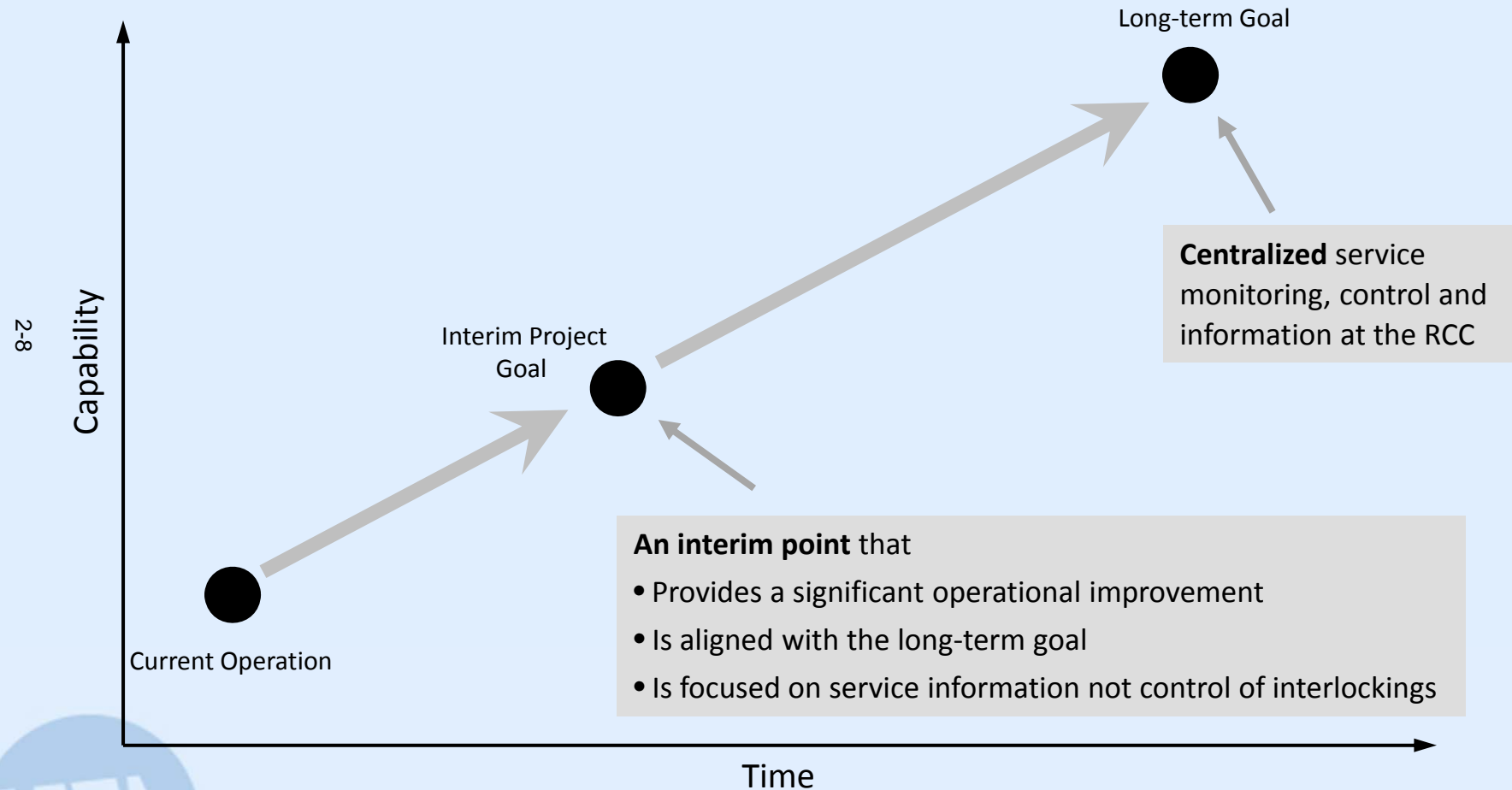
\*\* Cost excludes cost of signal modernization



