



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

July 2013

Committee Members

T. Prendergast, Chair

F. Ferrer

R. Bickford

N. Brown

A. Cappelli

I. Greenberg

M. Lebow

S. Metzger

M. Page

M. Pally

A. Saul

J. Sedore

C. Wortendyke



MEETING AGENDA

MTA CPOC COMMITTEE

July 22, 2013 – 1:45 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

<u>AGENDA ITEMS</u>	<u>Page</u>
PUBLIC COMMENTS PERIOD	TAB 1
1. APPROVAL OF MINUTES JUNE 3, 2013	1 - 1
2. COMMITTEE WORK PLAN	1 - 4
3. NEW YORK CITY TRANSIT	TAB 2
• Update on Infrastructure & Facilities and Recovery and Resiliency Divisions	2 - 1
◦ IEC Project Review Mother Clara Hale Bus Depot	2 - 22
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4. Update on Small Business Development Programs and Minority, Women and Disadvantaged Business Participation	TAB 3
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MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
June 3, 2013
New York, New York
1:45 P.M.

MTA CPOC members present:

Hon. Fernando Ferrer, Acting Chairman
Hon. Robert Bickford
Hon. Norman Brown
Hon. Ira Greenberg
Hon. Susan Metzger
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Alan Cappelli
Hon. Mark Lebow
Hon. Mark Page
Hon. Mitchell Pally
Hon. Andrew Saul

MTA Board members present:

Hon. Andrew Albert

MTA staff present:

Thomas Prendergast, Interim Executive Director
Nuria Fernandez
Ron Saporita

MTACC staff present:

Michael Horodniceanu

NYCT staff present:

Branko Kleva
Dilip Kumar Patel
Fred Smith

McKissack + Delcan staff present:

Joe DeVito
Kent Haggas

* * *

Acting Chairman Ferrer called the June 3, 2013 meeting of the Capital Program Oversight Committee to order at 1:45 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on April 22, 2013.

Committee Work Plan

Ms. Fernandez said that the presentation on New Fare Payment Initiatives by NYCT, MNR and LIRR that had been scheduled for July will instead be provided in November.

MTACC Report on Fulton Center

Mr. Horodniceanu reported that the overall project continues to be on schedule for a June 2014 substantial completion and that the cost continues to trend below the current budget of \$1.4 billion. In its Project Review, the IEC agreed that the project remains on schedule, but stated a concern regarding the timetable for testing and commissioning; the IEC also agreed that the project is on budget. Further details of the presentations by Mr. Horodniceanu and the IEC, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MTACC Report on Second Avenue Subway

Mr. Horodniceanu reported that the project continues to be on schedule to meet the December 2016 revenue service date, and that the project is on budget. In its Project Review, the IEC agreed that the project remains on schedule but stated a concern regarding major turnovers to the follow-on systems contractor. The IEC then recommended that MTACC take the following action: redouble efforts to fill systems contractor positions. Further details of the presentations by Mr. Horodniceanu and the IEC, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MTACC Report on East Side Access

Mr. Horodniceanu gave a project overview, including a discussion of the strategy for repackaging portions of work for Manhattan Structures, planned Harold Interlocking summer track outages, signal cutovers, and Harold construction. In its Project Review, the IEC updated the Committee on the progress of the Supplemental Independent Review, which was discussed at the last CPOC. The IEC then recommended that MTACC take the following actions: streamline the procurement process; address schedule risks stemming from multiple contract interfaces; expand independent estimating. Further details of the presentations by Mr. Horodniceanu and the IEC, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

New York City Transit Report on Stations Division

Mr. Patel provided an update on the NYCT Stations Division, including Component, Renewal, ADA Accessibility, and Elevator and Escalator projects. Mr. Kleva then updated the Committee on the initiatives being undertaken with operating resources as a supplement to the Capital Program. Further details of the presentations by Mr. Patel and Mr. Kleva, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MTA Capital Program Commitments and Completions

Ms. Fernandez reported that through April the MTA planned a total of 17 major commitments, 12 of which have been, or are forecast to be, delivered on time. On a dollar basis, agencies have committed \$1.5 billion through April and forecast that by year-end, they will commit 97% of the overall 2013 commitment plan. In the same period, the MTA planned a total of 10 major project completions, 7 of which have been, or are forecast to be, delivered on or near goal. Dollar-wise, agencies have completed nearly \$396 million and currently forecast that by year-end, they will

achieve 83% of the overall 2013 completion plan.

Adjournment

Upon motion duly made and seconded, Acting Chairman Ferrer adjourned the June 3, 2013 meeting of the Capital Program Oversight Committee at 2:35 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2013-2014 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

July 2013

Annual Update on NYCT Subway Car and Bus Procurements
Annual Update on NYCT Infrastructure Division
Semi-Annual Update on Minority, Women and Disadvantaged Business Participation

September 2013

Quarterly MTA Capital Construction Company Update
Semi-Annual Update by LIRR on ESA Readiness
Semi-Annual Update on Capital Program Security Projects
Report on Twenty Year Capital Needs Assessment
Quarterly Traffic Light Report

November 2013

Semi-Annual Update on B&T Capital Program
Semi-Annual Update on NYCT Systems, Signals, Train Control and New Tech Initiatives
Semi-Annual Update on LIRR/MNR Infrastructure Programs
Update on NYCT, LIRR & MNR New Fare Payment Initiatives
Annual Review of CPOC Charter

December 2013

Quarterly MTA Capital Construction Company Update
Semi-Annual Update on NYCT Stations Division
Quarterly Traffic Light Report

January 2014

LIRR & MNR Update on Positive Train Control
Annual Update on LIRR & MNR Rolling Stock Programs
Semi-Annual Update on Minority, Women and Disadvantaged Business Participation

March 2014

Quarterly MTA Capital Construction Company Update
Semi-Annual Update by LIRR on ESA Readiness
Semi-Annual Update on Capital Program Security Projects
Quarterly Traffic Light Report

April 2014

Semi-Annual Update on B&T Capital Program

Semi-Annual Update on NYCT Systems, Signals, Train Control and New Tech Initiatives

Semi-Annual Update on LIRR/MNR Infrastructure Programs

June 2014

Quarterly MTA Capital Construction Company Update

Semi-Annual Update on NYCT Stations Division

Quarterly Traffic Light Report

Capital Program Management

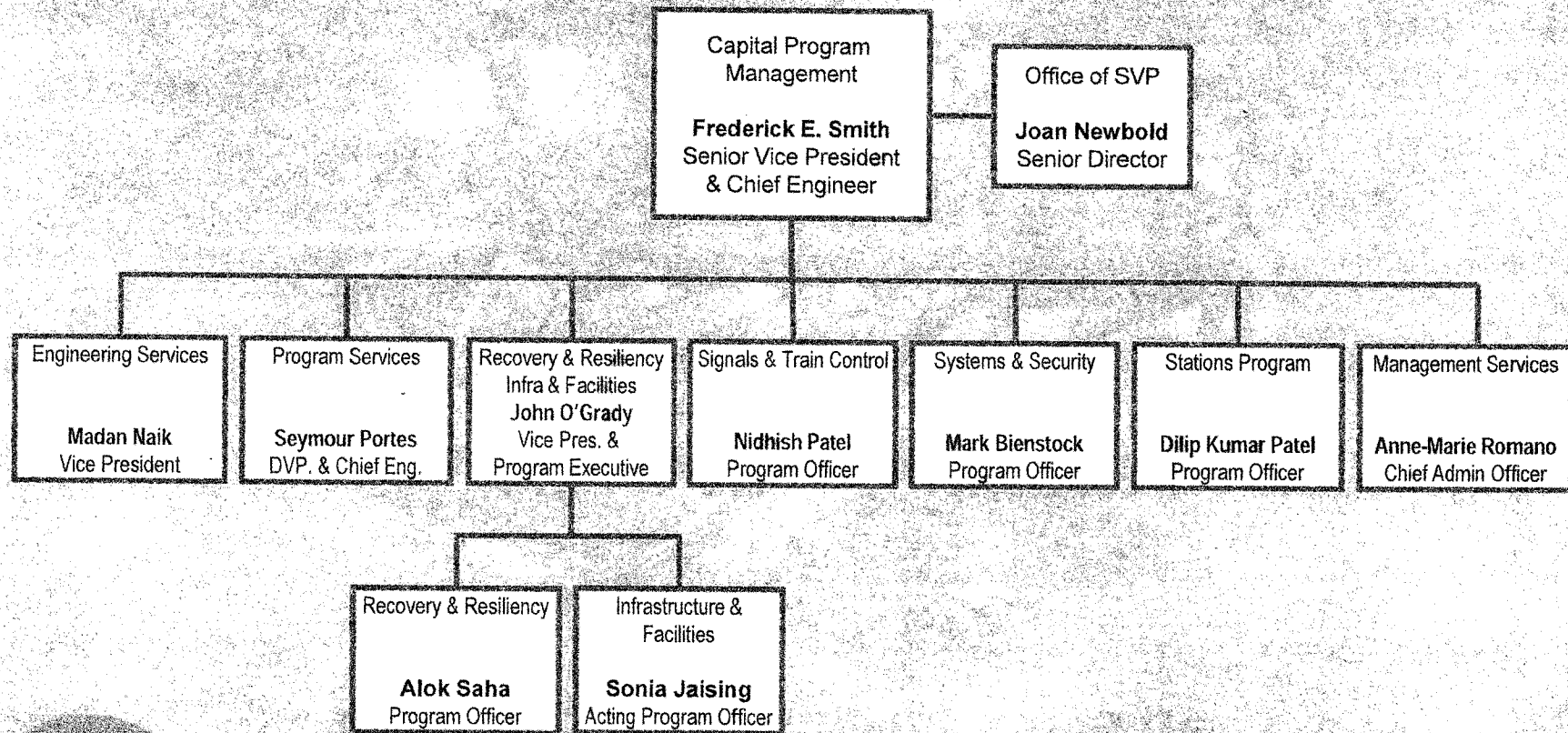
**Infrastructure & Facilities and
Recovery & Resiliency Divisions**



John O'Grady

Vice President and Program Executive

CPM Organization



Infrastructure & Facilities Goals 2013-2014

Phase	# Of Projects	\$ Millions
Planning & Design	110	947
Construction	36	880

Critical Projects 2013-2014

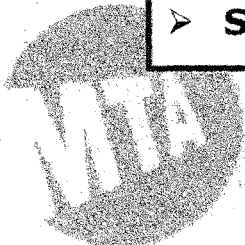
- Mother Clara Hale Bus Depot
- Mulry Square Vent Plant
- Arthur Kill Station Construction
- Northern Blvd Vent Plant

Recovery & Resiliency Goals 2013-2014

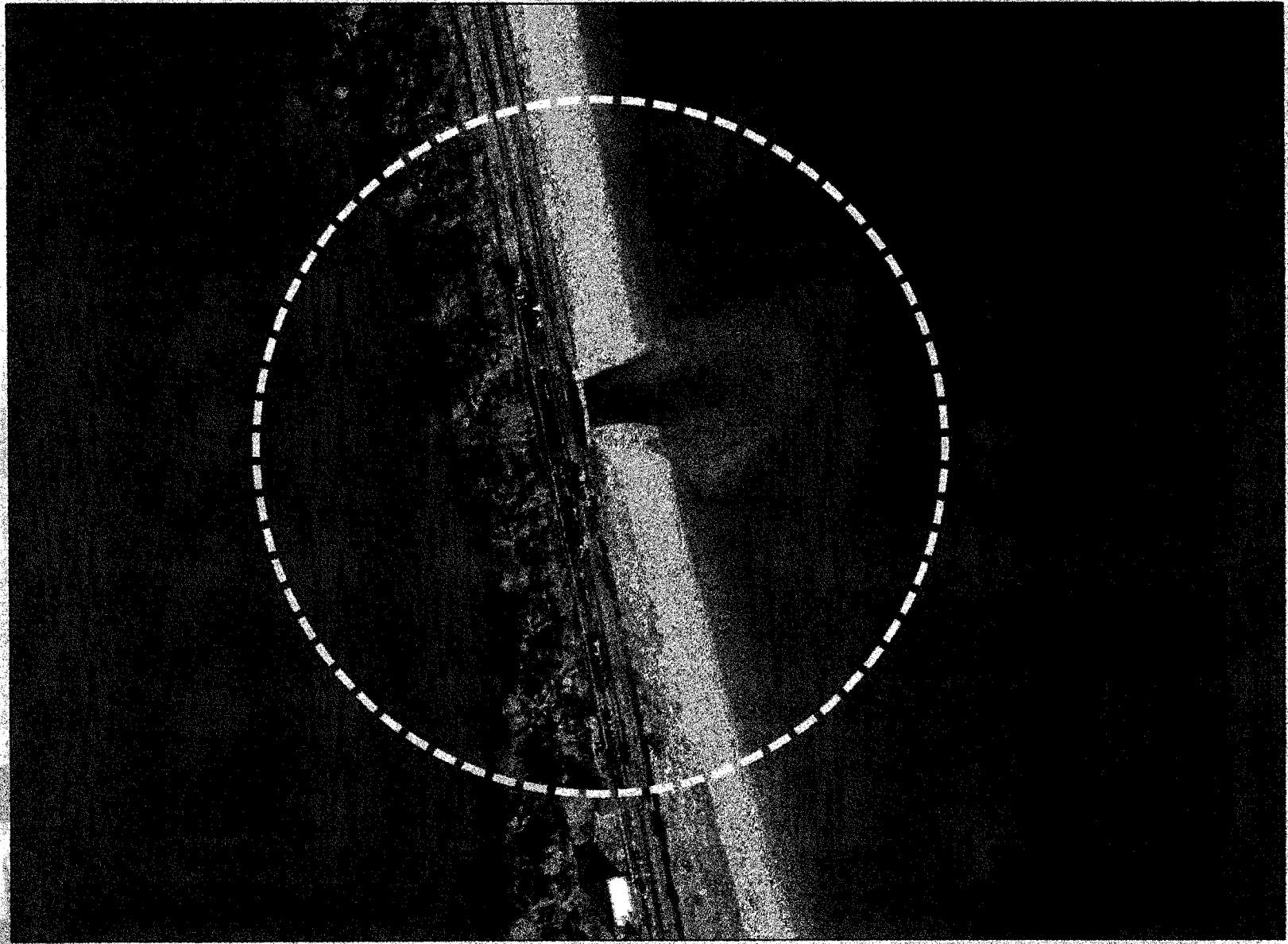
Phase	# Of Projects	\$ Millions
Planning & Design	81	2,000
Construction	8	156

Critical Projects 2013-2014

- Montague & Greenpoint Tube
- Ingress hardening of 6 Critical Downtown Stations
- Ingress hardening of 14 Fan Plant locations
- South Ferry Station Complex

