



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

November 2013

Committee Members

T. Prendergast, Chair

F. Ferrer

A. Albert

R. Bickford

N. Brown

A. Cappelli

M. Lebow

S. Metzger

J. Molloy

M. Page

M. Pally

A. Saul

J. Sedore

C. Wortendyke



MEETING AGENDA

MTA CPOC COMMITTEE

November 12, 2013 – 1:45 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

- | | |
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| 3. CPOC CHARTER REVIEW | |
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MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
September 16, 2013
New York, New York
1:45 P.M.

MTA CPOC members present:

Hon. Thomas Prendergast, Chairman
Hon. Alan Cappelli
Hon. Fernando Ferrer
Hon. Ira Greenberg
Hon. Mark Lebow
Hon. Susan Metzger
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Robert Bickford
Hon. Norman Brown
Hon. Mark Page
Hon. Mitchell Pally
Hon. Andrew Saul
Hon. James Sedore

MTA Board members present:

Hon. Andrew Albert
Hon. Charles Moerdler

MTA staff present:

Steve Berrang
Nuria Fernandez
Ron Saporita
Craig Stewart

MTACC staff present:

Michael Horodniceanu

McKissack + Delcan staff present:

Rock Antonios
Joe DeVito
Kent Haggas

* * *

Chairman Prendergast called the September 16, 2013 meeting of the Capital Program Oversight Committee to order at 2:45 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 July 22, 2013.

Committee Work Plan

Mr. Stewart announced that the Semi-Annual Update by LIRR on East Side Access Readiness, which was originally scheduled for this month, has been moved to December to coincide with MTACC's December ESA update.

2015-2034 Twenty Year Capital Needs Assessment

Mr. Berrang cited the Twenty Year Capital Needs Assessment as the first step in the five-year capital planning cycle that will support development of the 2015-2019 Capital Plan. He stated that the focus of the assessment is on core needs and does not include expansion projects. He then outlined the assets that comprise the MTA system, how Agency Capital needs are assessed, and the resultant 20-year forecast. Overall, the assessment identified \$106 billion (in 2012 dollars) in core needs over the next 20-years. Mr. Berrang concluded by stating that the Needs Assessment entails working with the agencies to rationalize the identified needs into an actionable program with the goal of giving top priority to the most critical needs, to keep other assets fit for service, and to do so at the least cost. Discussion of the 2015-2034 Twenty Year Capital Needs Assessment is 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 progress of the various Manhattan and Queens/Harold Interlocking contracts, as well as near-term procurement and planning milestones. In its Project Review, the IEC updated the Committee on the progress of the Supplemental Independent Review. Chairman Prendergast then provided an update on efforts that are currently underway with the FRA. 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 Fulton Center

Mr. Horodniceanu reported that the overall project is on schedule for a June 2014 opening 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 various systems and for testing and commissioning; the IEC also agreed that the project is on budget. The IEC then recommended the following: contractor manpower be increased to reach final acceptance quickly; support staff for MEP and Communications systems be increased; provisions regarding desired amenities for the master lessee be developed; procedure regarding declaration of Substantial Completion be modified. 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: consider establishing a policy of issuing partial substantial completion for turnover of station areas to the system contractor. 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.

MTA Capital Program Commitments and Completions

Mr. Stewart reported that through July the MTA planned a total of 39 major commitments, 21 of which have been, or are forecast to be, delivered on time. On a dollar basis, agencies have committed \$2.7 billion through July and forecast that by year-end, they will commit 100% of the overall 2013 commitment plan. In the same period, the MTA planned a total of 26 major project completions, 17 of which have been, or are forecast to be, delivered on or near goal. Dollar-wise, agencies have completed nearly \$2 billion and currently forecast that by year-end, they will achieve 82% of the overall 2013 completion plan.

Executive Session

Upon motion duly made and seconded, Chairman Prendergast adjourned the public CPOC meeting at 3:25 PM to go into Executive Session.

Adjournment

Upon motion duly made and seconded, Chairman Prendergast adjourned the Executive Session, reconvened the public session and then immediately adjourned the September 16, 2013 meeting of the MTA Capital Program Oversight Committee.

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

November 2013

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

December 2013

Quarterly MTA Capital Construction Company Update
Semi-Annual Update by LIRR on ESA Readiness
Semi-Annual Update on NYCT Stations Division
Update on South Ferry Station Recovery and Resiliency
Quarterly Traffic Light Report

January 2014

Annual Update on MNR/LIRR Rolling Stock
Semi-Annual Update on Minority, Women and Disadvantaged Business Participation

February 2014

Semi-Annual Update on MTA-wide Sandy-related Projects
Semi-Annual Update on MTA-wide Track Programs
Quarterly Capital Change Order Report

March 2014

Quarterly MTA Capital Construction Company Update
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, LIRR & MNR New Fare Payment Initiatives

May 2014

Semi-Annual Update on MNR/LIRR Infrastructure
Semi-Annual Update on NYCT Systems, Signals, Train Control and Tech Initiatives
Annual Update on NYCT Bus Time
Annual Update on MNR Customer Communications
Annual Update on LIRR Police Radio
Quarterly Capital Change Order Report