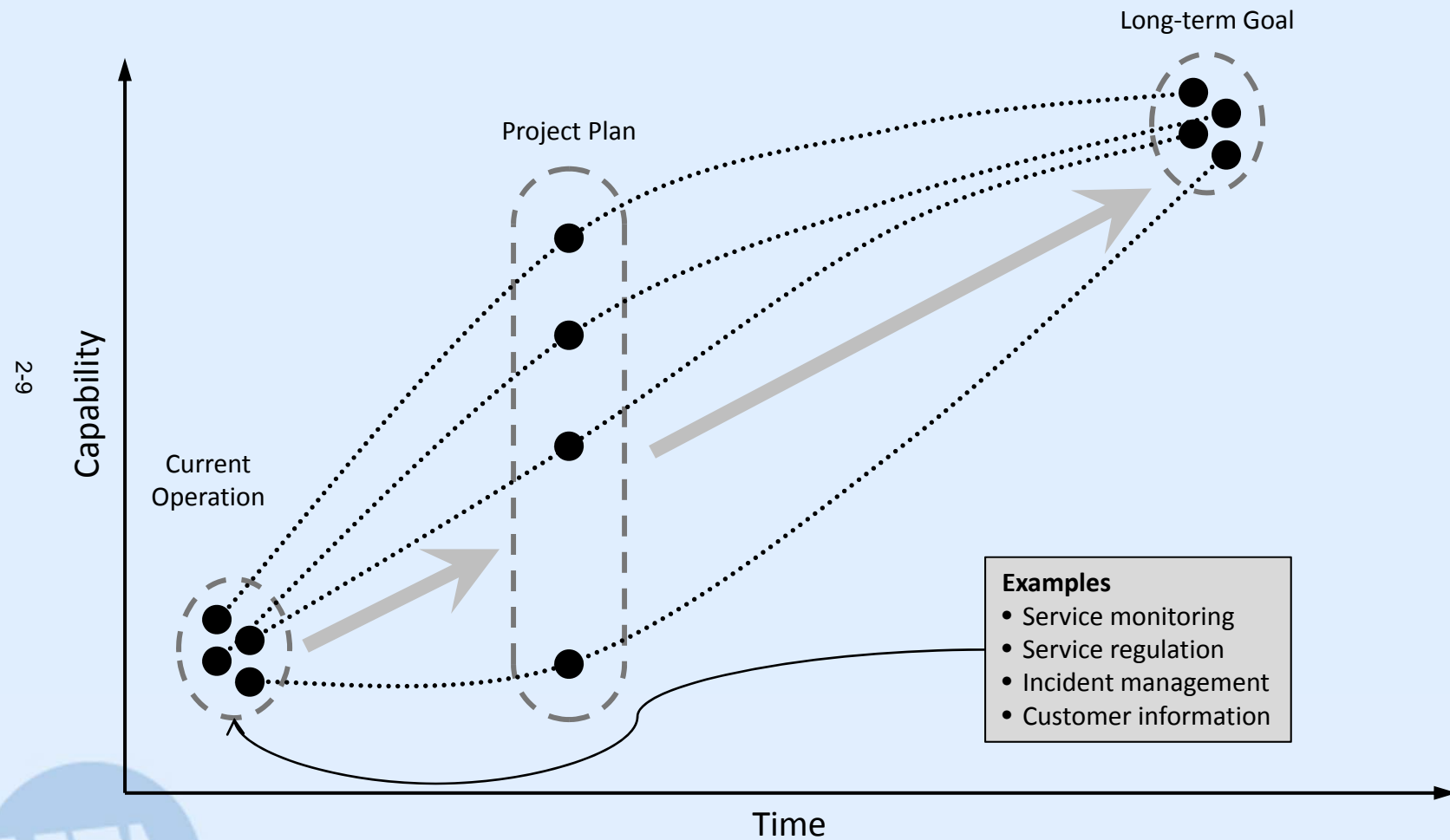
# Long Term Goal



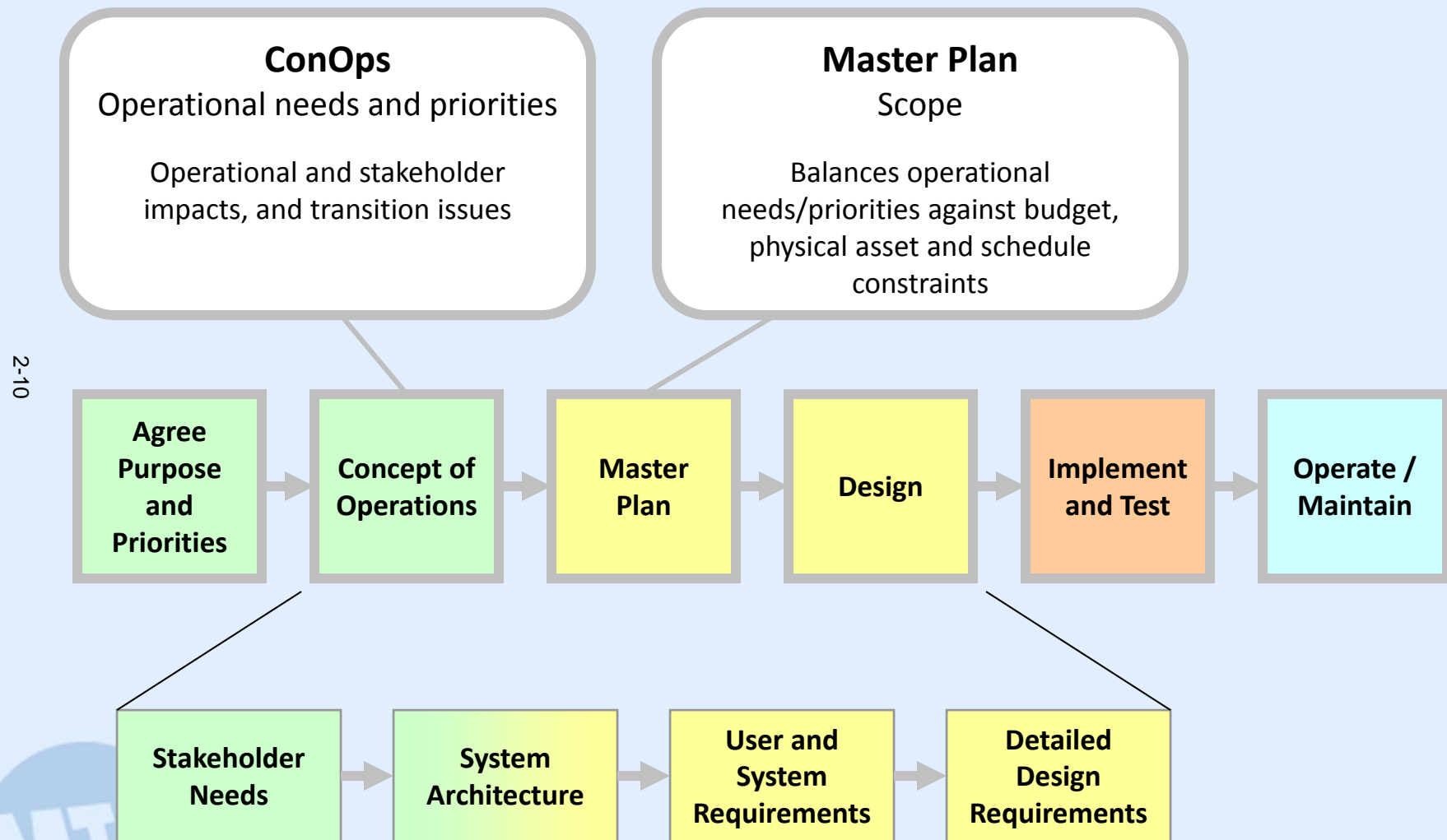
# Establish Interim Project Goal



# Capabilities Advance at Different Rates

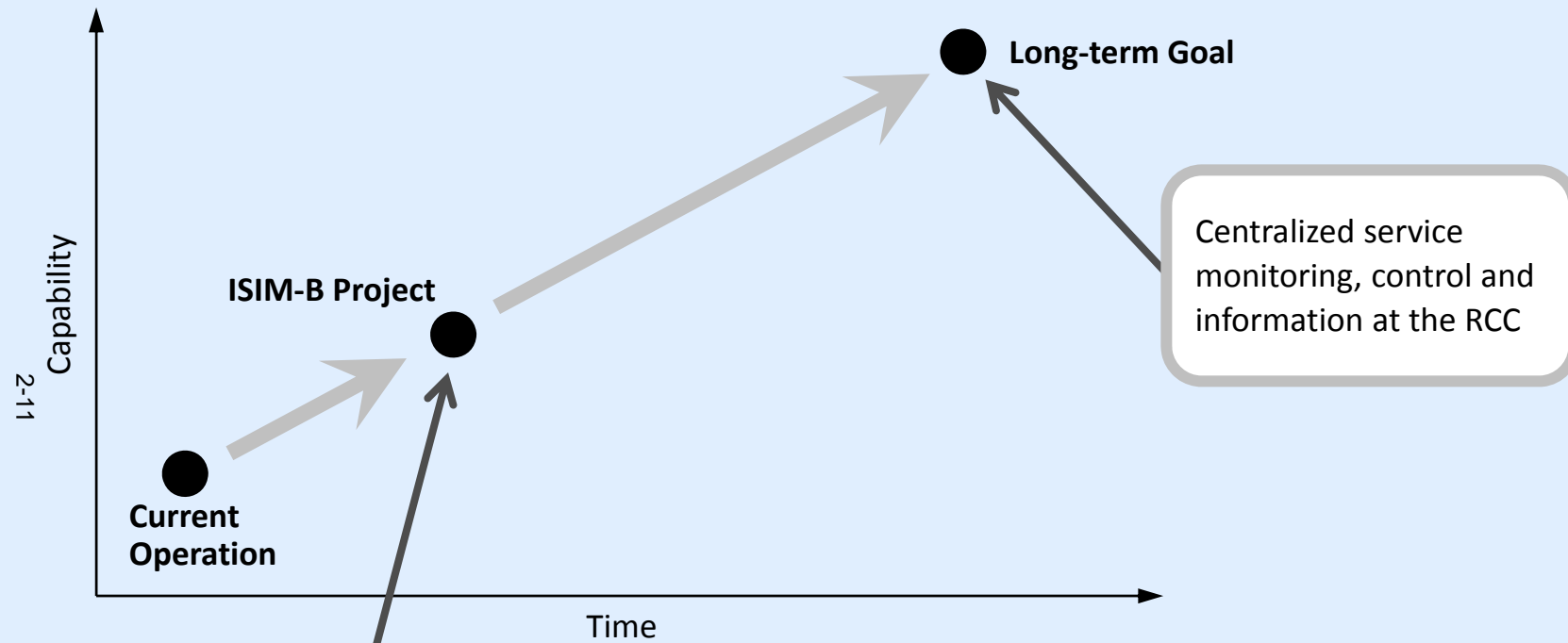


# A Systems Engineering Approach



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:

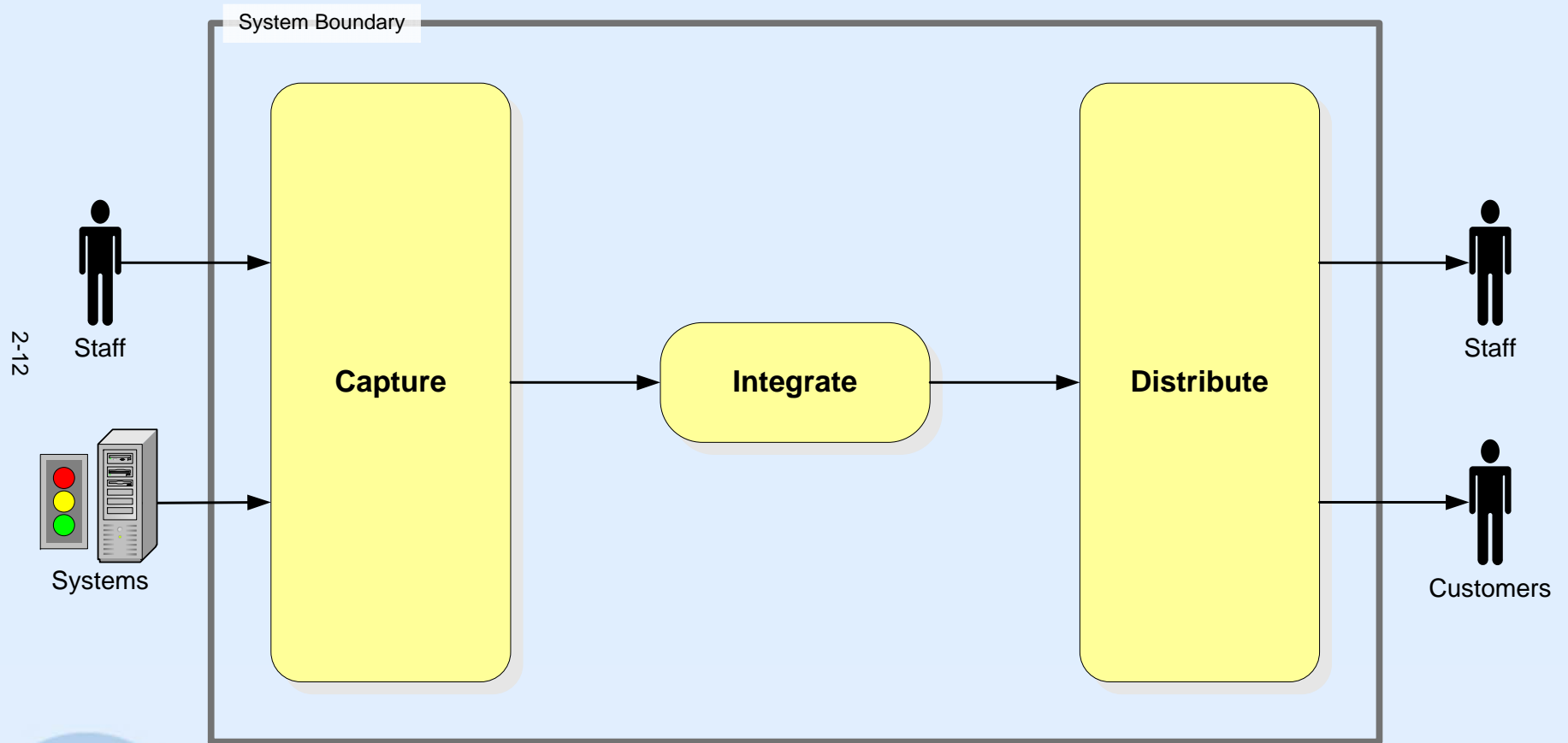
**Better service management** by improving service monitoring and regulation