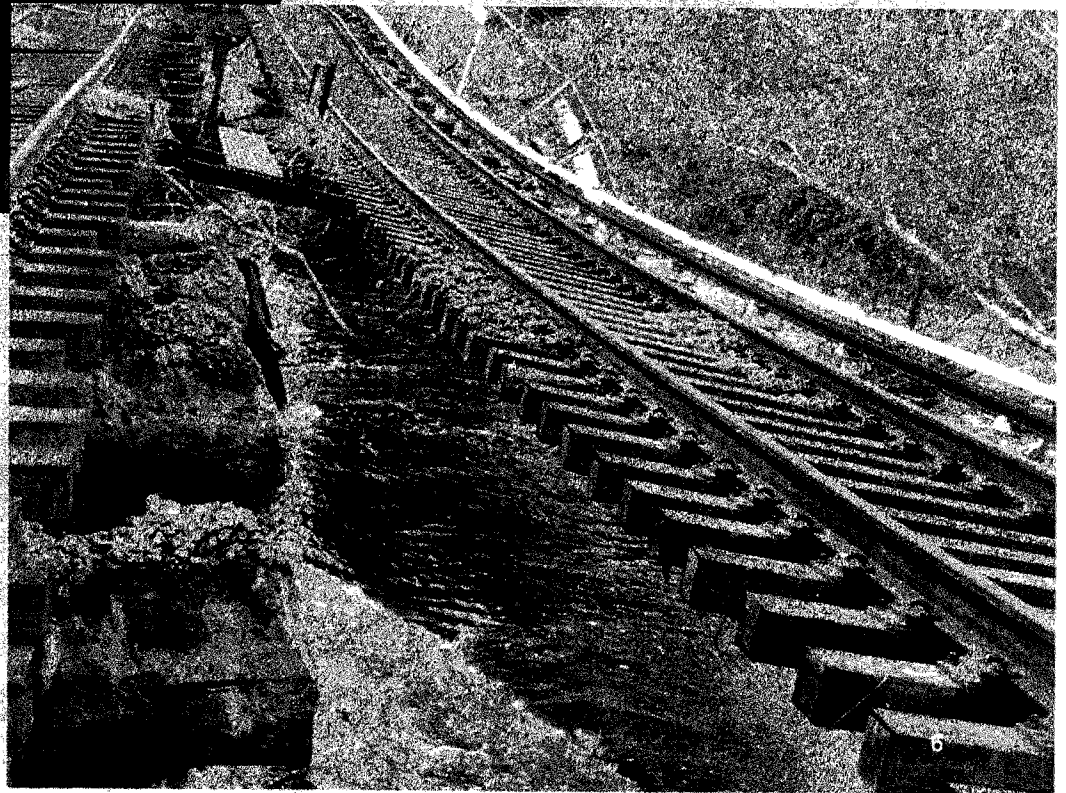


Rockaway Flats-Breach

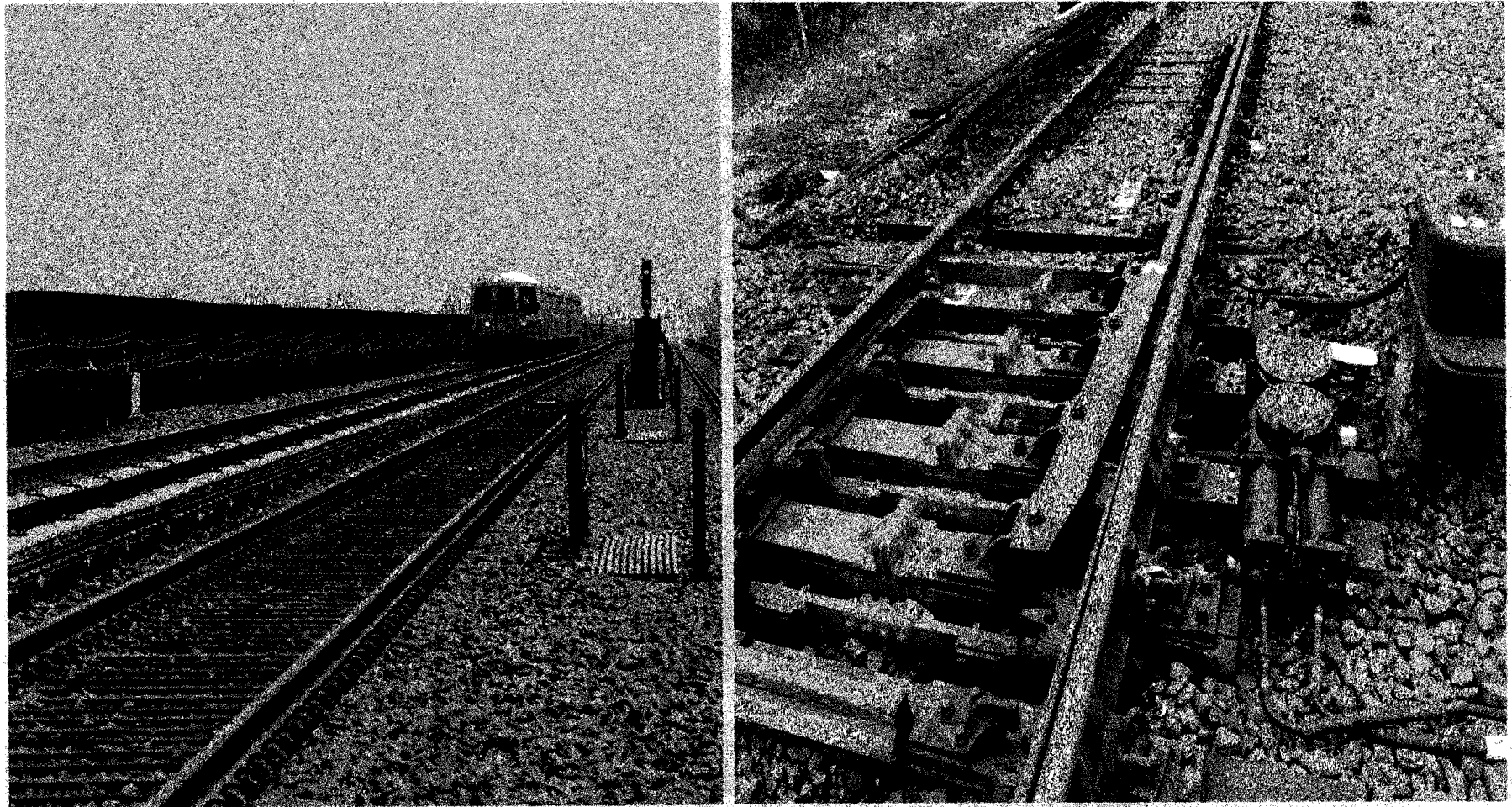




Rockaway Flats



Rockaway Flats – Restoration



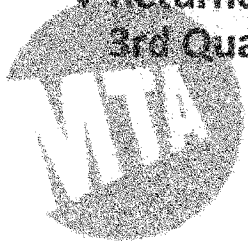
Montague & Greenpoint Tube Shutdowns - Summer 2013

Montague Tube Shutdown

- ❖ Fourteen months out of service begins August 3rd
- ❖ Returned to Service: early 4th Quarter 2014

Greenpoint Tube Shutdown

- ❖ 12 weekend GOs in 2013
- ❖ 24/7 Shutdown for 5 weeks in 2014
- ❖ Returned to Service: 3rd Quarter 2014



Montague & Greenpoint Tube Shutdowns - Summer 2013

Montague Tube

- **Construction:** 3rd party contractor (Judlau, TCE & J-Track JV- Low Bidder)
- **Bid received:** July 11th (8 Bidders)
- **Award:** week of July 22nd
- **Tunnel Shutdown:** August 3rd
- **Construction Duration:** 20 months
- **Closeout:** 4 months
- **Construction Management:** AECOM
Consultant Construction Management

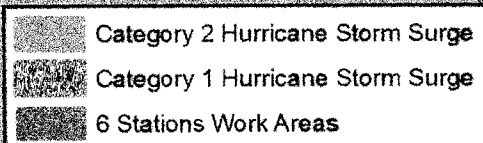
Greenpoint Tube

- **Construction:** Transit In House
- **1st of 12 weekend GO:** July 6th
- **Signal contract:** 3rd party
- **Fan & Pump contract:** 3rd party
- **Construction Duration:** 20 months
- **Closeout:** 4 months
- **Construction Management:**
Capital Program Management

Storm Surge Flooded Lower Manhattan



Resiliency Work – 6 Stations



Rector St. Station
(7th Ave)

Rector St. Station
(Broadway)

Broad St. Station
(Nassau Loop)

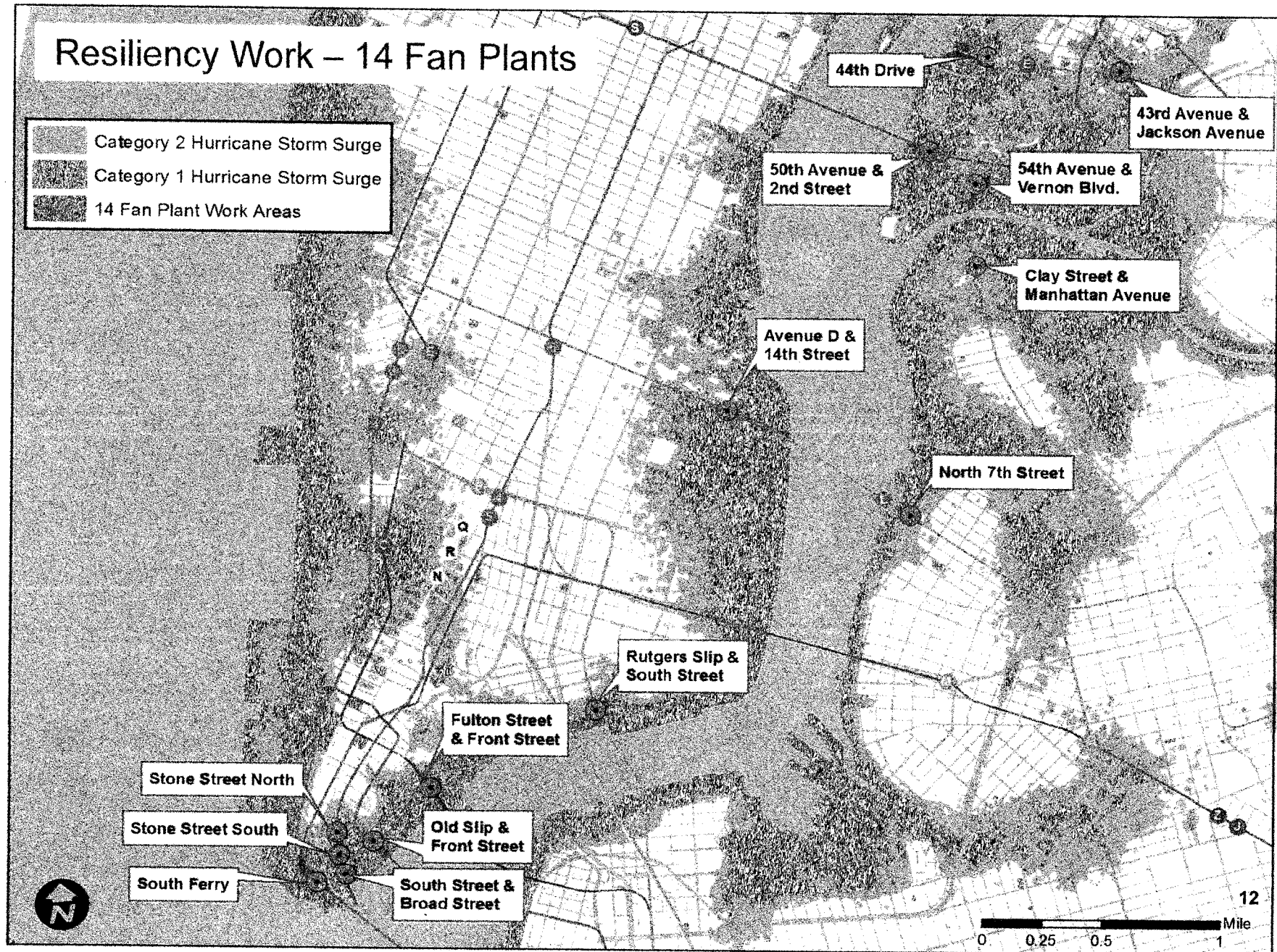
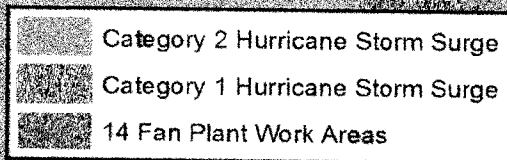
Bowling Green Station
(Lexington)

Whitehall St. Station
(Broadway)

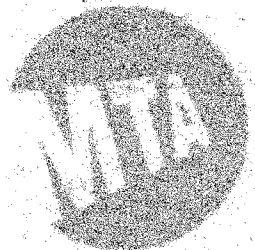
Old South Ferry Loop
(7th Ave)