June 2014

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

July 2014

Annual Update on NYCT Rolling Stock
Annual Update on NYCT Bus Procurements
Semi-Annual Update on Minority, Women and Disadvantaged Business Participation

September 2014

Quarterly MTA Capital Construction Company Update
Semi-Annual Update on MTA-wide Sandy-related Projects
Semi-Annual Update on Capital Program Security Projects
Quarterly Traffic Light Report
Quarterly Capital Change Order Report

October 2014

Annual Update on NYCT Infrastructure
Semi-Annual Update on NYCT, LIRR & MNR New Fare Payment Initiatives
Semi-Annual Update on MTA-wide Track Programs

November 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 MNR/LIRR Infrastructure
Annual Review of CPOC Charter
Quarterly Capital Change Order Report

December 2014

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

Capital Program Oversight Committee
November 12, 2013

New Fare Payment System Update

Long Island Rail Road
Metro-North Railroad
New York City Transit

Today's Presentation

Update on Agency Plans and Progress

- Three agencies of the MTA -- LIRR, MNR, and NYCT -- are proceeding with new fare payment and collection system initiatives.
- Several common objectives established for these initiatives:
 - Empower customers through self-service
 - Provide customer choice while equitably serving all
 - Leverage previous investments
 - Shift some functions to enable cost-saving opportunities
 - Create an integrated customer experience and seamless travel
- This will be an update to our joint presentation to CPOC earlier this year.

Interoperability

A Spectrum of Opportunities

Ensure that opportunities for interoperability amongst MTA agencies and regional transportation partners are part of planning efforts.

Empowering customers / Integrated customer experience

Example: Customer is able to make fare purchases with all of the MTA agencies through an all-agency app/web portal and based on a single account.

Cost-effectiveness / leverage investments

Example: Integrated business systems supporting the agencies' fare and toll payment functions.

Shared Concepts

Strategic Framework and Approach

- **Contactless Payments Technology**
 - Next generation payment/access design
 - Multiple forms of payment media
- **Open Architecture**
 - Maintain control over system interfaces/interconnections
 - Equipment supplier-agnostic
- **Account-Based**
 - Value stored in back-office account, not on card; media an identifier
- **Payment Industry Standards**
 - Electronic payments are secure, proven, widely used in retail environment

Shared Concepts

Customer Convenience

- **Multiple Payment Options**

- Mobile payments, using smart phones and capabilities, will be incorporated
- Customers will be able to use their own contactless chip “smart card” (bank-issued credit/debit card or pre-paid card from 3rd party)
- A “transit only” smart card (ex., “MTA Tap&Ride™” card) will complement other options and be available to all customers

- **Fare Rules**

- Existing fare policies and products at minimum
- Enhanced offerings to customers
- Simplified application of fare policies at back-end; account-based

- **Customer Service**

- Call center and website for customer information, account management, and sales

Shared Concepts

Agency Economics

- **Reduce Reliance on Costly Sales Channels**
 - Vending machines are relatively costly to procure, operate, and maintain
 - Ticket fulfillment programs have substantial mailing and related costs
 - Shift media distribution to convenient and cost-effective channels
- **Focus on Self-Directed Sales and Account Management**
 - Anytime, Anywhere
 - Call center, website, and mobile application to handle all customer needs
- **Focus on 3rd Party Distribution Strategy**
 - Leverage existing retail sales network and other 3rd party distributors of fare media and “smart” devices (i.e., mobile phones, bankcards)

NYC Transit Scope

System Components

- **Subway**
 - Readers/Validators installed on turnstiles
 - Minimal changes to fare arrays
- **Bus**
 - Readers/Validators adjacent to farebox; not integrated
 - Leverage Bus Customer Information System (CIS) equipment and capabilities
- **Central System**
 - Performs all business rules processing and account management
 - Source for Data Warehouse information and business reporting
 - Integration with other MTA agencies' back-end systems

NYC Transit Scope

Communications Network

- **Real-Time High-Speed Communications**
 - Required for fare validation and system entry decision-making
- **Infrastructure upgrade required throughout subway system**
 - Both at turnstile array and within station at large
 - Coordinate with other telecomms support work (ex., On-the-Go, Help Point)
- **CPM currently coordinating upgrade efforts**

Key Need for Account-Based Feature of New Fare Payment System

NYC Transit Schedule

Project Components – Preliminary Concept

- **Phase 1**

- Transit Benefit Program (ex., TransitChek, WageWorks) customers with contactless bank cards or mobile phones
- Buses (take advantage of existing on-board equipment)
- Simplified initial fare policy to ease customer transition

- **Phase 2**

- All standard fare customers with contactless bank cards or mobile phones
- Subways incorporated

- **Phase 3**

- Complete back-end development
- All current fare products and other potential enhancements
- Contactless “transit” smartcard (ex., “MTA Tap&Ride™”) introduction

NYC Transit Project Timing – Short-Term Procurement Schedule / Next Steps

	2013	2014	2015
Consultant Support RFP			
- Release of RFP / Notice of Award			
System Integrator RFQ/RFP			
- Development			
- Release of RFP / Notice of Award			
Organizational Outreach / Coordination			

- **Consultant Support Services RFP**

- Development of preliminary design for new fare payment system, technical specifications and scope of work for System Integrator RFP
- Provide on-going post-award advisory services related to chosen System Integrator's work.