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

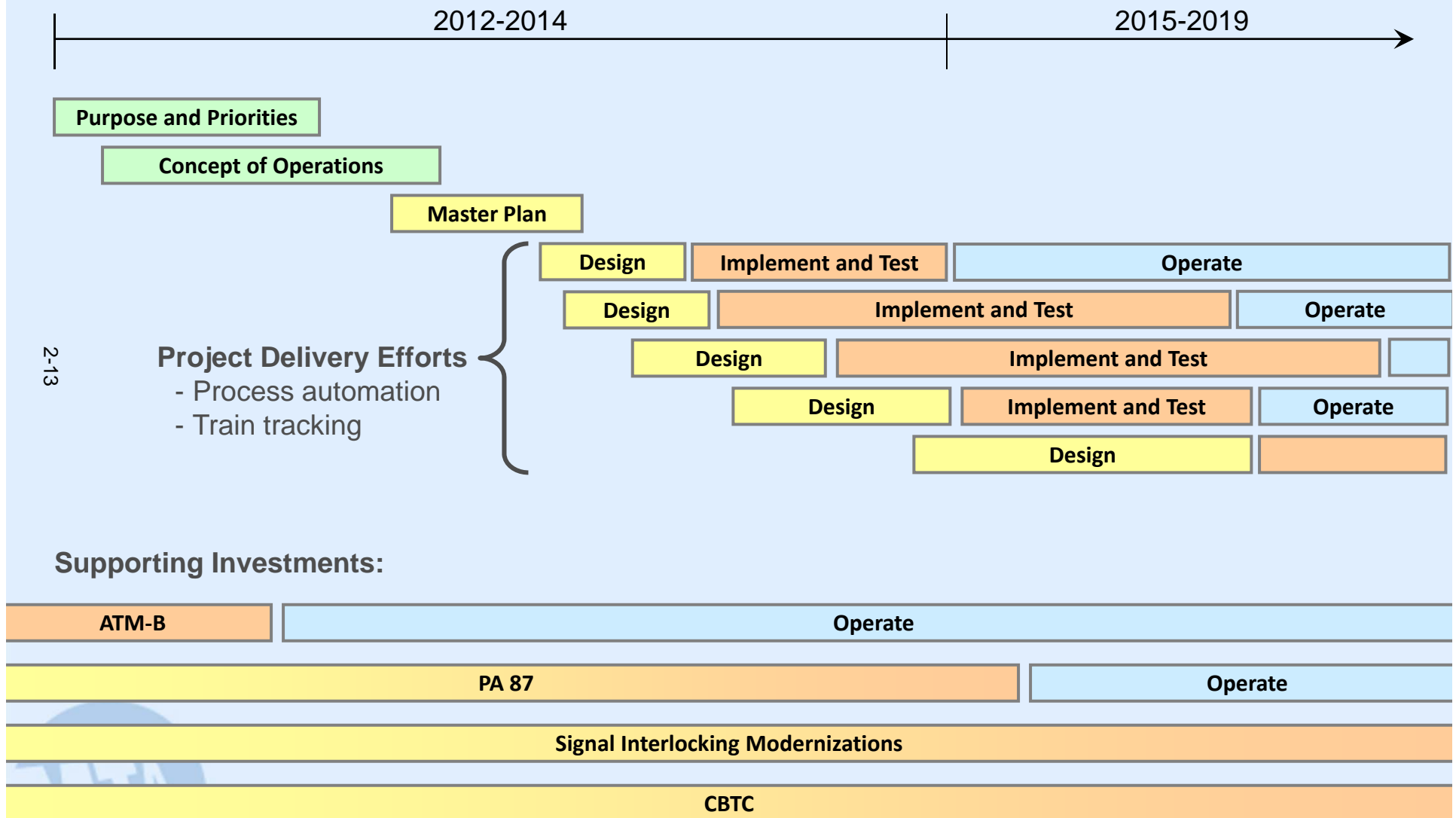
**Better customer information** by improving the quality, accuracy and timeliness of communication

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

# Proposed Operational Concept



# Next Steps





# **Integrated Service Information and Management: B Division**

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

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 34<sup>th</sup> /11<sup>th</sup> Ave. terminal. Modernize 1<sup>st</sup> 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 1<sup>st</sup> 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 3<sup>rd</sup> Quarter 2012.

# CBTC Flushing CBTC

## Critical Milestones

Status	Activity	Date Needed	Issues
 Yellow	Final Design Review (FDR)	3 <sup>rd</sup> Quarter 2012	Working group meetings held to accelerate FDR completion.
 Yellow	Radio Development	3 <sup>rd</sup> 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 <sup>rd</sup> Quarter 2012	Contractor will advance hardware manufacturing based on finalized PDR.
 Green	Factory Acceptance Testing (FAT)	3 <sup>rd</sup> Quarter 2013	FAT on schedule.
 Green	Finalize and Install Train Interfaces	1 <sup>st</sup> 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 <sup>st</sup> R188 train by Jan 2014.

	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 3<sup>rd</sup> Quarter 2012.

# CBTC Critical Milestones and Issues

## Critical Milestones (Culver Line CBTC Integrated Test Facility)

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

### 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.

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**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.

**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

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**William Montanile, P.E.**  
**Program Manager**