Resiliency Work – 14 Fan Plants



Infrastructure Construction



Mother Clara Hale Bus Depot

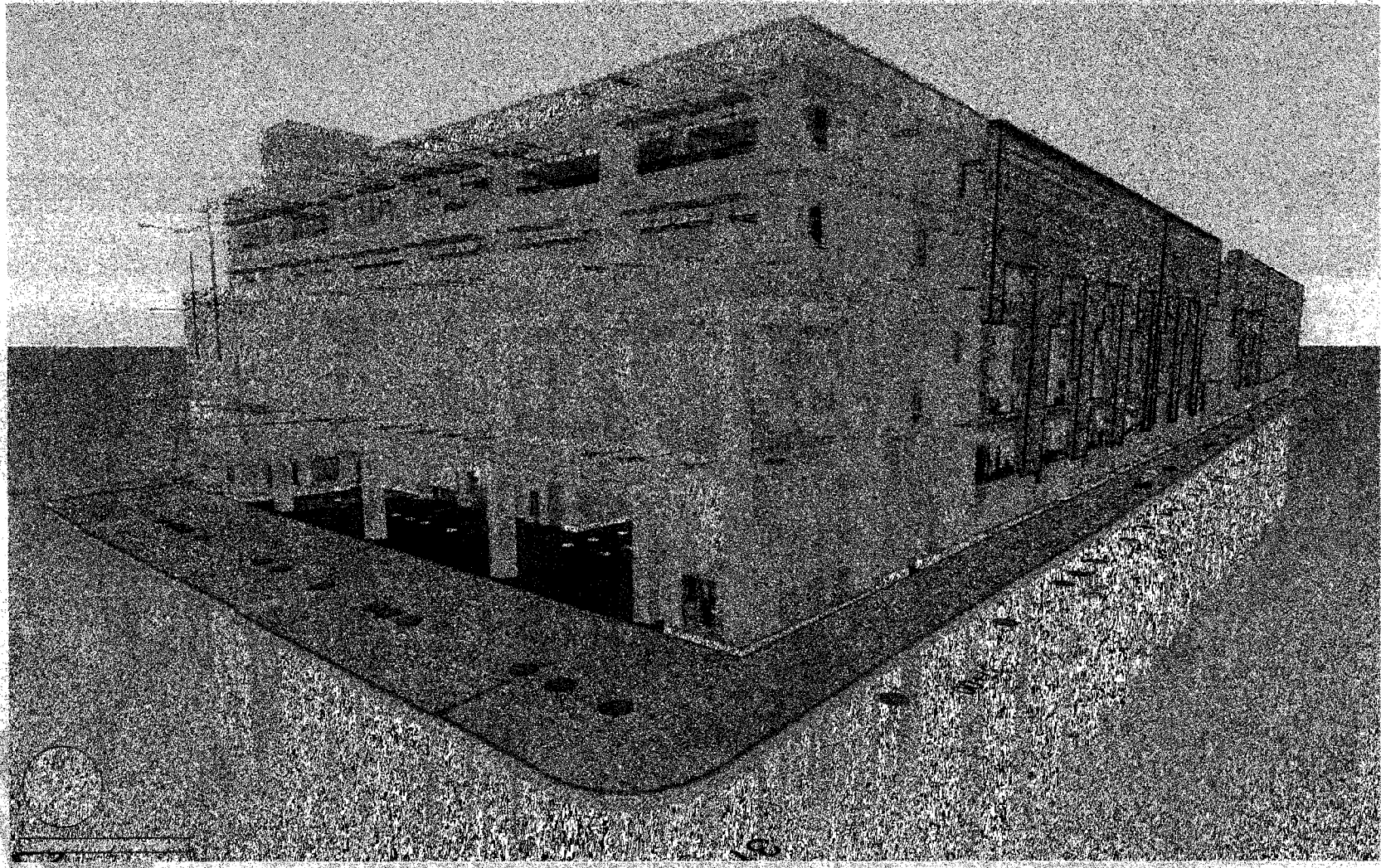
Project Information

Item	Status
Award Info.	<ul style="list-style-type: none">o Awarded November 2, 2010, with a duration of 32 months and a contractual Substantial Completion (SC) date of July 2013.o The risk assessment established a 37-month duration (SC-December 2013) with 80% confidence.o Current Forecast SC May 2014; NYCT is evaluating additional potential scheduling concerns. (previously reported Aug 2013).
Contract	\$214,000,000 (Construction Cost); Design complete, Construction 75% complete (incl. design) and on budget. Contingency consumed 32%
Design Build	Contractor Silverite; Consultant STV and CCM Shaw Environmental

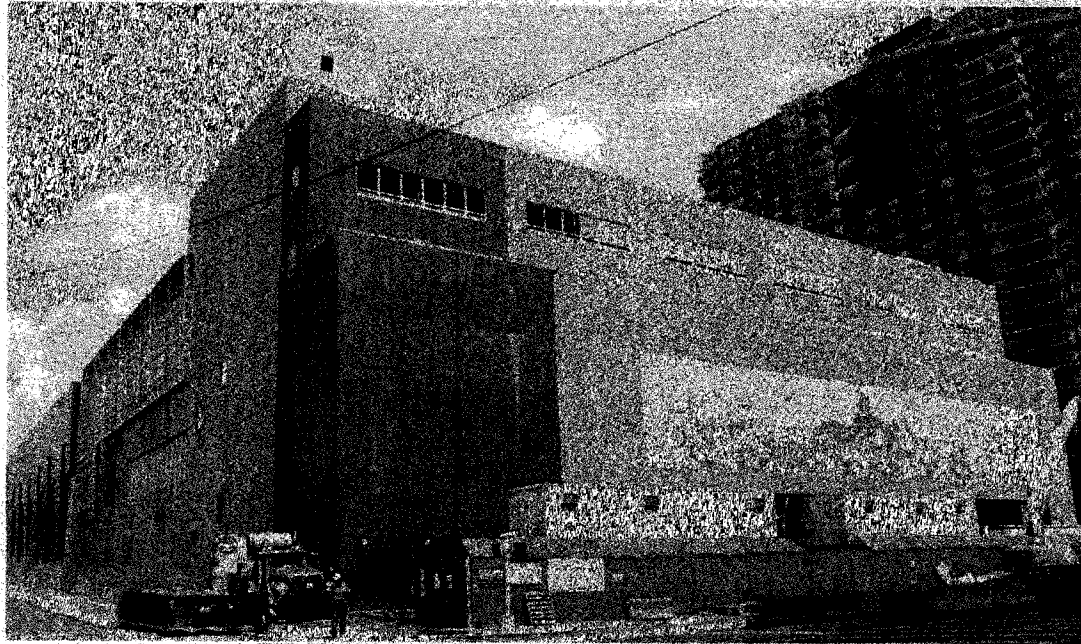
Highlights

- **All Art Work Completed**
- **Building to be enclosed by August 30, 2013 (previously reported Dec 2012).**
- **Con Edison Service to be Energized by September 5, 2013**
- **Gas Service by September 5, 2013**
- **Roof to be completed by September 30, 2013**

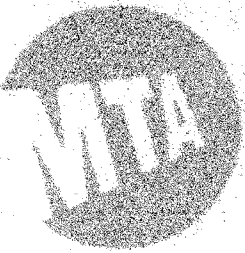
Mother Clara Hale Bus Depot



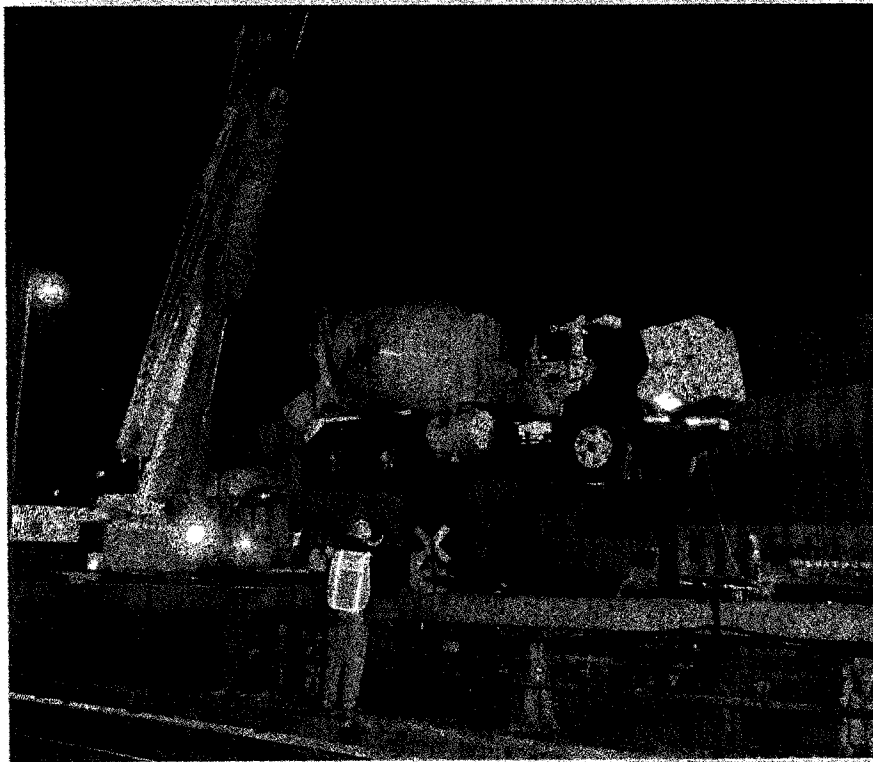
Mother Clara Hale Bus Depot



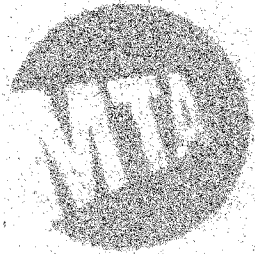
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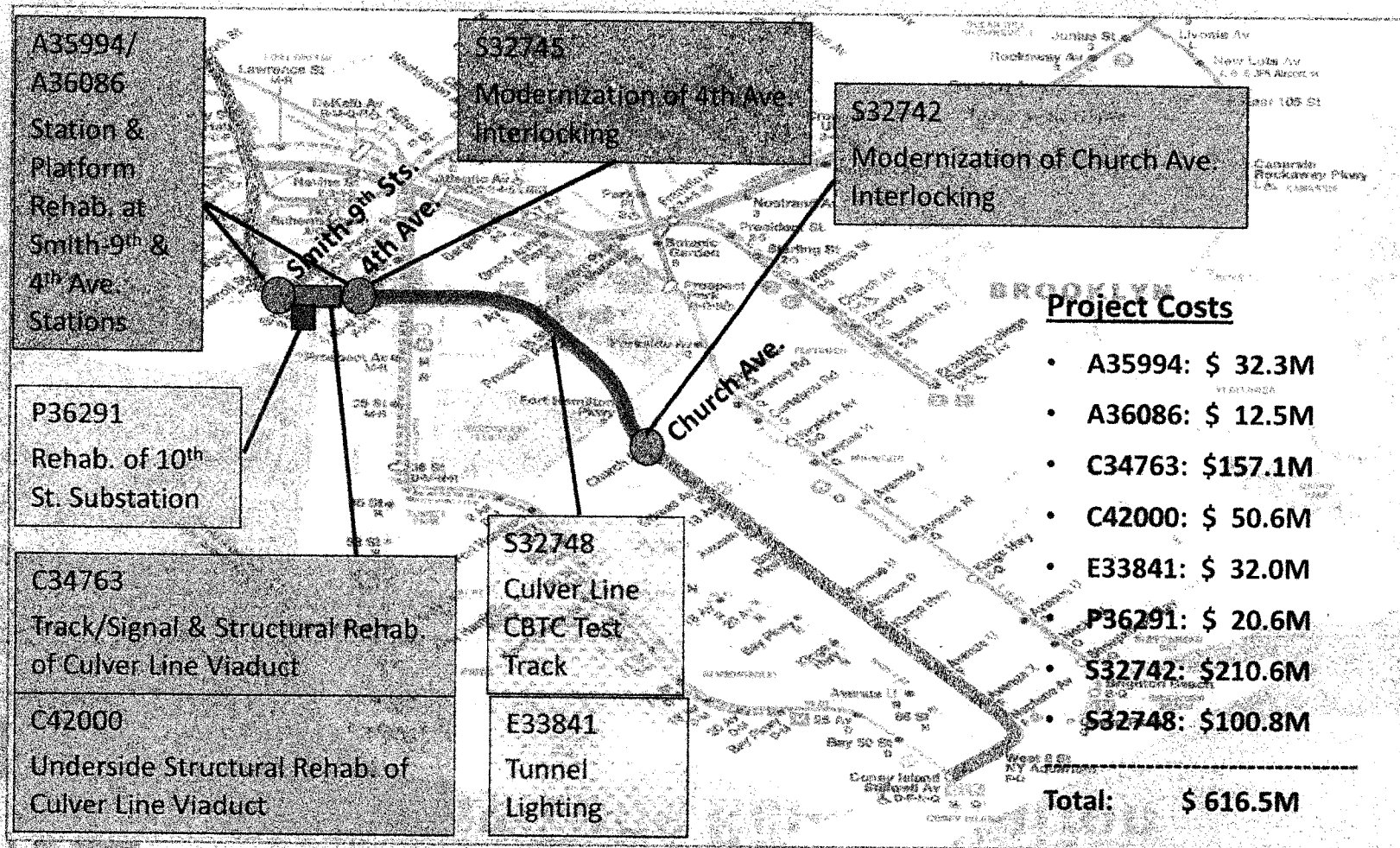
Steinway Tube Rehabilitation



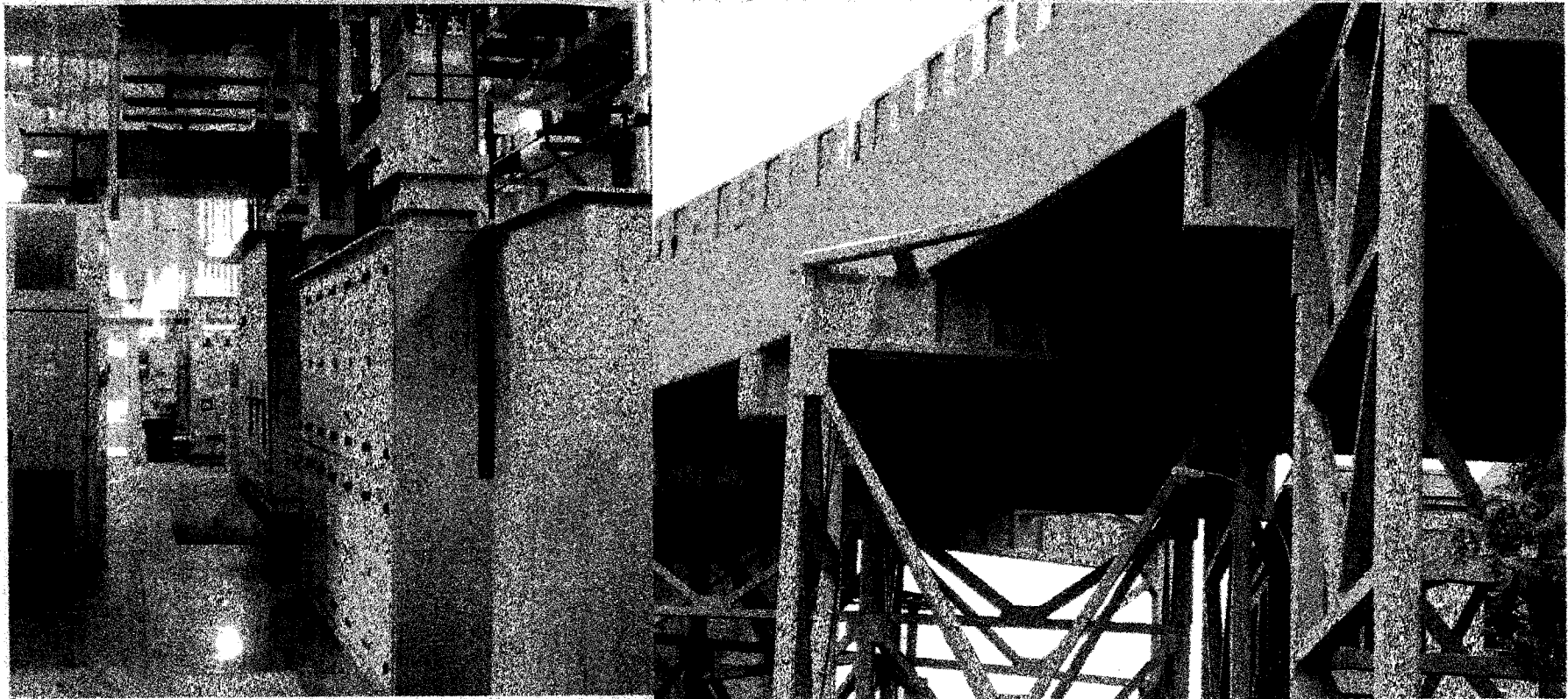
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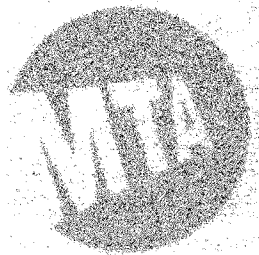
Coordinated Culver Line Projects Overview