- **System Integrator RFP**

- Services to include the design/implementation of the fare payment system at NYC Transit.

LIRR/MNR Strategy and Plans

New Fare Payment Systems (NFPS) Look-Ahead

Current State 2013	Phase 1 New Fare Payment Short-Term Plans 2013-2014	Phase 2 Full MTA-Wide Integration 2015-2020
5 Sales channels <ul style="list-style-type: none"> • TVM • Ticket Offices • Mail&Ride • Web Ticket • On Board On-board inspection/collection Current Challenges <ul style="list-style-type: none"> • Infrastructure costs • Labor costs • Cash in system • Conductor TIM's at end of useful life 	Implement new TIMs <ul style="list-style-type: none"> • SOGR / Address end-of-life issues • Customer choice (credit/debit) Define Railroad NFPS Strategy <ul style="list-style-type: none"> • Review and Update previous analyses <ul style="list-style-type: none"> ○ Mobile/Smartphones ○ Smartcard ○ MTA Interoperability Strategy • Develop strategy/roadmap for integration with NYCT • Develop funding plan (Capital Program 2015-2019 Plan; Operating Budget) 	Design / Implementation of NFPS <ul style="list-style-type: none"> • Comprehensive implementation plan • Design/implementation of projects from roadmap • Coordinate potential joint fare options across Agencies Future Planning <ul style="list-style-type: none"> • Monitor industry/technology for inclusion of new sales channels and approaches to validation • Continued effort to reduce reliance on costly sales channels & satisfy customer expectations • Integration w/ other regional providers

Commuter Railroads Project Update

On-Board Ticket Issuing Machines

Current Deployment

- Metro-North Railroad: Systemwide deployment of handheld devices since 2008 for onboard cash fares sales (newer devices accept debit/credit cards)
- LIRR: Pilot project began in 2011 – currently includes 35 field devices (I-phone 4s) on selected and random trains throughout the system for on-board cash, credit and pin-less debit sales.
 - 19,600 transactions between June 19th and September 8th (75% cash, 23% credit/debit)
 - Total Revenue: \$281,485
 - Positive customer and conductor feedback
 - Reduction in on-board promises to pay (ADL's)
 - Reduction in cash in the system
 - Improved electronic record-keeping

Commuter Railroads Project Update

On-Board Ticket Issuing Machines

Proposed Deployment

- Deploy handheld devices (I-phone 5s) systemwide on both railroads.
- Currently conducting system testing application with new devices.
- Both Railroads intend to begin deployment of new devices by 2nd quarter 2014 through 1st quarter of 2015

Commuter Railroads Project Update

Mobile Ticketing Current Status

- **Received responses to Mobile Ticketing RFP**
- **Evaluating within larger context of MTA-wide strategy**
 - Interoperability / Coordination with NYC Transit
 - Process review – Operational / Business
 - Common back-end architecture, and a single system to enforce regional fare policies.
- **Final determination pending outcome of Interagency coordination efforts**
 - MTA Agencies currently undertaking formal fare payment Interoperability review
 - Review planned to be completed in 1st quarter 2014

Systems & Security Division

Mark Bienstock, P.E.

Program Officer

Capital Program Oversight Committee

November 12, 2013



Station Communications for New Fare Payment System

Status Update

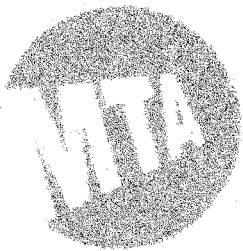
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Station Communications for New Fare Payment System (NFPS)

- Planning & design efforts are ongoing to support the rollout of communications infrastructure needed for NFPS.
- Scope of Work: Furnish & Install an access node in the primary fare control area and provide connectivity to the Station Communication Room.