**July 2012**



# Approach

## Objectives

- Cost-effective
- Efficient
- Flexible

## Process

**Condition Survey**

**Station Rehabilitation**

**Renewal Program**

**Component Program**

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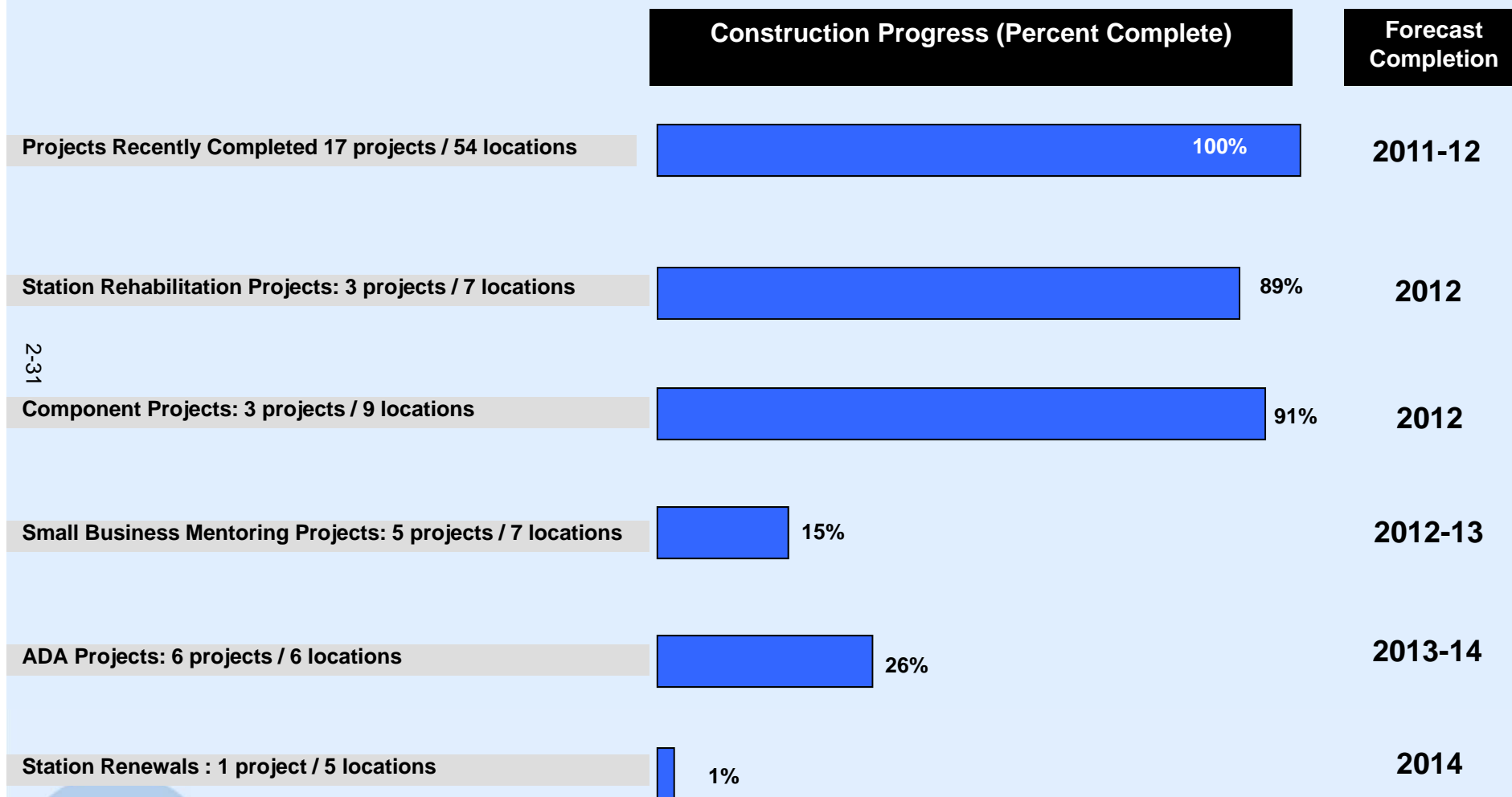


## Projects in Planning & Design - 165 Stations Progress thru 2nd Quarter 2012

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



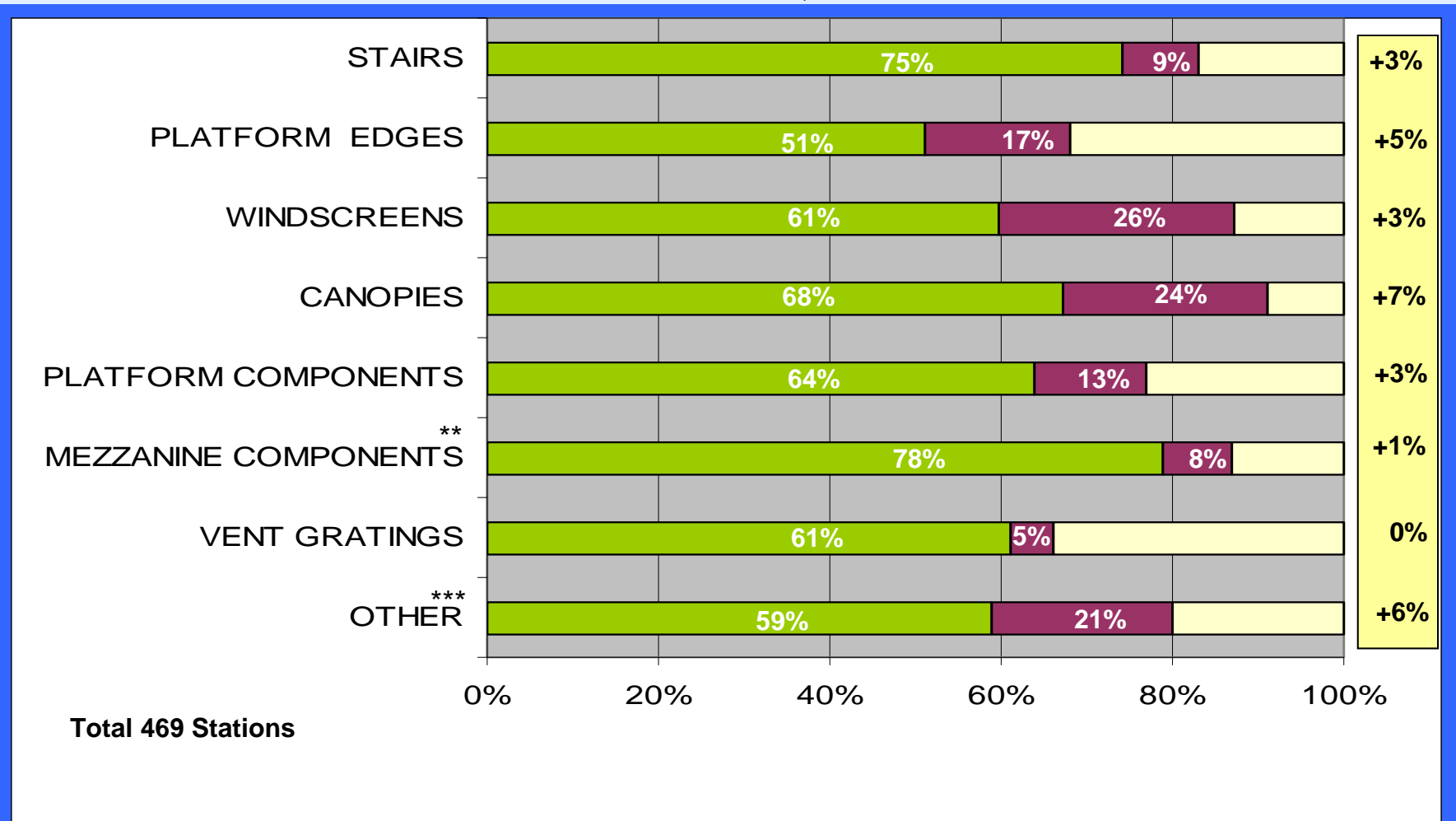
## Projects in Construction – 34 Locations Progress thru 2nd Quarter 2012



# Component Status thru 2nd Quarter 2012

% Progress  
From Nov 2011

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## 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

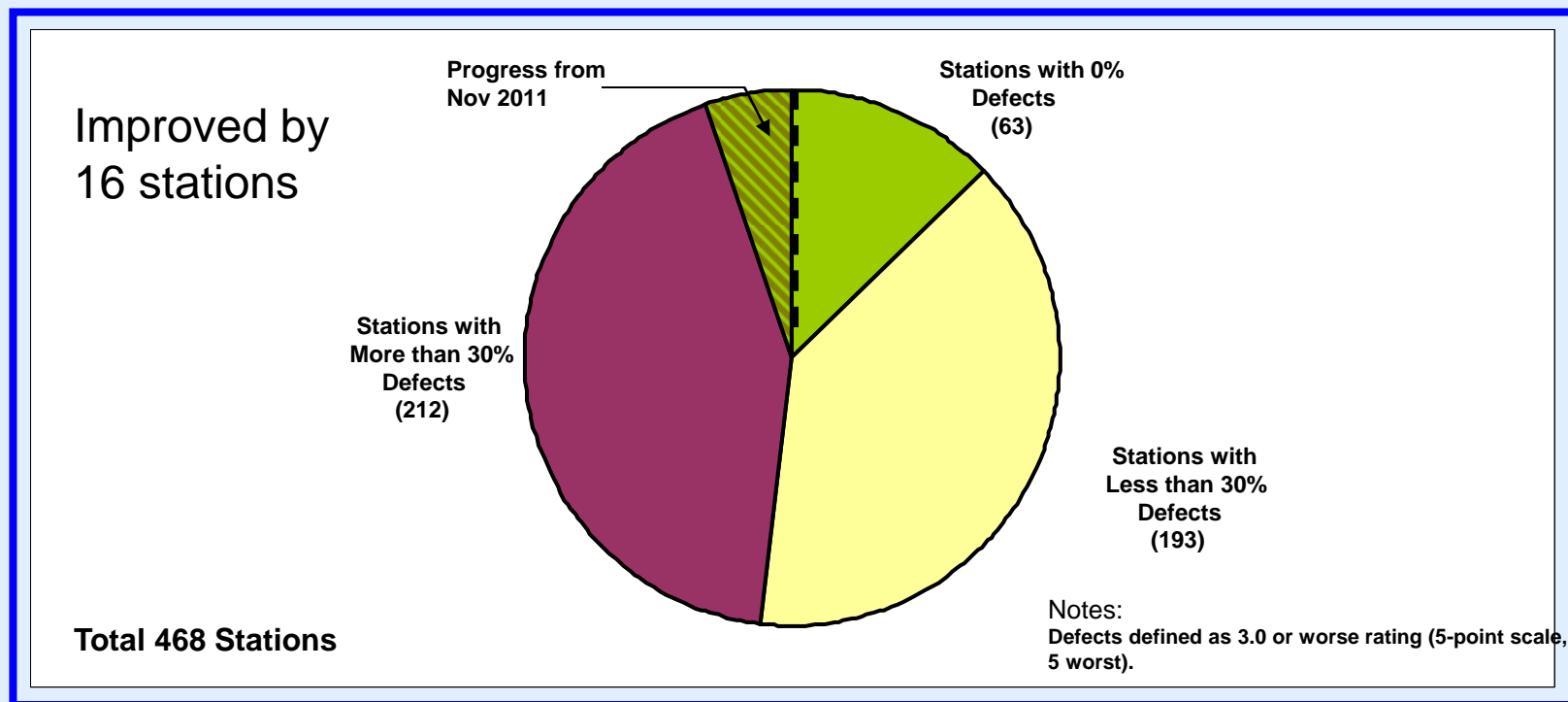
- Defect < 3 \*
- In Progress (2005-2014)
- Remaining (2015-2024)