Rehabilitation of 10th St. Substation Culver Underside



2 - 19



Culver Line Viaduct Project



Culver Line Viaduct Project

Risk	Mitigations
Sub-Contractor Coordination	Planning and coordination meetings Dedicated CPM Signal Construction Manager
Summer/Holiday Diversion Embargos	Diversion long-term look ahead process.
Site Access	Install Track Barricades, Identify Openings, Erect Crane
Coordination with other Contracts	Phasing/Coordination during design & Construction

Total Project Cost

Base Estimate	80% Confidence	Final Cost	EAC
\$303,600,000	\$315,870,000	\$259,840,000	247,566,816

Project Duration in Months

Base	80% Confidence	Actual
47	48.3	45

July 2013 CPOC IEC Project Review



Mother Clara Hale Bus Depot

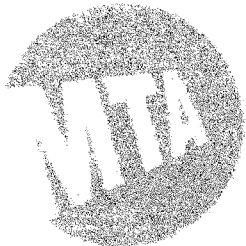
July 22, 2013

Schedule & Budget Review

- **Schedule:** NYCT has reforecast the Substantial Completion date from August 2013 to May 2014. The IEC is in agreement with the revised Substantial Completion date, however, potential scheduling concerns effecting commissioning of equipment and systems may exist if permanent electric and gas service is not available by Sept. 2013.
- **Budget:** Currently, the project is on budget with an ample amount of contingency, however, due to the Substantial Completion date being extended from August 2013 to May 2014, additional in-house support costs, construction support costs and costs associated with AWO's not negotiated will be incurred. McKissack+Delcan has performed a desk top review and analysis and has determined, that there will be sufficient contingency to complete the project.

Findings & Recommendations

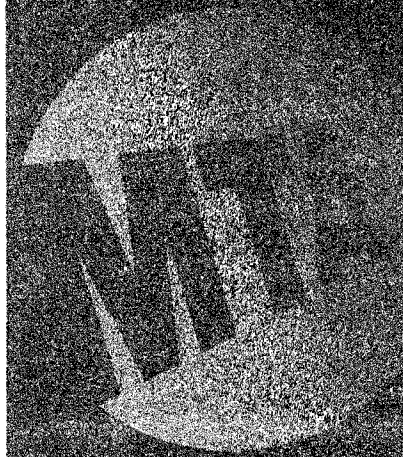
- The February 2010 Risk Assessment identified Commissioning as the primary risk to the schedule. The IEC recognizes NYCT's work with the Contractor to ensure schedule adherence.
- Even though permanent power is not expected until September 2013, the IEC recognizes the efforts being taken by NYCT to start the commissioning process now, as well as a plan to test the Heat Recovery Units (HRU) under temporary power in August.
- There are 10 out of 32 Additional Work Orders (AWOs) that remain to be negotiated. Of the 10 remaining, 2 are pending negotiations and 8 are waiting for the Contractor to submit his cost proposals.



NYCT Subway Car Program Progress Update to CPOC

Michael P. Wetherell, P.E.
Vice President and Chief Mechanical Officer
Department of Subways

July 22, 2013



R188 Project Overview

Overall Status

Item	Comments
Scope	126 new 'A' Division cars + 380 converted R142A cars <ul style="list-style-type: none"> – Base Order: 23 new + 10 converted cars – Option Order: 103 new + 370 converted cars – Provide (46) 11-car trains for Flushing CBTC / 7 Line Extension service
Contractual Schedule	Base Awarded: 5/28/2010 Option Awarded: 12/30/2011 Delivery & Acceptance Completion: 2/28/2016, (forecasting 3 – 6 month delay)
Budget	Base: \$116.5 M Option: \$497.2 M Total: \$613.7 M

Highlights

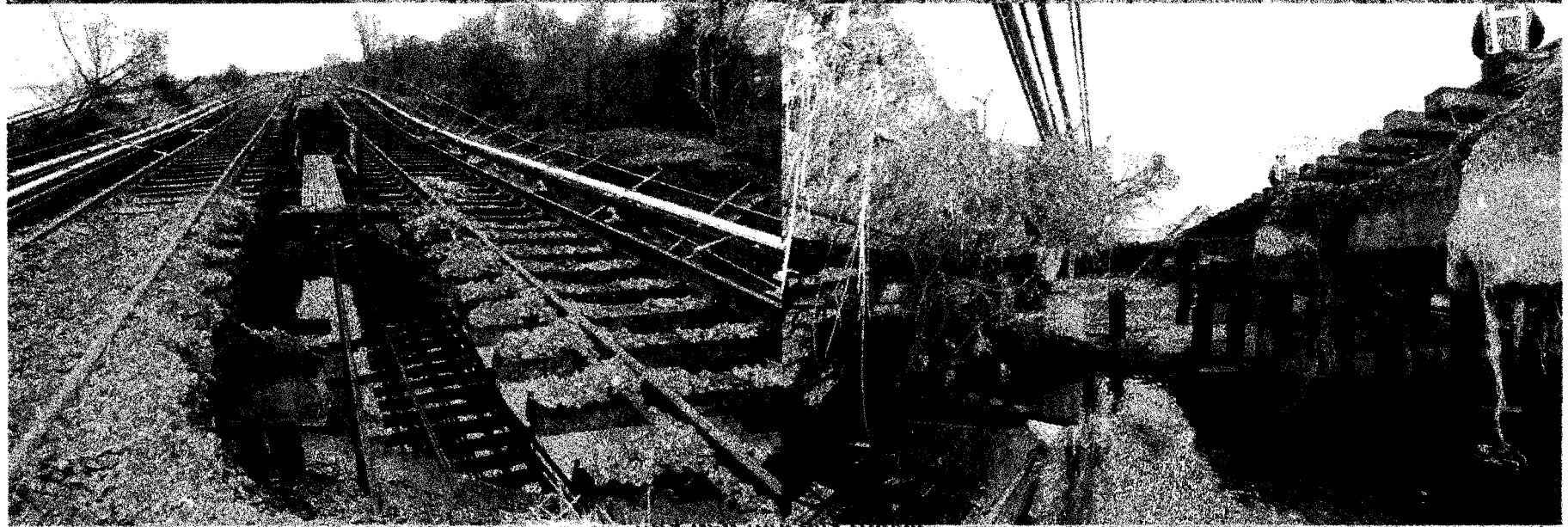
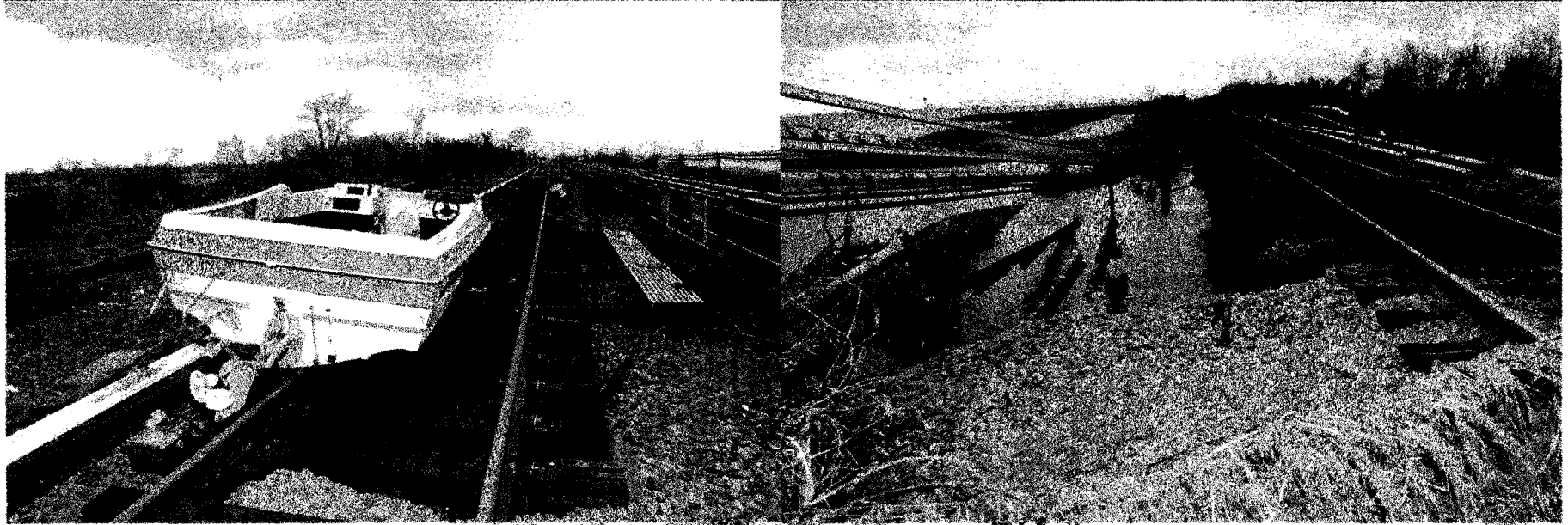
Progress

- Base Order deliveries completed (January 2013)
- As of July 2013: 90 cars in production at Kawasaki's US facilities
- Car Qualification Tests on the Base Order are 90% complete

180 Day Look Ahead

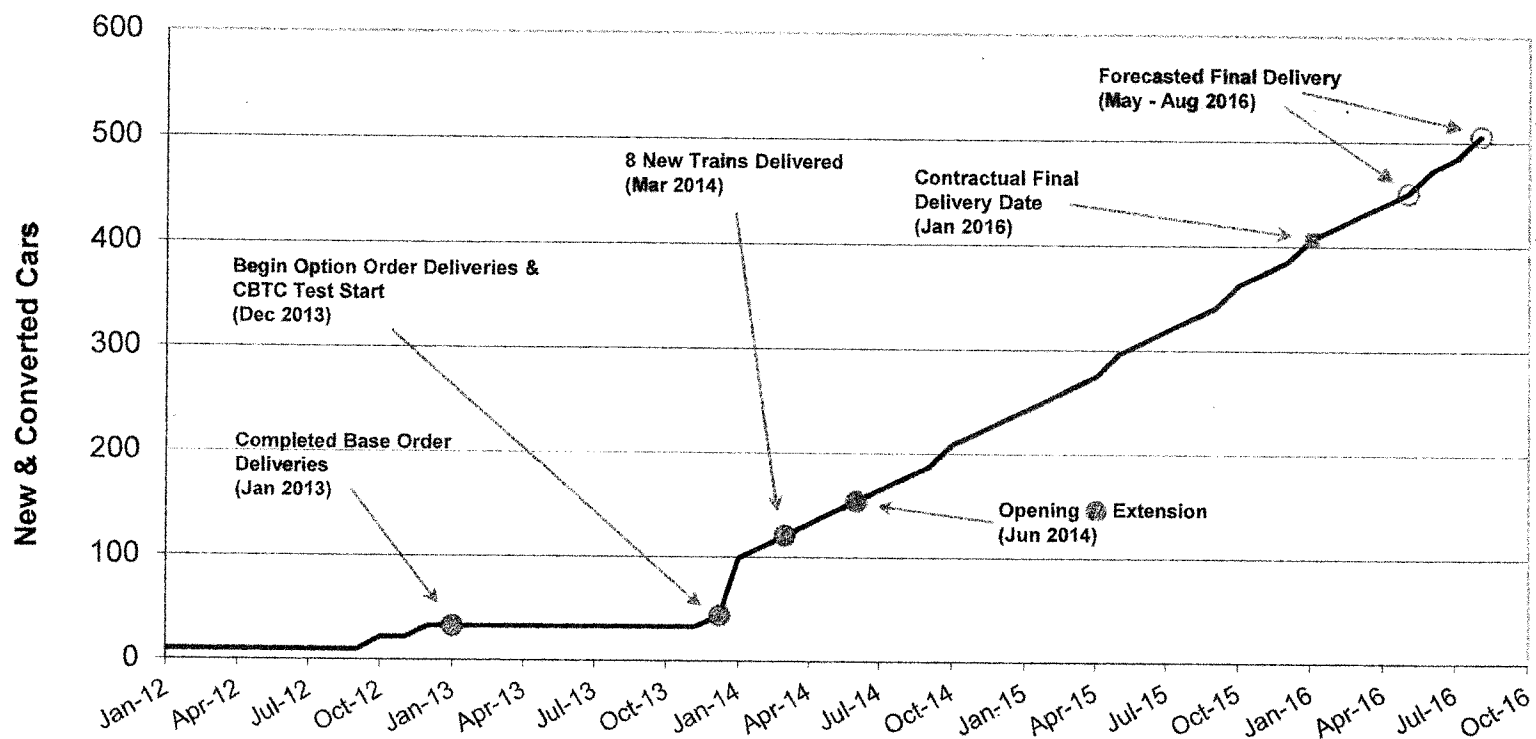
- Base Order Conditional Acceptance Completion by November 2013
- New Car Production & Delivery Ongoing
- Car Conversions Ongoing
- Car Qualification Tests Ongoing