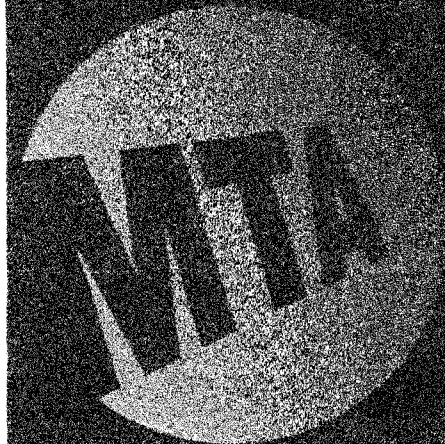


Integrated Service & Information Management: B Division

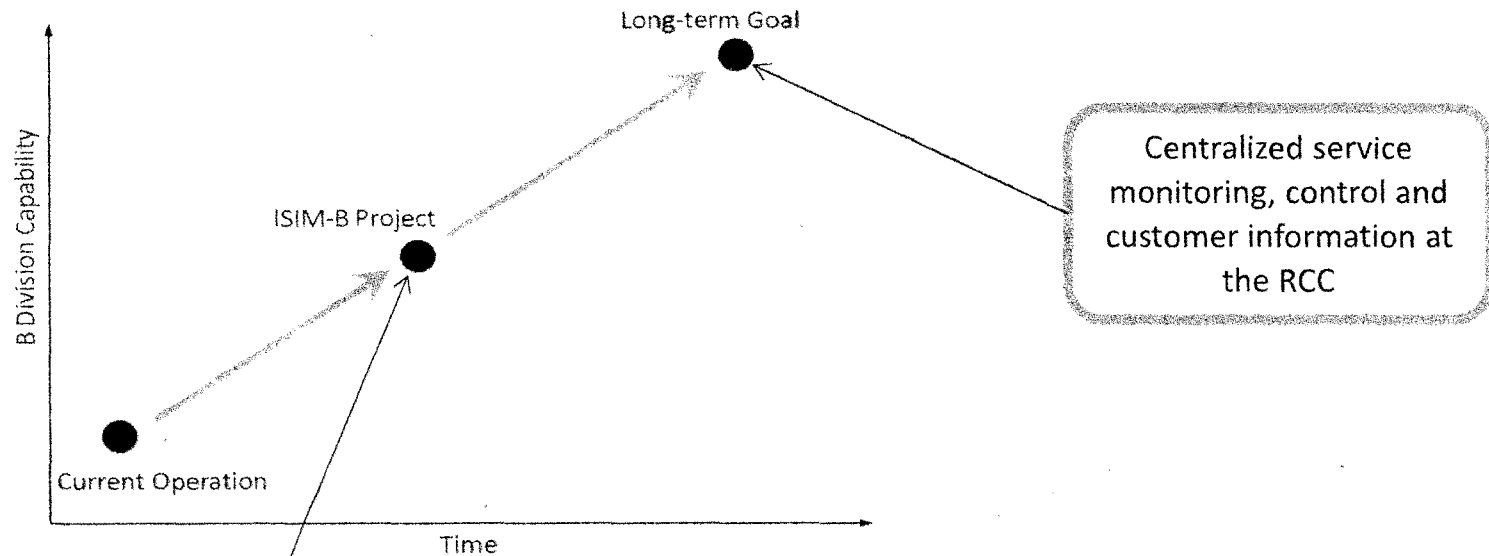
Progress Update

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



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

Prioritized objectives:

Better service management

Better management of safety and security

Better customer information

Better operational plans and schedules

Incremental Implementation Strategy

- The Master Plan is a “Living Document” detailed in a series of modules.
- 7 Modules are currently in planning/design
 - Four short-term
 - Three long-term
- Each module may result in one or more contracts.
- This strategy will deliver incremental system capabilities and benefits to NYC Transit.