New York City Transit



## Stations Status thru 2<sup>nd</sup> Quarter 2012

### Progress Toward Reducing Backlog of Defects



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# Project Highlights

2-34



# ADA Accessibility at Mott Avenue



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New York City Transit

# Court Square Station



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New York City Transit



# Court Square Station



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New York City Transit

# Court Square Station

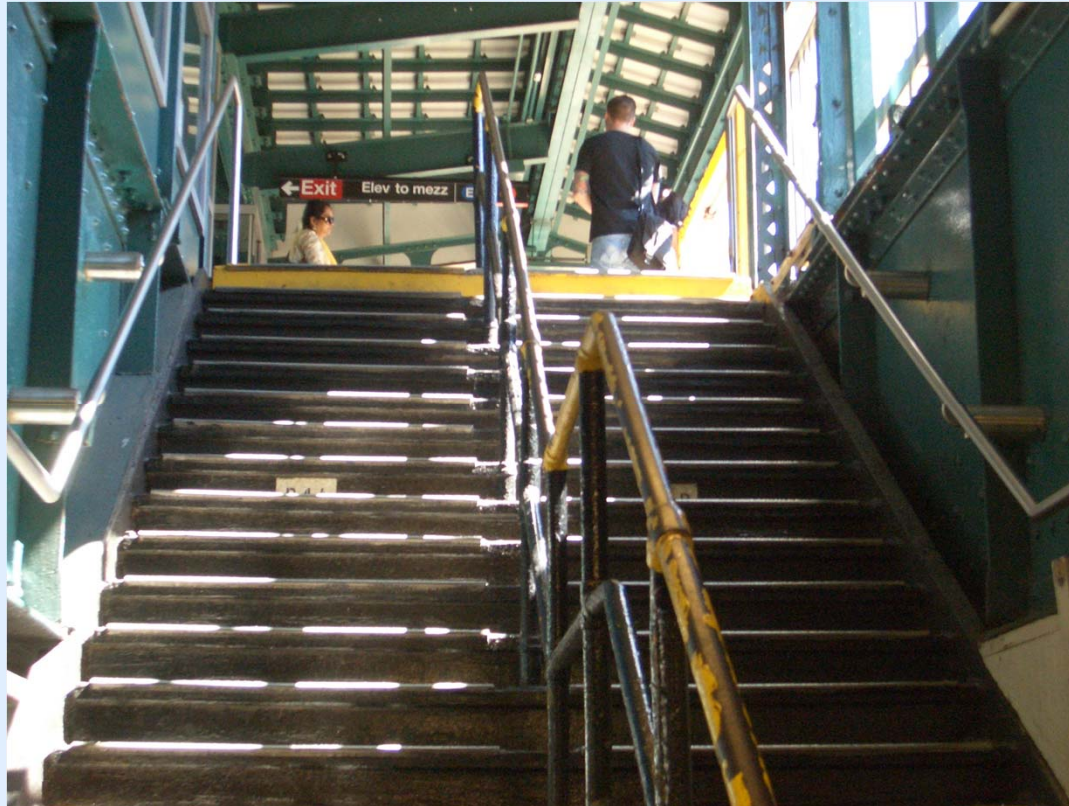
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New York City Transit



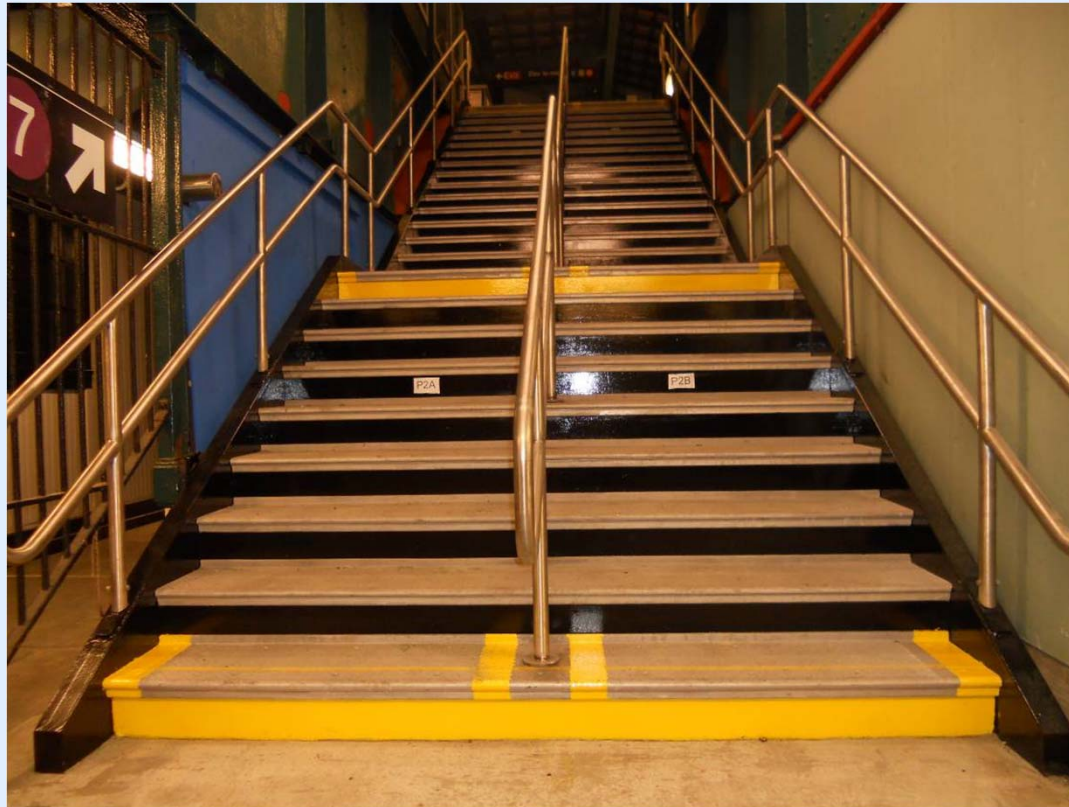
# Court Square Station



2-39



# Court Square Station



2-40





## Court Square Station

Transfer between the 7 and G trains

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New York City Transit



# Brighton Line Projects



2-42





# E. 180 Street Station



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# Station Component Projects

- Platform edges & canopies @ 5 locations Broadway - 7<sup>th</sup>
- Stairs @ 2 locations Broadway - 7<sup>th</sup>
- 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