Rockaway Flats and Test Track Damage



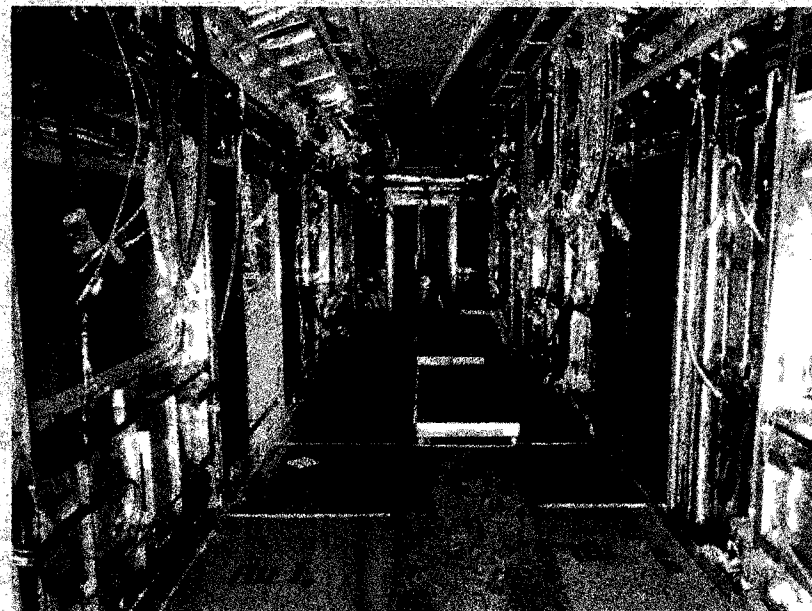
R188 Delivery Schedule

R188 Deliveries (Cumulative) with Forecasted Delay



- Base Order deliveries completed in January 2013
- Delivery of first Option Order new train reforecast from May to December 2013
- Conditional Acceptance of all eight new trains reforecast from September 2013 to March 2014
- Delivery completion of all new and converted trains reforecast from January to May - August 2016
- Flushing Line CBTC project completion date is November 2016

R188 Production



2 - 29

Agency Name
New York City

R179 Project Overview

Overall Status

Item	Comments
Scope	300 60-foot 'B' Division cars (design based on R160 cars) <ul style="list-style-type: none">– Will provide 36½ trains– No. of 4-car units: 65– No. of 5-car units: 8
Schedule	Awarded: 6/04/2012 Delivery of test train: 12/22/2014 Delivery of 1 st Production unit: 7/27/2015 Delivery Completion: 1/30/2017
Budget	\$735.6 M

Highlights

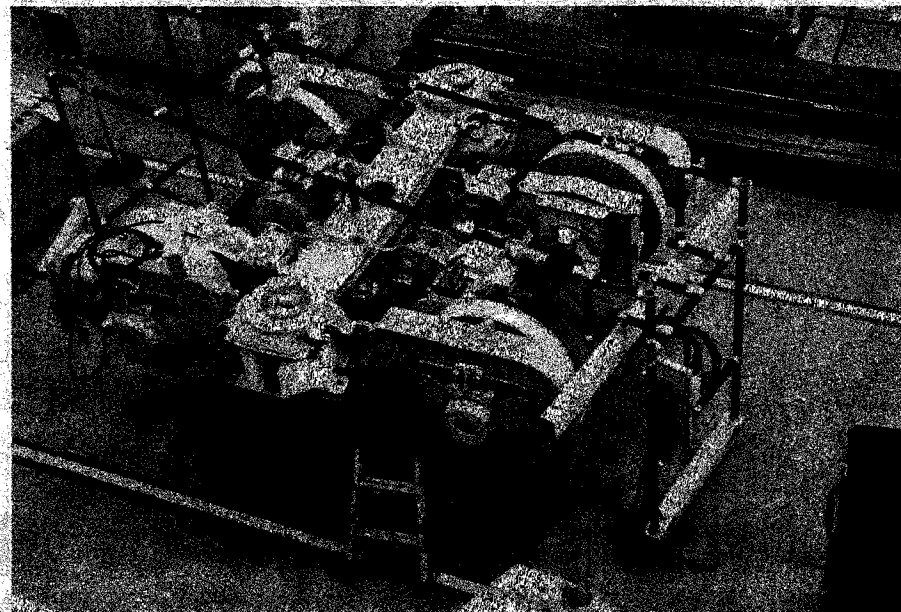
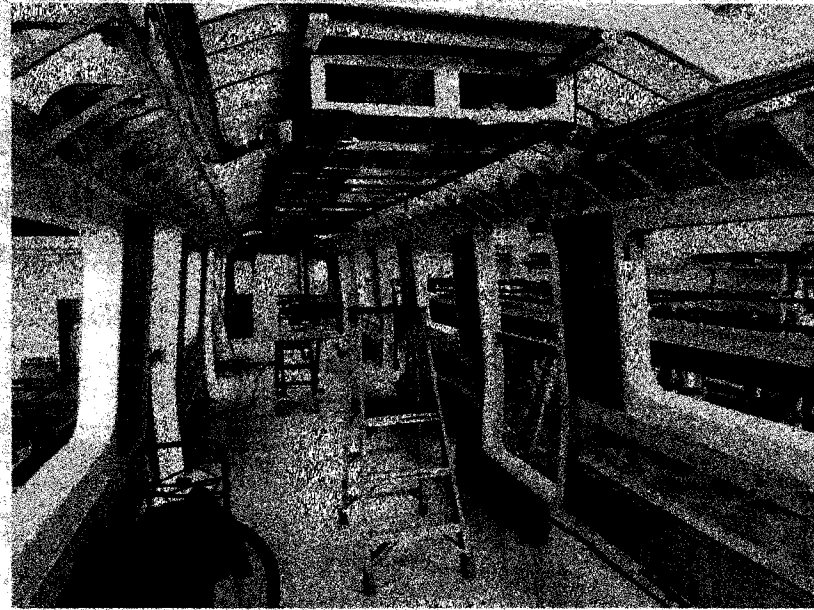
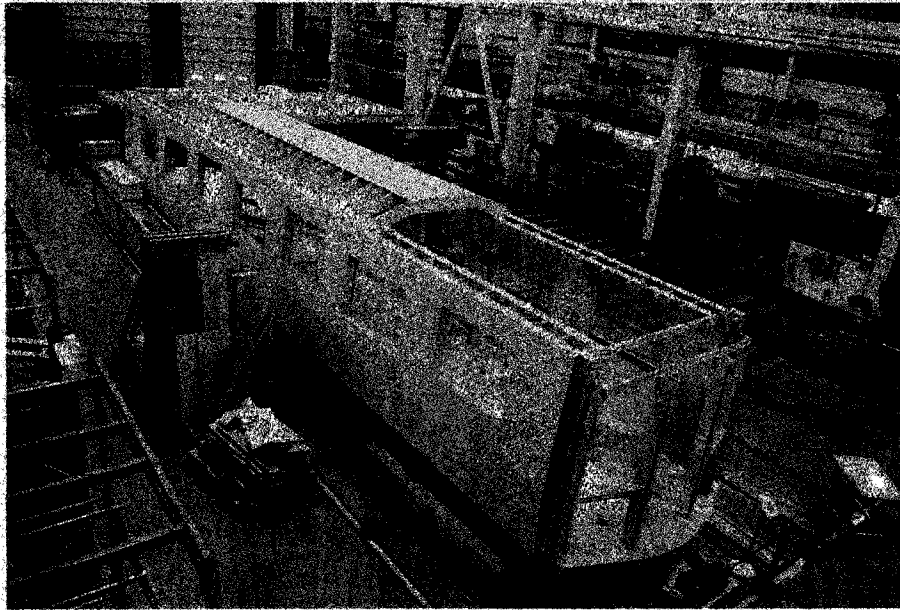
Progress

- Awarded to Bombardier Transit Corporation on June 4, 2012
- In-Process Design Reviews (IPDR) for major systems are complete.
- Mock-up reviews initiated

180 Day Look Ahead

- Critical Design Reviews
- Complete IPDRs
- Continue mock-up reviews

R179 Mock-Up



R211 Future Project Overview

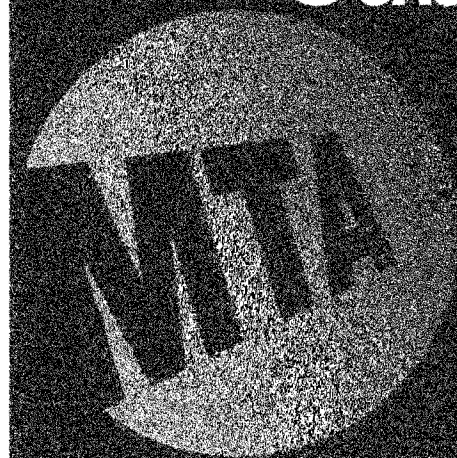
Overall Status

Item	Comments
Scope	New R211 'B' Division cars to replace 752 R46 cars <ul style="list-style-type: none">– Additional fleet growth cars (current forecast – 84 cars)– Additional cars for SIR fleet replacement
Description	Next Generation design to address NYCT's goals
Schedule	Design Master Plan approved in December 2011 2012 Award of Technical Consultant (Design Phase) <ul style="list-style-type: none">– Consultant Contract Awarded to CH2M Hill: December 2012 Car Purchase Award Proposed for 2015 – 2019 Capital Program

July 2013 CPOC IEC Project Review



Subway Car Procurements



July 22, 2013

Schedule & Budget Review

- **SCHEDULE:**

- Initial testing of R188 pilot conversion and new cars have been affected by the damage to the Far Rockaway test track by Super Storm Sandy
 - Testing continued at other NYCT locations. All float for first train delivery to the Flushing CBTC project has been consumed.
- R179 cars project completed Mock up review and is progressing to Final Design review stages. Completion of deliveries forecast for Q1 2017.

- **BUDGET:**

- There are no budget issues for either the R188 or the R179 car procurements.

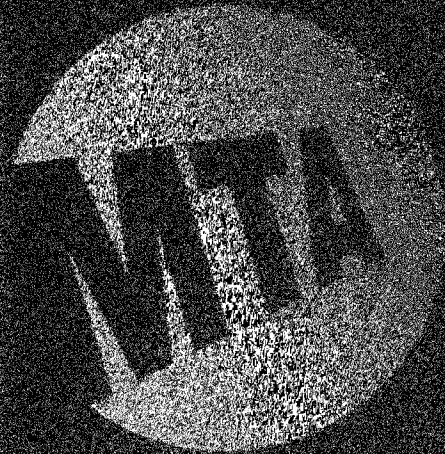
Issues

- R188: Projected delays for completion of deliveries for the complete fleet.
 - On going review by NYCT and Kawasaki to mitigate delays
- R179 and R211: No significant issues.

Bus Procurement Update

Capital Program Oversight Committee
July 2013

Henry Sullivan
Chief Maintenance Officer
Bus Operations



Agenda

- Bus Buy Goals
- Bus Fleet Mix and Purchase Plan
- Buses Delivered
- Upcoming Bus Procurements
- Next Steps

Goals of our Procurement Program

- Replace buses after 12-year useful life.
- Procure the most reliable and cost effective bus to meet service needs and customer standards.
- Increase competition among bus manufacturers for future bus procurements

Current Bus Fleet

	NYCT	MTA Bus	Total	Steady-State Replacement
Standard 40'				
Conventional Diesel	1,346	144	1,490	
CNG	544	227	771	
Hybrid	1,288	389	1,677	
Std Subtotal	3,178	760	3,938	328
Articulated 60'	750	5	755	63
Express 45'	498	505	1,003	84
TOTAL:	4,426	1,270	5,696	475

Based on Spring 2013 assignment

Page 3

Age and Reliability

Age Group	MDBF (miles)*	% of Buses
0 to 2 years	10,242	23%
3 to 11 years	5,397	51%
12 years +	3,247	26%

* 12-Month average, ending May 2013

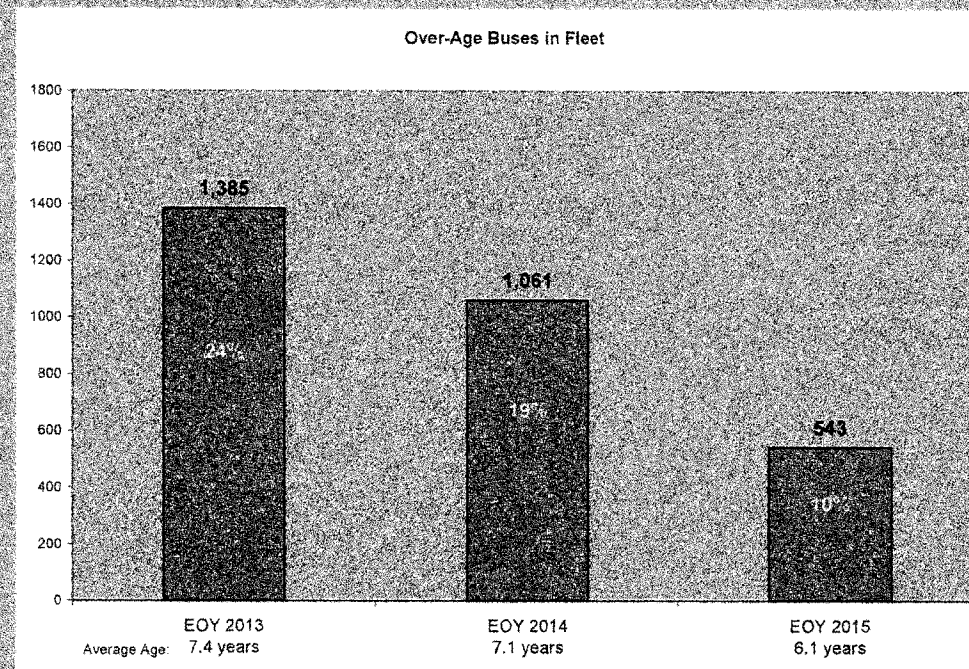
- 12-month average System MDBF (May 2012) – 3,742
- 12-month average System MDBF (May 2013) – 5,007

Buses Life Cycle of 12 Years

The Total Fleet of 5,696 buses requires an average of 475 new buses per year to maintain the fleet effectively.

After all buses approved under the 2010-2014 Capital Program are delivered, we will still have 543 over-age buses.

However, average age of the fleet decreases from 7.4 to 6.1 years.



Bus Procurement Strategy

- In consultation with MTA staff and the Independent Engineer Consultant a cost-benefit analysis was conducted in 2010 to determine the most effective procurement strategy. Bus needs were reviewed in the context of propulsion types, life cycle costs, reliability, environmental impacts, as well as capital and operating budget impacts.
- As a result, and as reported to CPOC in May 2010, the purchase of diesel 40-ft standard buses was recommended because...
 - Diesel fuel economy and emission profiles are similar to hybrid buses in outer boroughs.
 - Hybrid buses are more fuel efficient in traffic congested areas.
 - However, the advantages of hybrid buses are minimized in high mileage, high speed areas where diesel buses achieve similar fuel efficiencies and emission profiles.
 - Diesel buses are less expensive than hybrids.