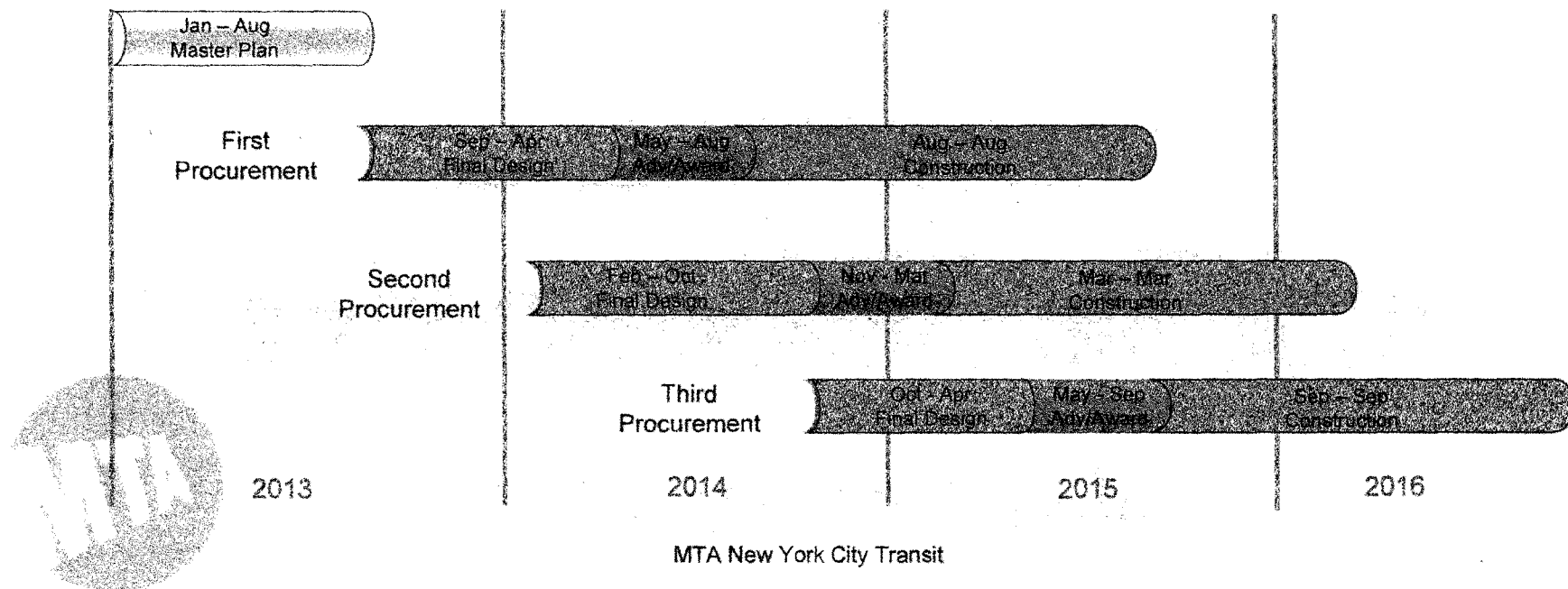
Short-Term Strategy

Module	Objective	Status
M1: Train Location Data Capture	To provide train location to both RTO Train Dispatchers and the ISIM-B Rail Traffic Management Software System.	Design Phase - Site Surveys
M2: Flushing Line Customer Information	Integrate PACIS Phase 2 with CBTC Flushing to deliver real-time train arrival times to stations, service information to the RCC and a data feed to the internet and mobile devices.	Master Plan Phase, - Alternative Analysis - System Requirements
M3: Rail Traffic Management Office System	To provide improved situational service and safety management, deliver improved customer information, and allow for better operational planning. Will also deliver a data feed to the internet and mobile devices.	Master Plan Phase, - System Requirements
M4: B Division Customer Information	To deliver real-time train arrival times and service information, to approximately 180 B Division stations	Master Plan Phase, - Early Planning

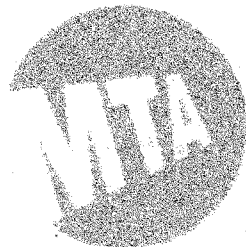
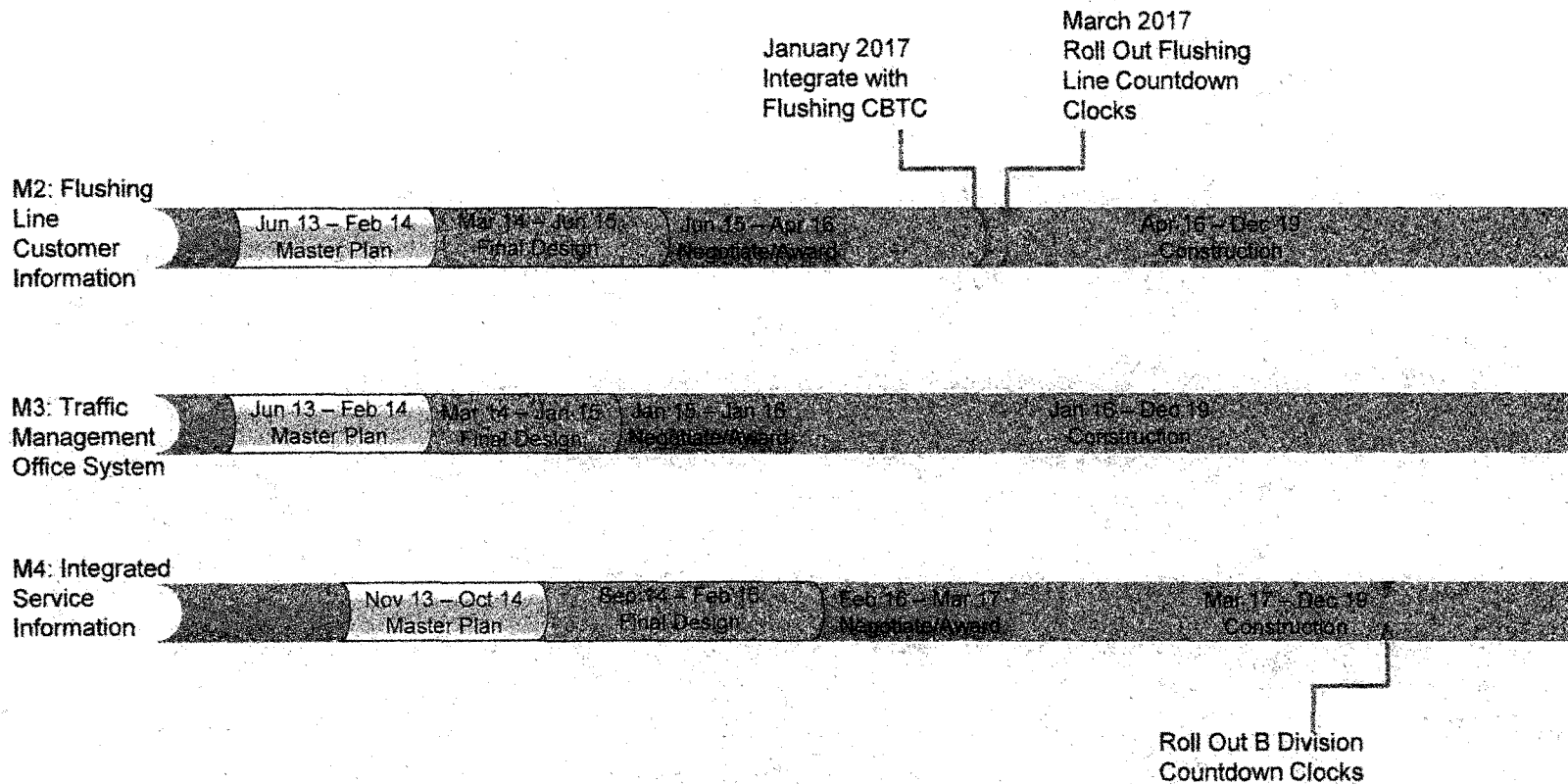
M1: Train Location Data Capture