## 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



New York City Transit



# 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 3<sup>RD</sup> 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 (4<sup>th</sup> Avenue 9<sup>th</sup> Street)
- 1 – Flushing Line (Vernon Jackson)
- 1 – 4<sup>th</sup> 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, 161<sup>st</sup> St. Yankee Stadium Complex, 149<sup>th</sup> Street/3<sup>rd</sup> Avenue, Main St, 74<sup>th</sup> 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. 180<sup>th</sup> 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)		
DBE Participation Goal: 17%	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)
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%
<b>TOTAL</b>	<b>\$ 312.2</b>	<b>\$ 31.4</b>	<b>10.1%</b>	<b>\$ 354.5</b>	<b>\$ 70.1</b>	<b>19.8%</b>	<b>\$ 666.7</b>	<b>\$ 101.5</b>	<b>15.2%</b>
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	
<b>Total</b>	<b>\$ 312.2</b>	<b>\$ 19.0</b>		<b>\$ 339.5</b>	<b>\$ 29.5</b>		<b>\$ 651.7</b>	<b>\$ 48.5</b>	

STATE FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			2012 TOTALS (JANUARY-JUNE 2012) (in millions)		
MBE Participation Goal: 10%	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)
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	
<b>TOTAL</b>	<b>\$ 151.8</b>	<b>\$ 19.3</b>	<b>12.7%</b>	<b>\$ 72.1</b>	<b>\$ 11.1</b>	<b>15.4%</b>	<b>\$ 224</b>	<b>\$ 30.4</b>	<b>13.6%</b>
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	
<b>TOTAL</b>	<b>\$ 151.8</b>	<b>\$ 21.1</b>	<b>13.9%</b>	<b>\$ 72.1</b>	<b>\$ 33.8</b>	<b>46.9%</b>	<b>\$ 224</b>	<b>\$ 55.0</b>	<b>24.5%</b>
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	\$ -	\$ -		\$ -	\$ -				
<b>Additional DBE Participation Total</b>	<b>\$ 146.1</b>	<b>\$ 6.2</b>		<b>\$ 72.2</b>	<b>\$ 6.5</b>		<b>\$ 192.6</b>	<b>\$ 7.7</b>	

\* 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**

**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



# SBMP Status

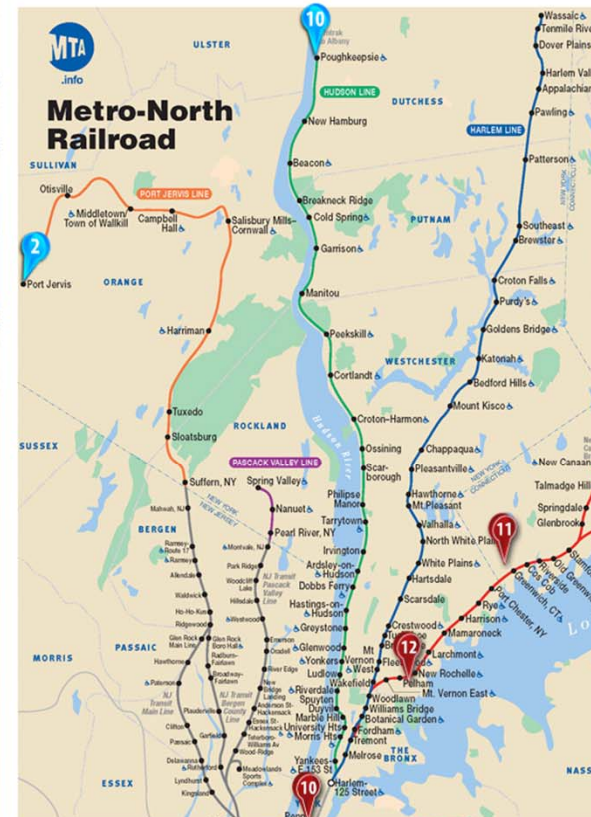
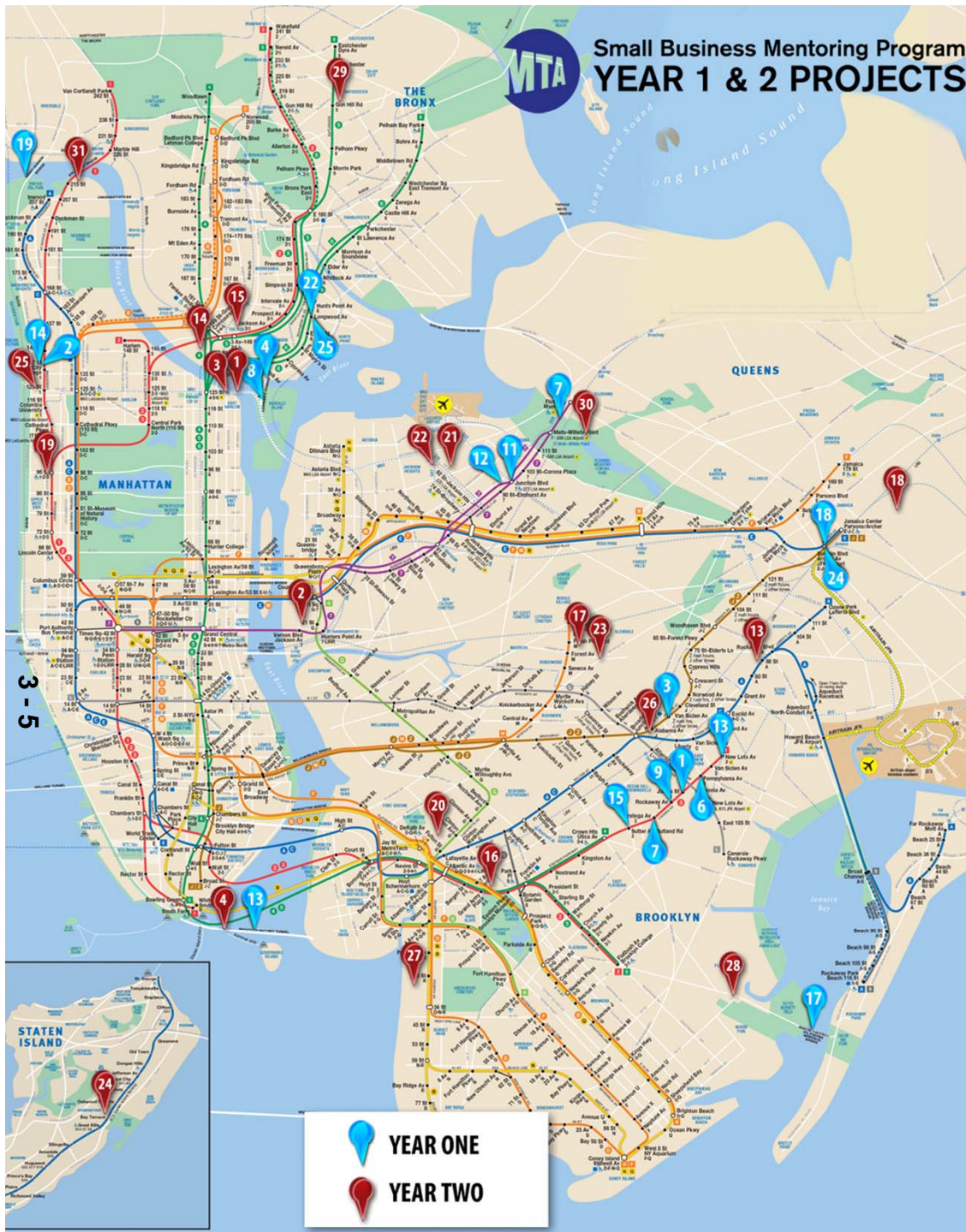
## MTA Small Business Mentoring Program