2010-2014 Capital Program Bus Procurements Summary *

Fleet	Type	Agency	Total Order	# Delivered (as of 6/28/13)	Status
Nova 40-ft Conventional Diesel	Standard	NYCT	90	90	Complete
Orion 40-ft Conventional Diesel	Standard	NYCT	90	90	Complete
New Flyer 40-ft Conventional Diesel	Standard	NYCT	90	90	Complete
New Flyer 40-ft CNG	Standard	NYCT	171	171	Complete
40-ft Standard Conventional Diesel *	Standard	NYCT	690	-	Pending Award
New Flyer 40-ft CNG	Standard	MTA	89	89	Complete
New Flyer 40-ft CNG	Standard	MTA	79	79	Complete
40-ft Standard Conventional Diesel	Standard	MTA	45	-	To Be Solicited
Standard Total			1,344	609	
Prevost 45-ft Coach	Express	NYCT	90	90	Complete
MCI 45-ft Coach*	Express	NYCT	54	54	Complete
45-ft Coach	Express	NYCT	300	-	Pending Award
Express Total			444	144	
New Flyer 60-ft Artic	Artic	NYCT	90	90	Complete
Nova 60-ft Artic	Artic	NYCT	328	328	Complete
60-ft Artics	Artic	NYCT	256	-	To Be Solicited
60-ft Artics	Artic	MTA	75	-	To Be Solicited
Artic Total			749	418	
Grand Total			2,537	1,171	

* 90 of 690 standards and all 54 express funded from the 2005-2009 Capital Program.

Recent Bus Deliveries

328 Nova Artics (NYCT)

Item	Comments
Scope	328 Articulated Buses from Nova.
Schedule	All buses delivered.
Budget	\$251.9 Million
Reliability (as of May 2013)	Fleet YTD MDBF = 7,228 (328 buses) All Artics YTD MDBF = 4,075 (755 buses) System YTD MDBF = 5,377 (5,696 buses)



Recent Bus Deliveries

90 New Flyer Artics (NYCT)

Item	Comments
Scope	90 Articulated Buses from New Flyer.
Schedule	All buses delivered.
Budget	\$69.7 Million
Reliability (as of May 2013)	Fleet YTD MDBF = 6,848 (90 buses) All Artics YTD MDBF = 4,075 (755 buses) System YTD MDBF = 5,377 (5,696 buses)



Recent Bus Deliveries

54 Motor Coach Industries Express (NYCT)

Item	Comments
Scope	54 Over the Road Coach buses from Motor Coach Industries.
Schedule	All buses delivered.
Budget	\$34.7 Million
Reliability (as of May 2013)	Fleet YTD MDBF = 27,878 (54 buses) All Express YTD MDBF = 9,077 (1,003 buses) System YTD MDBF = 5,377 (5,696 buses)



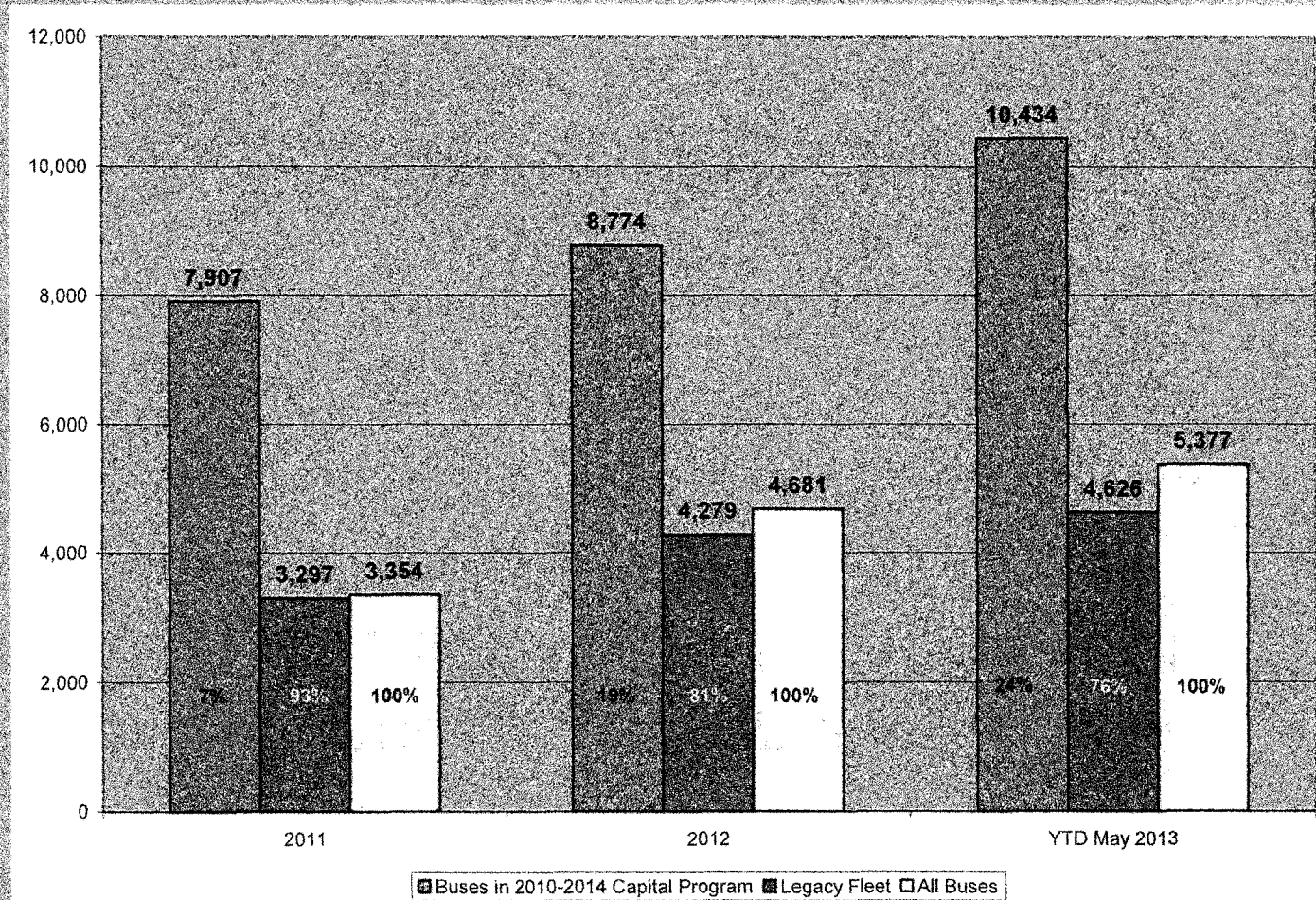
Recent Bus Deliveries

89 New Flyer CNG Standards (MTA Bus)

Item	Comments
Scope	74 with Option for 15 low floor standard 40' CNG buses from New Flyer.
Schedule	All buses delivered.
Budget	\$46.3 Million (Federally funded)
Reliability (as of May 2013)	Fleet YTD MDBF = 14,081 (89 buses) All CNG YTD MDBF = 5,186 (771 buses) System YTD MDBF = 5,377 (5,696 buses)



MDBF of Buses in 2010-2014 Capital Program vs. Legacy Fleet



Upcoming Bus Procurements

- 300 Over the Road Coach Express (NYCT)
 - Local Funds, expected to award 3rd Quarter 2013
- 690 Standard 40' Conventional Diesel Buses (NYCT)
 - Local Funds, expected to award by 4th Quarter 2013

Upcoming Bus Procurements

- 45 Standard Conventional Diesel Buses (MTA Bus)
 - Federal Funds, expected to award 1st Qtr. 2014
- 75 Artics (MTA Bus)
 - Federal Funds, expected to award 1st Qtr. 2014
 - For converting high volume standard bus routes to artics
- 256 Artics (NYCT)
 - Local Funds, expected to award 3rd Qtr. 2014

Next Steps

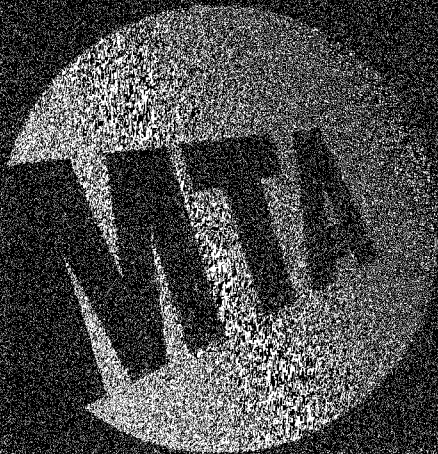
- Complete the awards and deliveries of the 2010-2014 Capital Program.
- Finalize the assumptions for service requirements and fleet dynamics that will drive the bus procurements of the 2015-2019 Capital Program.
- Continue to canvass the market place to qualify additional manufacturers that can meet New York City's duty cycle requirements.
- Explore new technologies to improve bus reliability, maintainability, and fuel efficiency.

July 2013 CPOC IEC Project Review



Bus Procurements

July 22, 2013



Schedule & Budget Review

- **SCHEDULE:**

- For the current contracts bus deliveries have been completed.
- Schedule adjustments continue to be observed for award of the contracts which the IEC recognizes is due to increasing demands on the award process.

- **BUDGET:**

- There are no significant budget issues for bus procurements.

Issues

- Timeliness of contract awards.
 - Extra costs of operating older less reliable buses for longer.
- Limited competition for supply of buses.
 - Industry-wide issue.
 - Evaluation of new bus as well as bus technologies to help improve product reliability and supplier base.

Findings

- IEC agrees with overall strategy to increase competition and improve reliability.
 - Overall award process to support the increasing demands from wider competition and more bus products.

Annual Update of MTA Small Business Development Programs

**Small Business Mentoring Program (SBMP)
&
Small Business Federal Program (SBFP)**

July 22, 2013 CPOC Committee Meeting



Amil Patel
Director

Small Business Development Programs
Office of Construction Oversight

George A. Cleary
Deputy Director

Small Business Development Programs
Department of Diversity and Civil Rights

Small Business Mentoring Program (SBMP) Status

➤ SBMP Tier 1 Launched in July 2010 (Fiscal Year – July to July)

- ✓ Prime Contracts up to \$1 million
- ✓ Stair replacements, station improvements, masonry, roofing, HVAC and electrical upgrades, elevators, installation of bus chassis lift and wash equipment, bridge and parking structure painting projects, asphalt, concrete paving, site work, elevator projects, and help point intercom systems
- ✓ Contractors Participate for a maximum of 4 years

➤ On Track to Achieve Years 1, 2 & 3 Cumulative Awards Goal = \$47.5 Million (thru end of July 2013)

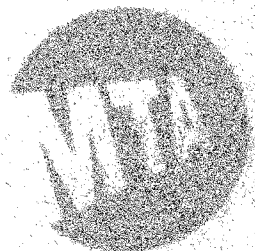
➤ Years 1, 2 & 3 Actual (as of 7/16/13)	<u># Projects</u>	<u>\$ Amount</u>
▪ Awarded to 59 firms	78	\$43,769,572
▪ Substantially Completed/Closed Out	49	\$25,845,895
▪ Contracts with Issues	2	1 Default & 1 Pending LDs

➤ Year 4 Award Goal = \$22.5 Million (thru end of July 2014)

SBMP Status

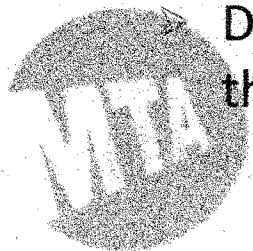
> Performance Metrics (3 Years)	<u>Goal (Days)</u>	<u>Actual (Days)</u>
Payments	10	8.2
Awards*	10	12.8
Close Outs*	20	30.8
Change Orders *	15	17.2
Submittals	10	< 10
RFI's	5	< 5

* Discussions for Improvement Ongoing



SBMP Accomplishments

- Achieved Goal of 50% increase in awards each year since the first year.
- Exceeded State MWBE award goal of 20% - Actual is 79.3% (\$34.7M); Actual DBE awards are 30.8% (\$13.5M)
- Zero claims against MTA's payment guarantee program
- 18 of the 59 firms were awarded 2 projects since program inception
- 1 of the 59 firms, Zion Contracting, LLC was awarded 3 projects since program inception
- Developing firms with skills to bid on MTA projects; Growth of these firms will increase the bidding pool for larger projects



SBMP Status – Zion Contracting, LLC

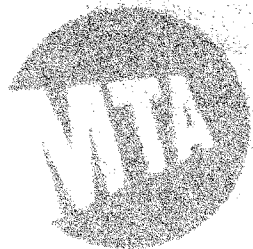
Casey Stengel Bus Depot – Bus Washers Installation



Project awarded to NYS certified MBE firm; \$789,622; installed 2 new bus washers, including structural, mechanical plumbing, and control systems

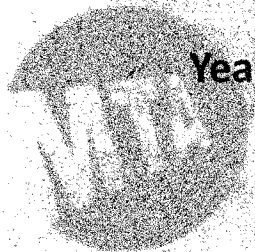
SBMP Competitive Bidding

PROGRAM YEAR	# PROJECTS	ENGINEER'S ESTIMATE	CONTRACT AWARDED VALUE	DIFFERENCE
1	25	\$ 15,032,371	\$ 13,537,937	\$ 1,494,434
2	30	\$ 18,338,369	\$ 16,245,310	\$ 2,093,059
3	23	\$ 13,471,305	\$ 12,505,257	\$ 966,048
TOTAL	78	\$ 46,842,045	\$ 42,288,504	\$ 4,553,541



Small Business Federal Program (SBFP) Status

- **Program launched in August 2012 (Fiscal Year – July to July)**
 - ✓ Prime contracts up to \$3 million
 - ✓ Participation for a maximum of 3 years
 - ✓ Established MTA Assisted Bond Program
 - ✓ 18 Prequalified Firms
 - ✓ 9 Firms 'graduated' from SBMP into the SBFP
- **Years 1 & 2 Cumulative Awards Goal = \$15.0 Million (thru end of July 2014)**
- **On track to award \$5 million in projects by the end of July 2013**
- **Exceeded Federal DBE award goal of 17% - Actual is 77% (\$3.14M)**
- | Year 1 (as of 7/16/13) | <u># Projects</u> | <u>\$ Amount</u> |
|-------------------------------|--------------------------|-------------------------|
| ▪ Awarded to 3 firms | 3 | \$4,057,977 |
- **Year 2 Award Goal = \$10 million (thru end of July 2014)**



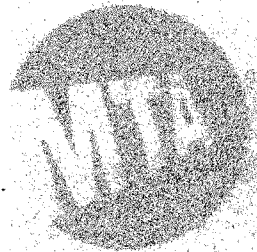
SBFP Status – The Urban Group

East Side Access Project @ Madison Yards



First SBFP project awarded to NYS certified MBE firm; \$1,889,501; concrete air duct, main access corridor utilities in concrete encasement and gantry frame removal