- Three procurements to allow early implementation.
- Train location information and displays at the RCC and BCC
- Baseline data source for development of the Rail Traffic Management Office System
- Initial data release to third party app developers in 2015

3-8



ISIM B Program Progress

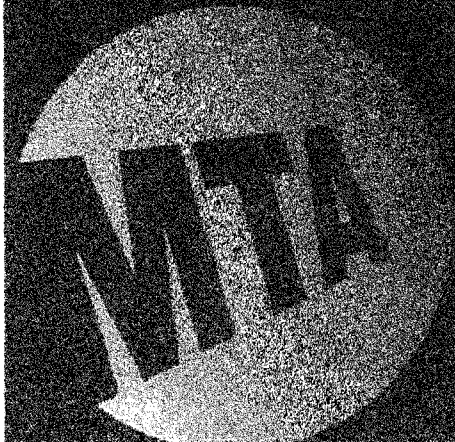


VHF Radio System Upgrade

Progress Update

Capital Program Oversight Committee

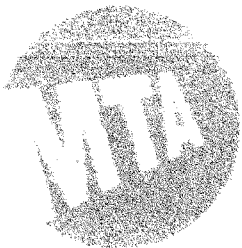
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MTA New York City Transit

VHF Radio System Upgrade

- Awarded: February 10, 2012
- Contractor: Alcatel-Lucent USA
- Project Description: This project will install new VHF radio base station equipment for RTO and the NYPD Transit Bureau to replace legacy equipment that can only operate in wideband mode. The new radio equipment is configured to operate in narrowband mode to meet the FCC mandate.



VHF Radio System Upgrade

Overall Status

Item	Comments
Schedule	On schedule for substantial completion in July 2016
Cost	Within Budget of \$221M

Highlights

Progress



- Conducted Factory Acceptance / Factory System Test in July
- Completed Preliminary Design Review / Critical Design Review in August
- Completed equipment installation at Initial Build Sites in August




180 Day Look Ahead

- Conclude Independent Lab Test of Radio Cabinet
- Complete equipment installation at Rail Control Center
- Perform Site Installation Inspection
- Perform Site Equipment Acceptance Test
- Complete System Verification Review

VHF Radio System Upgrade

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
Yellow	System Acceptance Test for Initial Build Base Stations	December 2013	<ul style="list-style-type: none"> Super-Storm Sandy repair work has put a strain on existing NYCT resources. The initial build is delayed approximately 4 months due to a flagger shortage. This issue has been highlighted internally and NYCT is in the process of hiring additional flaggers. Other efforts on ongoing to mitigate the impact of the flagger shortage and minimize any ongoing delay.
 Green	FCC Milestone for narrowband operation (Outdoor locations)	August 2014	<ul style="list-style-type: none"> No issues at this time
 Green	Beneficial Use for 26 Outdoor Base Stations and 8 Transit Bureau Locations	September 2014	<ul style="list-style-type: none"> No issues at this time.

	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.

MTA New York City Transit

November 2013 CPOC IEC Project Review



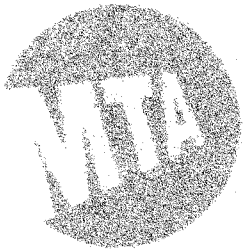
NYCT VHF Radio Systems Upgrade



November 12, 2013

Schedule and Budget Review

- **SCHEDULE** - The construction of the Initial Build Out (first 4 locations), which is being used to validate the design, is four months behind schedule. The overall project remains on schedule. The project is experiencing the effects of limited NYC Transit resources due to Sandy, as noted in NYC Transit presentation.
- **BUDGET** – Project is on budget.



Signals and Train Control Division

Nidhish Patel, P.E.