➤ 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









# METROPOLITAN TRANSPORTATION AUTHORITY SMALL BUSINESS MENTORING & DEVELOPMENT OUTREACH PROGRAM



# SBMP Pre-Qualified Firms

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

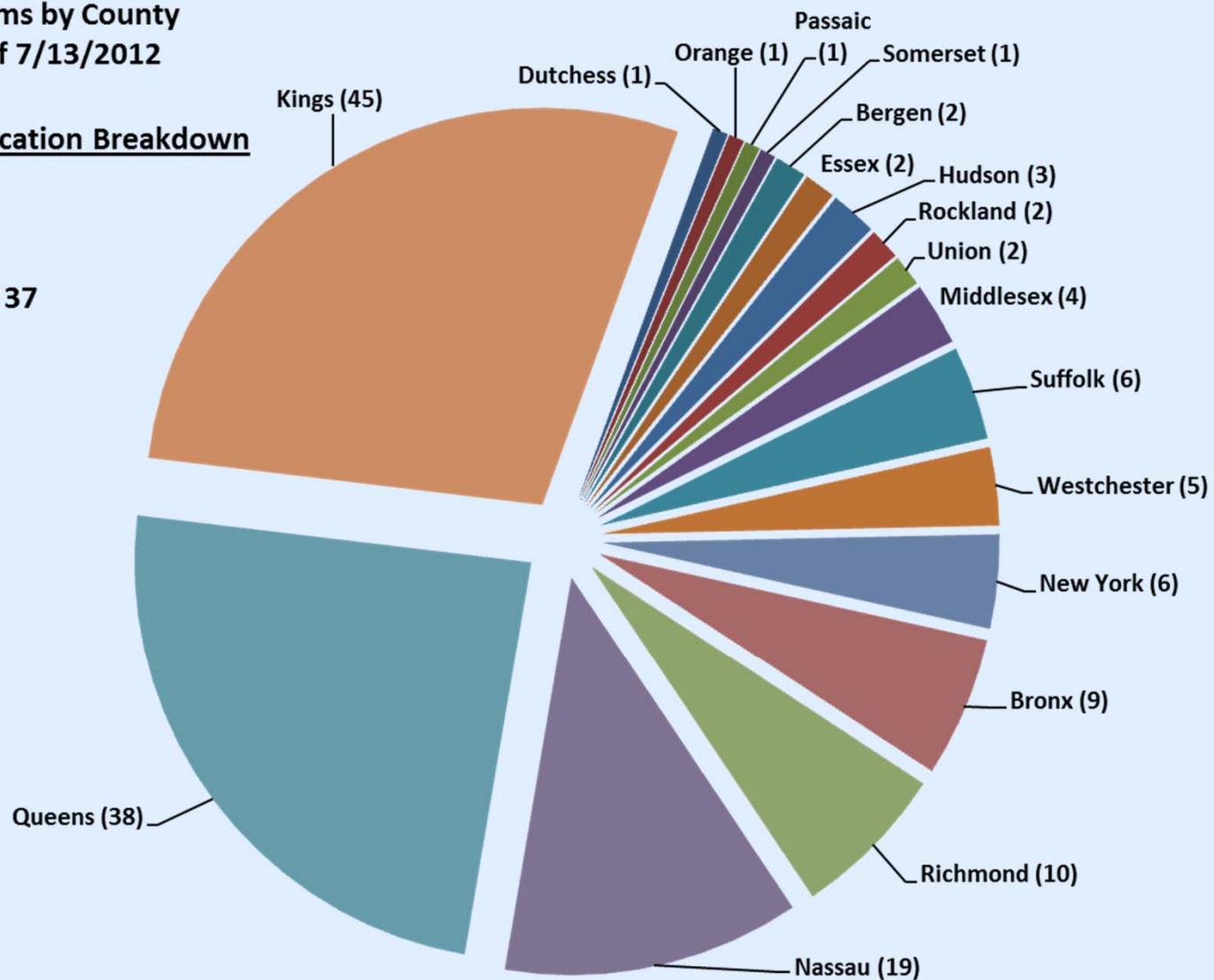
## MWDBE Certification Breakdown

MBE - 108

WBE - 20

DBE - 42

Non-Certified - 37



Department of Diversity and Civil Rights  
Office of Construction Oversight





# 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.



# 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
<b>Totals</b>	<b>56</b>	<b>\$34,237,739</b>	<b>\$30,707,246</b>	<b>\$3,530,491</b>	<b>39</b>



# 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!**



# 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 3<sup>rd</sup> 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.*

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**MTA Capital Program  
Commitments & Completions**

**through**

**June 30, 2012**

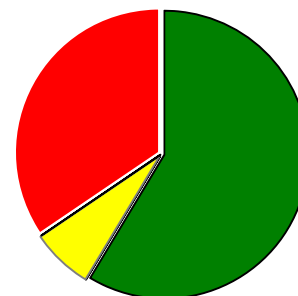
## Capital Projects – Major Commitments – June 2012

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 2<sup>nd</sup> 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.

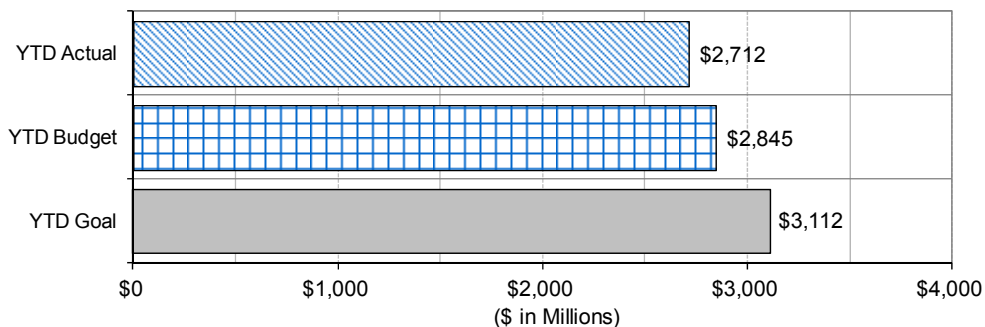
## Year-to-Date Major Commitments



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
	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

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

## Capital Projects – Major Commitments – June 2012– Schedule Variances

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

### 10 All-Agency Red Commitments (7 new this month; net increase of 6)

#### NYCT

##### Track

2012 Track & Switch Program (27 Projects) - 1st Quarter	Construction Award	Feb-12	Jul-12
		\$5.7M	\$9.1M

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.

2012 Track & Switch Program (6 Projects) - 2nd Quarter (New Item)	Construction Award	Jun-12	Jun-13
		\$1.6M	\$1.6M

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.

##### Passenger Stations

Brick Arch Repair: 168th St & 181st Street (New Item)	Construction Award	Jun-12	Sep-12
		\$38.0M	\$38.0M

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.

Replace 11 Hydraulic Elevators (New Item)	Construction Award	Jun-12	Sep-12
		\$44.6M	\$44.6M

Contract is currently being prepared for advertisement.

Smart Card Implementation Ph. 1 - DESIGN (New Item)	Design Award	Jun-12	Sep-12
		\$10.0M	\$10.0M

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.

Project	Commitment	Goal	Forecast
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#### Bus Replacement

Purchase 54 Express Buses	Purchase Award	Mar-12	Jul-12
		\$38.3M	\$35.0M

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.

Purchase 90 Articulated Buses (New Item)	Purchase Award	Jun-12	Sep-12
		\$70.6M	\$69.5M

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.

#### MNR

##### Rolling Stock

M8 Fleet - Purchase Spare Parts (New Item)	Purchase Award	Jun-12	Dec-12
		\$17.3M	\$17.3M

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.

##### Communications & Signals

West of Hudson Signal Improvements - Cab Signal Construction (New Item)		Apr-12	Jul-12
		\$52.8M	\$52.8M

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.

#### MTA Bus

##### MTA Bus Projects

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

<b>300 'B' Division Subway Car Purchase (New Item)</b>	Purchase Award	Mar-12 \$637.8M	Jun-12 (A) \$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 AL SKAW. Award of the R34179 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
---------	------------	------	----------

### 4 All-Agency Budget only variance (0 new this month)

#### NYCT

##### *Line Equipment*

Vent Plant at Mulry Square	Construction Award	Apr-12 \$108.5M	Jun-12 (A) \$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.			

##### *Signals & Communications*

VHF Radio System Upgrade	Construction Award	Feb-12 \$210.7M	Feb-12 (A) \$197.4M
The project was awarded in February.			

#### LIRR

##### *Line Structures*

ERT Tunnel Rehabilitation		Mar-12 \$25.0M	Mar-12 (A) \$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 \$14.6M	Apr-12 (A) \$6.9M
Funding provided was limited to the current year's work effort.			

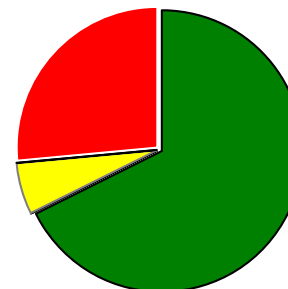
Project	Commitment	Goal	Forecast
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## Capital Projects – Major Completions – June 2012

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.