Outreach and Development

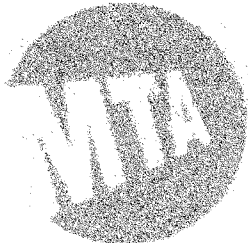
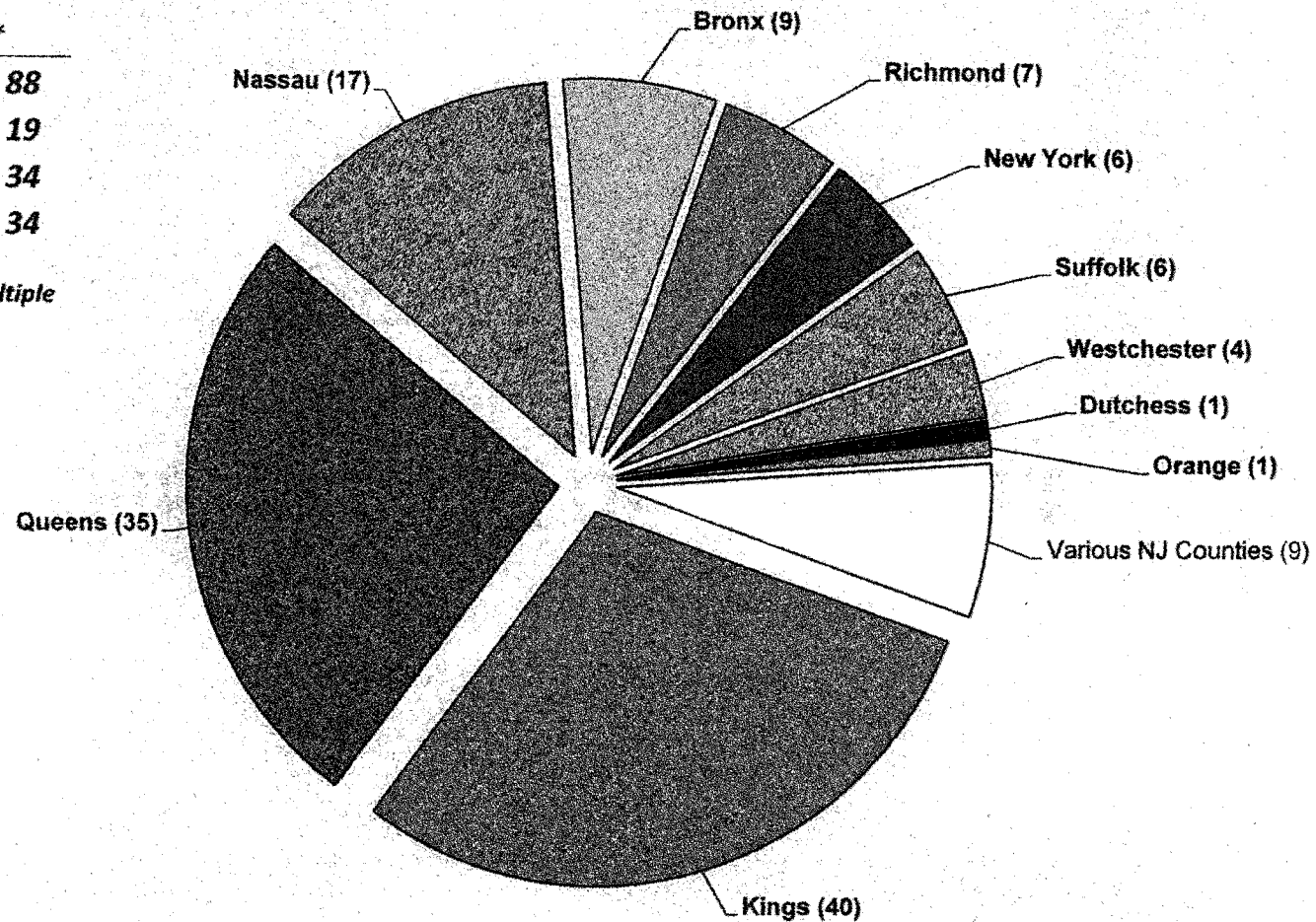


SBMP Outreach

135 Prequalified Firms as of 7/16/13

Certification*	
MBE	88
WBE	19
DBE	34
Non-Certified	34

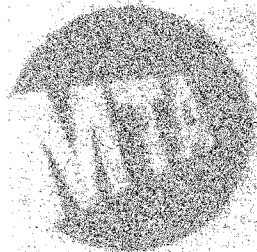
** firms may have multiple certifications*



SBMP Loan Program

➤ **Carver Bank Small Business Loan Program**

- ✓ 14 Loans Approved Since Program Inception
- ✓ Total Approved Loan Amounts: \$1,300,000
- ✓ Zero Defaults
- ✓ Current Outstanding Loan Balances: \$122,000
- ✓ Maximum Loan Available:
 - SBMP up to \$150,000
 - SBFP up to \$900,000



SBMP Training Program

➤ Classroom Training

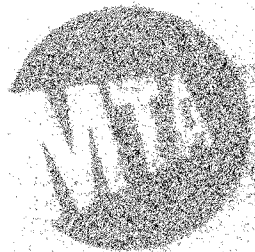
- ✓ 127 prequalified firms completed the 10 course training program as of Spring 2013
- ✓ 10 Week Technical & Business Development Program:
 - Estimating and Bidding Strategies at the MTA; Project Scheduling at the MTA; Safety & Quality Planning at the MTA; Requisition and Change Order Process
 - Doing Business with the MTA; Construction Law and Contract Law; Marketing Your Business to the NY Construction Industry; Cash Flow and Financial Management; Developing a Profitable Business in the MTA Region; How to Acquire Surety Bonding and Access to Capital
- ✓ Training courses offered two times a year: Spring and Fall
- Next 10 week session starts September 12, 2013 thru November 13, 2013



Looking Ahead ...

➤ **SBMP - Tier 2 set for Kickoff July 2014**

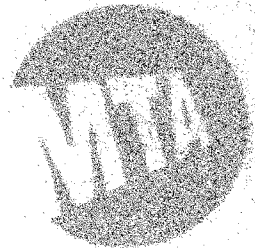
- ✓ Projects up to \$3 million
- ✓ Establish MTA Assisted Bond Program
- ✓ Participation for a maximum of 2 years
- ✓ Qualified Tier 1 firms can 'graduate' to Tier 2
- ✓ Tier 2 firms eligible to also bid in Small Business Federal Program (SBFP)



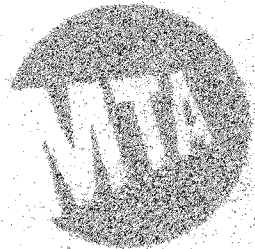
SBFP & SBMP-Tier 2

Currently Under Development

- **In Tier 2 our commitment continues with increased training and business resources:**
 - ✓ Bond Surety Program
 - ✓ Option to Transition to Union Labor Resources (if desired)
 - ✓ Back Office Support
 - ✓ Business Plan



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



MWBE AWARDS ON MTA CAPITAL PROJECTS with GOALS

January - June 2013

ALL PROJECTS

FEDERALLY FUNDED	FIRST QUARTER (JANUARY-MARCH) ¹ (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			2013 TOTALS (JANUARY-JUNE 2013) (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	\$ 352.0	\$ 59.5	17%	\$ 404.5	\$ 63.7	16%	\$ 756.4	\$ 123.3	16%
Professional Services				\$ 2.6	\$ 0.5	18%	\$ 2.6	\$ 0.5	18%
Other							\$ -	\$ -	
TOTAL	\$ 352.0	\$ 59.5	17%	\$ 407.1	\$ 64.2	16%	\$ 759.1	\$ 123.7	16%
Additional MWBE Participation:	Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards	
Construction	\$ 352.0	\$ 55.4		\$ 404.5	\$ 54.2		\$ 756.4	\$ 109.6	
Professional Services	\$ -	\$ -		\$ 2.6	\$ 0.5		\$ 2.6	\$ 0.5	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Total	\$ 352.0	\$ 55.4		\$ 407.1	\$ 54.7		\$ 759.1	\$ 110.1	

STATE FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			2013 TOTALS (JANUARY-JUNE 2013) (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	\$ 98.8	\$ 23.3	23.6%	\$ 21.4	\$ 2.5	11.8%	\$ 120.1	\$ 25.8	21.5%
Professional Services	\$ 12.5	\$ 1.4	11.5%	\$ 28.7	\$ 3.0	10.3%	\$ 41.1	\$ 4.4	10.7%
Other							\$ -	\$ -	
MBE Participation on FTA-funded projects							\$ -	\$ -	
TOTAL	\$ 111.2	\$ 24.7	22%	\$ 50.0	\$ 5.5	11%	\$ 161.3	\$ 30.2	19%
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	\$ 98.8	\$ 10.6	10.8%	\$ 21.4	\$ 2.4	11.4%	\$ 120.1	\$ 13.0	10.9%
Professional Services	\$ 12.5	\$ 1.5	12.2%	\$ 28.7	\$ 3.6	12.7%	\$ 41.1	\$ 5.2	12.6%
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
WBE Participation on FTA-funded projects	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
TOTAL	\$ 111.2	\$ 12.1	11%	\$ 50.0	\$ 6.1	12%	\$ 161.3	\$ 18.2	11%
Additional DBE Participation:	Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards	
Construction	\$ 98.8	\$ 14.7		\$ 21.4	\$ 2.2		\$ 120.1	\$ 16.9	
Professional Services	\$ 12.5	\$ 2.0		\$ 28.7	\$ 4.5		\$ 41.1	\$ 6.5	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Additional DBE Participation Total	\$ 111.2	\$ 16.7		\$ 50.0	\$ 6.7		\$ 161.3	\$ 23.4	

¹ During the first quarter 42 MWBE certified subcontractors participated on 9 Federally-funded projects which totals \$55.4 millions.

MTA Capital Program Commitments & Completions

**through
June 30, 2013**

4 - 1



Metropolitan Transportation Authority

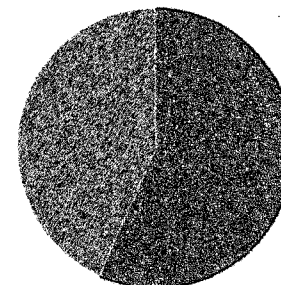
Capital Projects – Major Commitments – June 2013

Thirty-seven major commitments are reported on through June. Twenty-one are being delivered on or near goal. Sixteen delays are addressed on the following pages, including eight new slips. Explanations can be found on the next page.

Regarding total commitments, agencies have committed \$2.111 billion through June. This is over \$1.6 billion less than the goal. The variance is primarily due to the delay of East Side Access' "System Package 1" (\$530 million); the awards for two East Side Access "Harold Structures – Part 3" contracts (a combined \$200M); and two NYCT bus purchases of nearly \$500M combined. Actual commitments are \$54M less than budget due to good bid savings on a number of projects.

By year-end, agencies currently forecast that 98% of the \$5.5 billion annual goal will be committed.

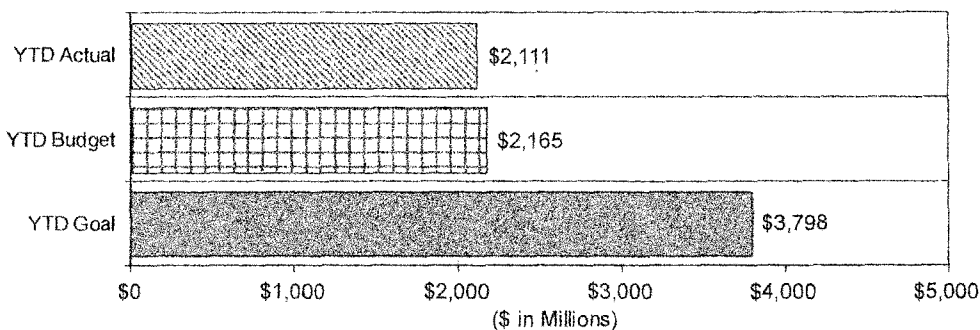
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within 2 months of Goal	21	57%	↑ 4
YELLOW = Commitments delayed beyond 2 months of Goal (already achieved)	0	-	-
RED = Commitments delayed beyond 2 months of Goal (not yet achieved)	16	43%	↑ 8
Total	37	100%	↑ 12

Budget Analysis

2013 Annual Goal	\$5,494	(\$ in millions)
2013 Annual Forecast	98%	of Annual Goal
Left to Complete	61%	(\$3,277)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – June 2013 – Schedule Variances

Project	Commitment	Goal	Forecast
16 All-Agency Red Commitments (8 new this month)			
NYCT			
<i>Stations</i>			
Replace 11 Hydraulic Elevators	Construction Award	Mar-13 \$44.6M	Jul-13 \$24.1M
Award delay is due to additional time needed for review of specifications by the legal department and to allow a second qualification hearing for a new management team and a subcontractor. Cost decrease is due to a reduction in scope of electrical work for using the existing feeders as well as a reduction in construction support costs and a low bid.			
Ozone Park- Lefferts Blvd. Station Renewal and ADA / Liberty Line	Construction Award	May-13 \$38.0M	Jan-14 \$38.0M
Procurement delayed by additional time needed for ADA code compliance review.			
Passenger Station LAN: 31 Stations (New Item)	Construction Award	Jun-13 \$28.0M	Nov-13 \$25.7M
Delay due to additional time needed for design and development of contracts by legal staff. Forecast budget reduced due to exclusion of PSLAN at 168th St, which will be handled by another project (the Brick Arch Repair project at 168th and 181st Streets).			
<i>Bus Replacement</i>			
Purchase 600 Standard Buses (New Item)	Purchase Award	Jun-13 \$311.0M	Sep-13 \$311.0M
Award is delayed due to an extended period needed for finalizing technical specifications, and requests by prospective vendors to extend the solicitation period.			
Purchase 90 Standard Buses (New Item)	Purchase Award	Jun-13 \$46.7M	Sep-13 \$46.7M
Award is delayed due to an extended period needed for finalizing technical specifications, and requests by prospective vendors to extend the solicitation period.			
LIRR			
<i>Communication & Signals</i>			
Positive Train Control System Integrator	Construction Award	Apr-13 \$33.3M	Sep-13 \$33.3M
The procurement process is taking longer than anticipated due to the complexity of contract details and ongoing discussions with vendors. This has resulted in an additional recent forecast slip from July to September.			