Program Officer

November 2013

Capital Program Oversight Committee



CBTC Flushing Line

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

CBTC Project Overview

Overall Status (S-32723 CBTC Flushing Line)

Item	Comments
Schedule	Substantial Completion delayed from 4 th Quarter 2016 to 2 nd Quarter 2017
Cost	Project is within budget of \$550M

Highlights (S-32723 CBTC Flushing Line)

Progress




- Placed in-service Times Square Interlocking
- Factory acceptance started for CBTC and Solid State Interlocking (SSI) Systems
- Delivered signal equipment for Main Street and Corona Yard

180 Day Look Ahead




- CBTC and SSI Factory Acceptance Test (FAT) ongoing
- CBTC equipment delivered for field installation ongoing
- Place Main Street Interlocking In-Service in January 2014
- CBTC equipment to be installed on the first train

CBTC Flushing CBTC

Critical Milestones

Status	Activity	Date Needed	Issues
 Red	Availability of R188 Units for CBTC Upgrade	First Train January 2014 Last Train February 2016	Acceptance of R188 cars is based on their performance on the Rockaway Test Track which was damaged by Super storm Sandy. Delay in the return of the Rockaway Test Track has delayed the release of the last train to August 2016. DCE working to mitigate the schedule delay.
 Red	G.O. Availability	2013 through 2016	Track outage plan for the Flushing Line needs being established for CBTC, track work, Steinway duct bank and resiliency projects. Meetings with Senior Management and Government Relations to secure these outages are ongoing. If track outages for this projects are delayed/denied, the project's milestones will be delayed.
 Yellow	Factory Acceptance Testing (FAT)	1 st Quarter 2014	FAT completion is forecast for January 2014. Any further delay may impact the project's milestone.

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.

Culver Line CBTC Integrated Test Facility

- Contractor: Siemens and Thales Consortium
- Award (S-32748): 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 7th 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

Highlights (Culver Line CBTC Integrated Test Facility)

Progress




- Interoperability Interface Specifications (I2S) are complete
- Final Design Review is nearly completed (submittal review)
- Hardware delivery and installation started
- FAT for both suppliers started
- Canarsie and Flushing (limited) Lessons Learned are being incorporated into I2S

180 Day Look Ahead




- Install and validate Interoperability Test Simulator (ITF) in New York by 4th Quarter 2013
- Factory testing for both Suppliers' sub-systems to be completed by 4th Quarter 2013
- Start Interoperability Testing on the ITF by 1st Quarter 2014

CBTC Critical Milestones and Issues

Critical Milestones (Culver Line CBTC Integrated Test Facility)

Status	Activity	Date Needed	Issues
 Green	Successful factory testing for CBTC subsystems	4 th Quarter 2013	Completion is critical to start interoperability testing (simulator phase).
 Green	Availability and validation of the test simulator in New York	1 st Quarter 2014	Completion is critical to start interoperability testing in New York (simulator phase).
 Green	Reliability / Availability of Speed Measurement System on the Canarsie Line	3 rd Quarter 2014	Under this contract we are replacing the current speed measurement system with a new system which requires very low maintenance and also has a high reliability/availability. Tests are ongoing, any delay in achieving reliability/availability of the upgraded speed measurement system (Digimove) will affect the CBTC conversion on the Canarsie Line by July 2015.

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.

Queens Blvd Line CBTC – Design and Furnish

- Contractor: CBTC Qualified Suppliers
- Award (S-48002): 4th Quarter 2014
- Project Description: Design, furnish, test and place in-service CBTC interoperable system including ATS from Kew Gardens/Union Turnpike Station (Queens) to South of 7th Avenue Station (Manhattan)

Overall Status (S-48002 QBL CBTC)

Item	Comments
Schedule	Board approval to use RFP (December 2013). RFP Advertisement in January 2014. Award in 4 th Quarter 2014.
Cost	Total Project Estimate is \$150-225M. Additional 2014 funding will be identified before the project proceeds.

Queens Blvd Line CBTC – Installation Contract

- Contractor: Installation Contractor
- Award (S-48002-1): 4th Quarter 2015
- Project Description: Provide and install AWS system and CBTC equipment and support all in-services from Kew Gardens/Union Turnpike Station (Queens) to South of 7th Avenue Station (Manhattan)

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Overall Status (S-48002-1 QBL CBTC - Installation)

Item	Comments
Schedule	IFB Advertisement in 3 rd Quarter 2015. Award in 4 th Quarter 2015.
Cost	Total Project Estimate is \$200-275M

Increase the Pool of Qualified CBTC Suppliers

- Award (S-48004): 3rd Quarter 2014
- Project Description: Provide interoperable CBTC system to meet NYCT I2S standards and safety certify the interoperable system.

3 - 25

Overall Status (S-48004 Increase the Pool of Qualified CBTC Suppliers)

Item	Comments
Schedule	Board approval to use RFP (December 2013). RFP Advertisement in January 2014. Award in 3 rd Quarter 2014.
Cost	Total Project Estimate is \$40M per additional supplier. Project funding earmarked from available program savings.

Church Avenue Interlocking

- Contractor: LK Comstock
- Award (S-32742): June 30, 2010
- Project Description: This project will modernize and improve the reliability of the Church Ave. Interlockings on the Culver Line. This project is coordinated with the 4th Ave Structures and the Culver CBTC Test Track Projects.