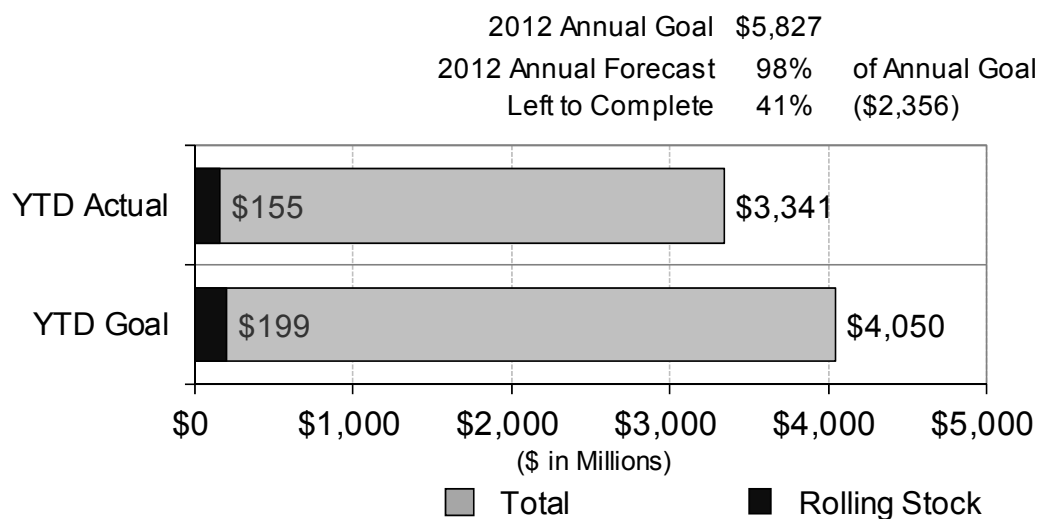
To date, agencies have completed \$3.3 billion in capital projects versus a goal of \$4.1 billion. Agencies forecast completing 98% of the \$5.8 billion annual goal by year end.

## Year-to-Date Major Completions



	Change from Prior Month		
GREEN = Completions made/forecast within 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



## Year-to-Date Agency Breakdown

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

## 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

##### Track Program

<b>2012 Track &amp; Switch Program (6 Projects) - 2nd Qtr (New Item)</b>	Construction Award	Jun-12 \$24.4M	Nov-12 \$24.4M
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Completion of the program is delayed because a water condition necessitated use of a different material that takes longer to install.

##### Bus

90 Standard Diesel Buses - New Flyer Pilot	Purchase Award	Feb-12 \$46.2M	Aug-12 \$44.2M
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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.

##### Stations

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.

<b>West End Line Stations - 7 Stations (New Item)</b>	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.

<b>Far Rockaway Line Stations - 5 Stations (New Item)</b>	Construction Award	Jun-12 \$89.8M	Sep-12 \$93.8M
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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.

<b>Station Work: Dyckman- 7th Ave (New Item)</b>	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
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#### MNR

##### Communication & Signals

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

##### Bus Company Projects

<b>Fire Protection at JFK (New Item)</b>	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

##### Stations

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.</p> <p>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>			

##### Bus Program

<b>Purchase 90 Standard Low-Floor CNG Buses (New Item)</b>		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%*

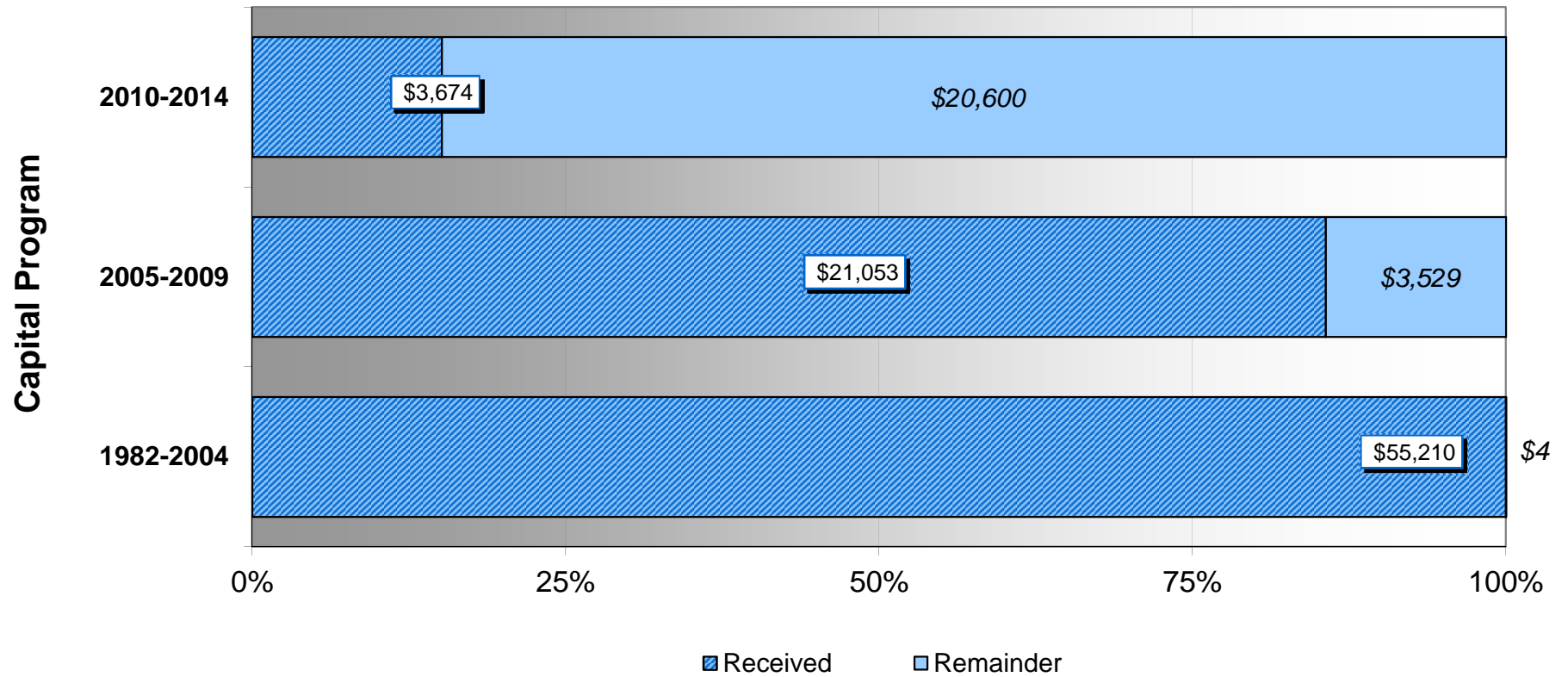
Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
<b>3 All-Agency Budget only variances (1 new this month)</b>							
<b>NYCT</b>							
<i>Signals &amp; Communication</i>							
<b>CBTC Canarsie: Equip 64 R-160 Cars</b>	Construction	Mar-12 \$61.2M	Mar-12 (A) \$67.9M				
Project cost 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 M Train and multiple supplements.							
<b>PA/CIS Phase 2: 156 Stations (IRT)</b>	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>							
<b>2011 Track &amp; Switch Program (3 Projects) - 2nd Qtr (New Item)</b>	Construction	Jun-12 \$127.8M	Mar-12 (A) \$170.9M				
Project cost increased reflecting final actual charges.							

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## Status of MTA Capital Program Funding

## Capital Funding (June 30, 2012)

\$ in millions



## Capital Funding Detail (June 30, 2012)

\$ in millions

### 2005-2009 Program

Federal Formula and Flexible Funds  
Federal New Start  
Federal Security  
Federal Other  
Federal ARRA - Stimulus  
City of New York  
City #7 Line Extension Funds  
MTA Bus Federal and City Match  
Asset Sales and Program Income  
State Transportation Bond Act  
MTA Bonds (Including LGA)  
B&T Bonds  
Bonds from New Sources  
Other (Including Operating to Capital)

Funding Plan	Receipts			
	<u>Current</u>	<u>Receipts thru May</u>	<u>This month</u>	<u>Received to date</u>
	\$5,207	\$5,191	-	\$5,191
	2,795	1,483	333	1,817
	334	222	-	222
	7	7	-	7
	654	654	-	654
	405	405	-	405
	2,367	1,478	49	1,528
	152	143	-	143
	980	379	-	379
	1,450	881	-	881
	3,243	3,039	-	3,039
	1,221	1,049	172	1,221
	5,569	5,462	-	5,462
	198	107	-	107
Total	\$24,582	\$20,499	\$554	\$21,053

### 2010-2014 Program

Federal Formula, Flexible, Misc  
Federal High Speed Rail  
Federal Security  
Federal RIFF Loan  
City Capital Funds  
State Assistance  
MTA Bus Federal and City Match  
MTA Bonds (Payroll Mobility Tax)  
Other (Including Operating to Capital)  
B&T Bonds

Funding Plan	Receipts		
<u>Current</u>	<u>Receipts thru May</u>	<u>This month</u>	<u>Received to date</u>
\$5,783	\$2,263	-	\$2,263
295	295	-	295
225	52	-	52
2,200	-	-	-
762	180	-	180
770	0	-	-
167	-	-	-
10,495	728	(8)	720
1,498	23	8	31
2,079	-	133	133
Total	\$24,274	\$133	\$3,674