Project	Commitment	Goal	Forecast
MNR			
<i>Communication & Signals</i>			
Positive Train Control System Integrator	Construction Award	Apr-13 \$23.1M	Sep-13 \$23.1M
The procurement process is taking longer than anticipated due to the complexity of contract details and ongoing discussions with vendors. This has resulted in an additional recent forecast slip from July to September.			
<i>Power</i>			
Harlem & Hudson Power Line Improvements (New Item)	Construction Award	Jun-13 \$18.8M	Nov-13 \$18.8M
Due to a contractual responsiveness issue, it was decided to rebid the construction project.			
<i>Stations</i>			
North White Plains Garage (New Item)	Construction Award	Apr-13 \$37.2M	Jul-13 \$37.2M
Longer than expected procurement award process resulting from contractor approval issues.			
B&T			
<i>Roadways and Deck</i>			
Verrazano- Narrows Br. - Bus & HOV Ramp Improvement	Construction Award	May-13 \$80.2M	Nov-13 \$80.2M
Project initially delayed to meet changes to FDNY design standards and Ft. Hamilton's requirements for access, safety and preservation. In May, an error by the low bidder caused all bids to be rejected, further delaying the schedule. B&T will re-solicit the project.			
MTACC			
<i>East Side Access</i>			
System Package 1 (CS179)	Construction Award	Apr-13 \$530.M	Sep-13 \$530.M
An independent assessment is underway to analyze the risk of award and interface issues with civil contracts. The direction of RFP negotiations is to be determined after the independent assessment has been completed.			
System Package 3 - Signal Equipment Procurement (VS086) (New Item)	Construction Award	May-13 \$22.1M	Sep-13 \$22.1M
The IEC is bringing on additional expertise to assess the risk of award and interface issues with civil contracts. This has pushed back the award date.			

Capital Projects – Major Commitments – June 2013 – Schedule Variances

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

East Side Access (continued)

Harold Structures Part 3 Track D Approach, 48th St Bridge, Loop Box Structure (CH057) (New Item)	Construction Award	Jun-13 \$71.2M	Jan-14 \$62.6M
---	--------------------	-------------------	-------------------

Harold Structures Part 3 and Westbound Bypass, formerly one commitment, are being split into two packages. Early work (CH057A) is anticipated to be awarded in September, and the remainder in January 2014 (an additional recent delay). The reduced budget represents work scope shifted to other ESA contracts.

Harold Structures (Part 3) Westbound Bypass (CH057A) (New Item)	Construction Award	Jun-13 \$128.2M	Sep-13 \$130.9M
---	--------------------	--------------------	--------------------

Harold Structures Part 3 and Westbound Bypass, formerly one commitment, are being split into two packages. Early work is anticipated to be awarded in September, and the remainder (CH057) in January 2014. The budget increase represents the shift of work scope among several ESA contracts.

MTA Bus

MTA Bus Projects

Emergency Generators: 6 Depots	Construction Award	Mar-13 \$7.7M	Sep-13 \$7.6M
--------------------------------	--------------------	------------------	------------------

Delay is due to a re-bid of the contract to include additional changes at the Far Rockaway depot and split-out of the award into purchase and installation contracts; Further delay is due to additional design revisions. The 1st award (purchase) is forecast for September 2013, while the 2nd award (installation) is forecast for December 2013.

Security Upgrade: Eastchester and La Guardia	Construction Award	Mar-13 \$7.5M	Jul-13 \$7.5M
---	--------------------	------------------	------------------

Lowest bidder withdrew bid after an extended review period. MTA Bus moved to 2nd lowest bidder, delaying the award. Late documentation by the bidder delayed the qualification hearing and extended the procurement schedule.

Capital Projects – Major Commitments – June 2013 – Budget Only* Variances

Actuals Results Shaded

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

Project Commitment Goal Forecast

**6 All-Agency Budget only variance (1 new this month)
NYCT**

Line Structures

Overcoating Port of East 90th St White Plains Rd Line	Construction Award	Mar-13	Jan-13 (A)
		\$32.7M	\$30.4M
The project cost decrease represents a favorable bid at contract award.			

Stations

Rock Arch Repair, 16th & 18th St Broadway	Construction Award	Mar-13	Mar-13 (A)
		\$36.0M	\$81.2M

Cost increase impacted by the following: at the highest received, 61 ended scope elements requested and paid for by Columbia Presbyterian Hospital and 61 added scope for additional safety and structural needs.

4 Stations Rework and Component Replacement Port of Line	Construction Award	Apr-13	May-13 (A)
		\$63.7M	\$97.3M

Project cost increase reflects high bid and additional scope. Schedule was delayed month awaiting approval of the procurement staff summary for the project.

Signals & Communications

Dyn Avenue Line Signals	Construction Award	Apr-13	Apr-13 (A)
		\$236.6M	\$215.7M

The project cost decrease represents a favorable bid for lower supplier costs.

Line Equipment

Tunnel Lighting, 35 St to Jackson Roosevelt / Queens Blvd Line	Construction Award	May-13	Jun-13 (A)
		\$59.7M	\$50.1M

Project cost decrease represents a revised estimate for construction. Award was delayed pending the signing of an MTA to use a house construction forces for this project.

MTA CC

Second Avenue Subway

2nd Street Flashes / New Rail	Construction Award	May-13	Jun-13 (A)
		\$265.9M	\$232.9M

Budget decrease is a result of a low bid. Delay due to the extensive redlines during procurement by multiple bidders.

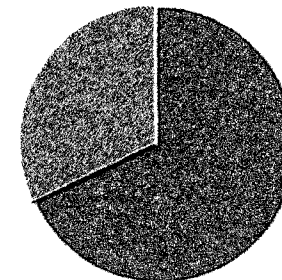
Capital Projects – Major Completions – June 2013

Twenty-five major projects are reported on through June. Seventeen are being delivered on or close to goal. Eight major completions are reported as late. Details are on the following page.

Through June, agencies have completed \$1.791 billion versus the \$2.547 billion year-to-date goal. The budget variance is largely due to the eight major completion delays noted above. The Rolling Stock completions performance is less than goal due to the delay of 90 Articulated Buses (\$70M) and the Purchase of 23 A Division Cars and the conversion of 10 R142A cars (\$115M).

By year-end, agencies currently forecast that 79% of the \$5.4 billion annual goal will be completed. The variance versus goal is mostly due to the forecasted slips beyond 2013 of the Fulton Center "A and C Lines Mezzanine/ J and Z Lines Vertical Circulation" project (\$175 million) and the East Side Access "Queens Bored Tunnels and Structures" contract (\$768 million).

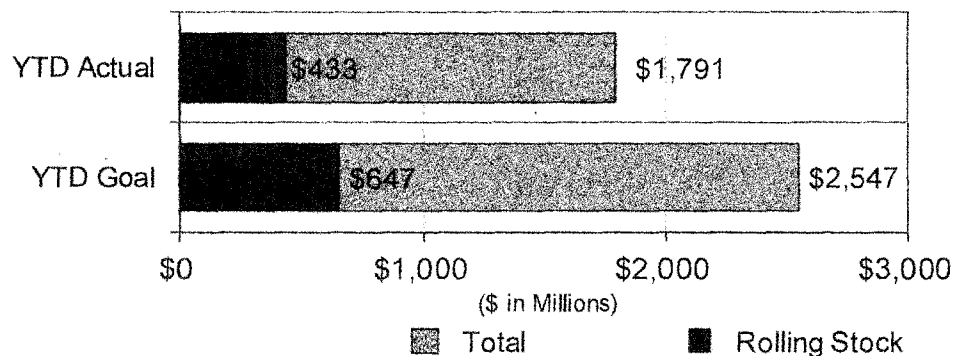
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within 2 months of Goal	17	68%	↑ 5
YELLOW = Completions delayed beyond 2 months of Goal (already achieved)	0	-	-
RED = Completions delayed beyond 2 months of Goal (not yet achieved)	8	32%	↑ 5
	25	100%	↑ 10

Budget Analysis

2013 Annual Goal	\$5,446	(\$ in millions)
2013 Annual Forecast	79%	of Annual Goal
Left to Complete	59%	(\$2,533)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – June 2013 – Schedule Variances

Project	Completion	Goal	Forecast
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3 All-Agency Red Completions (5 new this month)

NYCT

Subway Cars

Purchase 23 A- Division Cars (R188); Convert 10 R142A Cars (New Item)	Purchase Award	Jun-13 \$115.3M	Nov-13 \$115.3M
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Delay due to the loss of Rockaway Test Track from Superstorm Sandy and the resulting impact on the R188 testing program.

Stations

Station Rehab: Smith-9th Streets & 4th Ave	Construction Award	Apr-13 \$40.7M	Dec-13 \$40.7M
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Although Smith-9th Streets reopened to the public in April, substantial completion of both stations is delayed because the contractor walked off the job. Ongoing problems have resulted in a revised forecast from September to December. Under review by Legal.

Track

2013 Track & Switch Program (2 Projects) - 2nd Qtr (New Item)	Construction Award	Jun-13 \$21.9M	Jun-14 \$21.9M
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Late delivery of switches by the vendor will cause completion of the project to slip to mid-2014.

2012 Track & Switch Program (6 Projects) - 2nd Qtr (New Item)	Construction Award	Jun-13 \$38.7M	Sep-13 \$49.4M
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Track work on the Brighton line for 2012 and 2013 was combined and the revised forecast reflects this adjustment. Also, upper Broadway IRT work had to be rescheduled due to GO coordination with other projects resulting in a delay.

MNR

Line Structures

Replace/Repair Undergrade Bridge Program (New Item)	Construction Award	Jun-13 \$27.8M	Sep-13 \$27.8M
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Due to rainy weather, the final construction activities have been postponed until the Summer when drier conditions are anticipated.

Project	Completion	Goal	Forecast
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MTA CC

Fulton Center

A and C Lines Mezzanine / J and Z Lines Vertical Circulation	Construction Award	Mar-13 \$175.2M	Jun-14 \$175.2M
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Completion extended to June 2014 due to additional security work added to the scope of the contract.

East Side Access

Queens Bored Tunnels & Structures - CQ031 (New Item)	Construction Award	Jun-13 \$767.8M	Feb-14 \$801.6M
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Although the base work for CQ031 was completed, scope has been transferred to this contract from CH061, causing the budget to be increased and the schedule to be extended.

MTA Bus

MTA Bus Projects

New Roof and Ventilation System at JFK Depot	Construction Award	Feb-13 \$9.5M	Aug-13 \$9.5M
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Project was initially delayed until a necessary high-pressure gas supply line was installed. Beneficial use has been achieved, but substantial completion is delayed due to the timing of training for new heat recovery units.

Capital Projects – Major Completions – June 2013 – Budget* Variances

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

Actual Results Shaded

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
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No budget only variances through June

Status of MTA Capital Program Funding

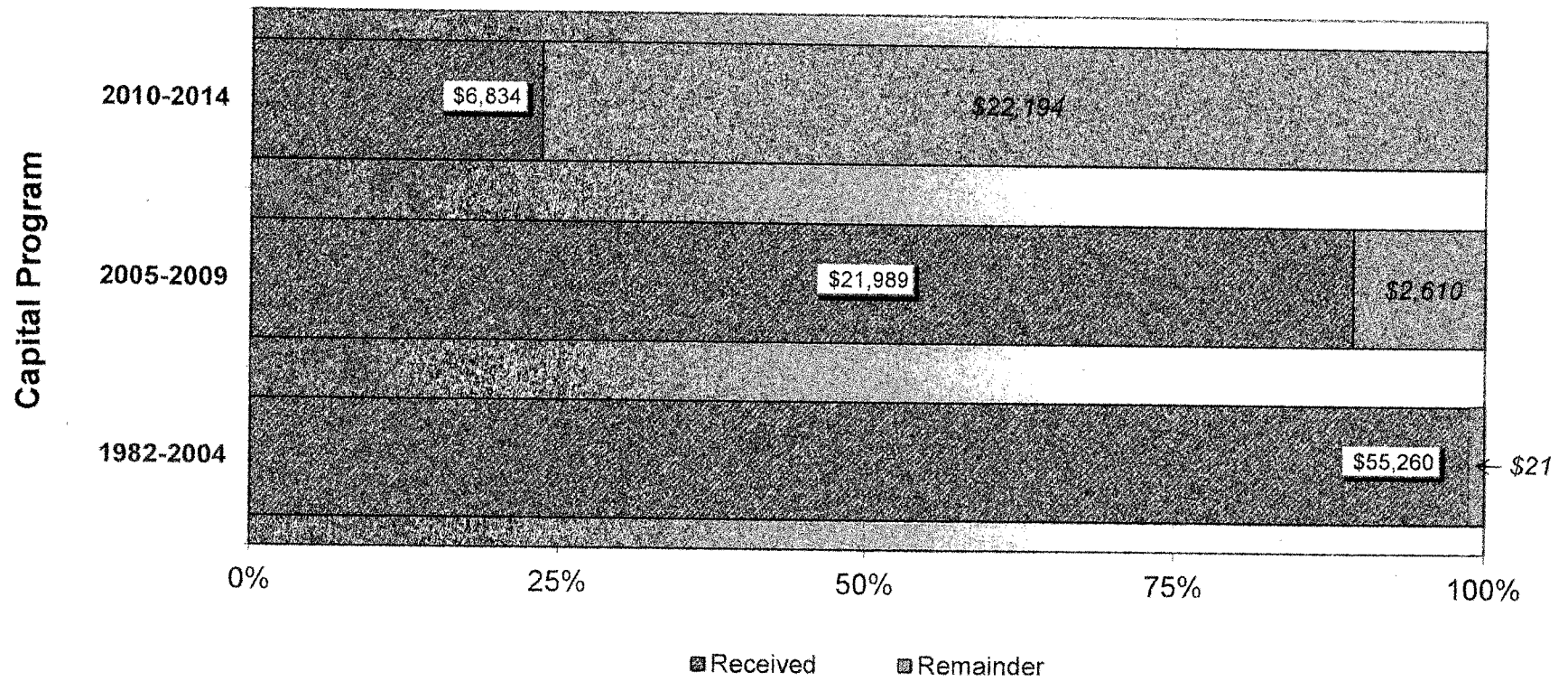
4 - 9



Metropolitan Transportation Authority

Capital Funding (June 30, 2013)

\$ in millions



Capital Funding Detail (June 30, 2013)

\$ 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			
	Current	Receipts thru April	This month	Received to date
	\$5,186	\$5,186	\$ -	\$5,186
	2,810	1,832	-	1,832
	322	245	-	245
	11	11	-	11
	654	654	-	654
	412	406	3	409
	2,367	1,799	49	1,848
	149	140	2	142
	1,236	605	(1)	604
	1,450	1,064	-	1,064
	3,039	3,039	-	3,039
	1,221	1,221	-	1,221
	5,624	5,624	-	5,624
	118	110	1	110
Total	24,599	21,935	54	21,989

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
Hurricane Sandy Recovery
Insurance Proceeds/Federal Reimbursement
Sandy Recovery MTA Bonds
Sandy Recovery B&T Bonds

Funding Plan	Receipts			
	Current	Receipts thru April	This month	Received to date
	\$5,783	\$2,845	\$64	\$2,910
	295	295	-	295
	225	76	10.76	87
	2,200	-	-	-
	762	185	95	280
	770	87	-	87
	167	-	-	-
	10,503	2,759	-	2,759
	1,490	257	1	257
	2,079	133	-	133
	3,805	26	-	26
	792	-	-	-
	158	-	-	-
Total	29,029	6,664	170	6,834