Overall Status (S-32742 Church Avenue Interlocking)

Item	Comments
Schedule	80% complete; Substantial Completion is on schedule for August 2014
Cost	Project is within budget of \$210M

2 Interlockings: Union Turnpike & 71st Ave, QBL

- Contractor: Five Star Electric
- Award (S-32769): November 28, 2012
- Project Description: This project will modernize and improve the reliability of the Union Turnpike and 71st Ave. Interlockings on the Queens Line. The interlockings are modernized with conventional relay technology.

Overall Status (S-32769 Union Turnpike and 71st Ave.)

Item	Comments
Schedule	8% complete; Substantial Completion is on schedule for April 2017
Cost	Project is within budget of \$310M

Roosevelt Avenue Interlocking, QBL

- Contractor: Five Star Electric
- Award (S-32749): January 8, 2013
- Project Description: This project will modernize and improve the reliability of the Roosevelt Avenue Interlocking on the Queens Line. The interlocking will be modernized with conventional relay technology.

Overall Status (S-32749 Roosevelt Avenue Interlocking)

Item	Comments
Schedule	12% complete; Substantial Completion is on schedule for December 2016
Cost	Project is within budget of \$103M

Dyre Avenue Line Signals

- Contractor: JTJ Contracting (J Track/TC Electric/Judlau)
- Award (S-32773): April 14, 2013
- Project Description: This project will provide a complete new fixed block system from East 180th Street to Dyre Ave (the Bronx). Install a new Solid State Interlocking (SSI) system at Dyre Ave and Morris Park provided by Invensys (Siemens) and Mitsubishi. SYSTRA is the Independent Safety Assessor (ISA) consultant.

Overall Status (S-32773 Dyre Avenue Line Signals)

Item	Comments
Schedule	7% complete; Substantial Completion is on schedule for December 2016
Cost	Project is within budget of \$216M

34th Street Interlocking

- Current Status: In Design
- Anticipated Award: January 2014
- Project Description: This project will modernize and improve the reliability of the 34th St. Interlocking on the 6th Avenue Line. The interlocking will be modernized with SSI technology.

Overall Status (34th Street Interlocking)

Item	Comments
Schedule	Advertised in October 2013. Award in 1 st Quarter 2014.
Cost	Total Project Estimate is \$200-250M

W4th Street Interlocking

- Current Status: In Design
- Anticipated Award: February 2014
- Project Description: This project will modernize and improve the reliability of the W4th St Interlocking on the 6th Avenue Line. The interlocking will be modernized with SSI technology.

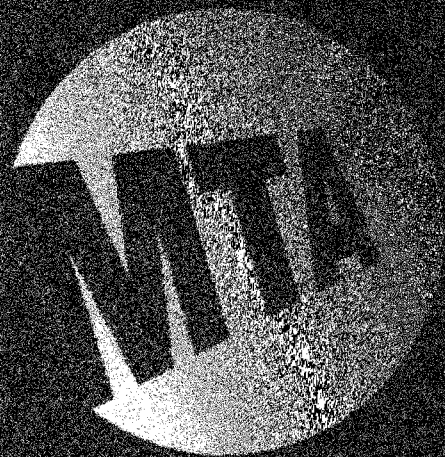
Overall Status (W4th Street Interlocking)

Item	Comments
Schedule	Advertise in December 2013. Award in 1 st Quarter 2014.
Cost	Total Project Estimate is \$200-250M

November 2013 CPOC IEC Project Review



NYCT Signals & Train Control



November 12, 2013

CBTC Flushing Line

- **SCHEDULE:** The IEC agrees with the revised Substantial Completion (SC) date. The SC date logically incorporates the delay resulting from the issues noted.
- **BUDGET:** Project is on budget.
- **OTHER CRITICAL ISSUES:** The critical milestones and issues have been properly characterized.

Culver Line CBTC Integrated Test Facility

- **SCHEDULE:** The schedule status and progress have been properly reported.
- **BUDGET:** The project is on budget.
- **OTHER CRITICAL ISSUES:** The critical milestone activities reflect the current work and status.

Interlockings

The status of these projects are reported on in the quarterly traffic light report generated by the IEC (next report December 2013).

- 34th Street Interlocking
- W 4th Street Interlocking
- Roosevelt Avenue Interlocking
- Dyre Avenue Line Signals
- 2 Interlockings: Union Turnpike & 71st Avenue
- Church Avenue Interlocking



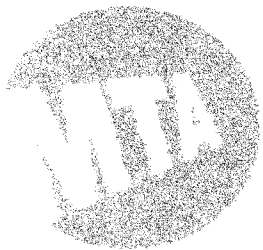
MTA – BRIDGES & TUNNELS

Semi-Annual CPOC
Capital Program Update
Robert F Kennedy Facility

November 12, 2013

Background/Purpose

- Purpose of this Presentation
 - Update CPOC on progress to date at the Robert F Kennedy Bridge, current program status and plans going forward
 - Discuss key challenges and strategies for RFK Bridge program implementation



TRIBOROUGH BRIDGE

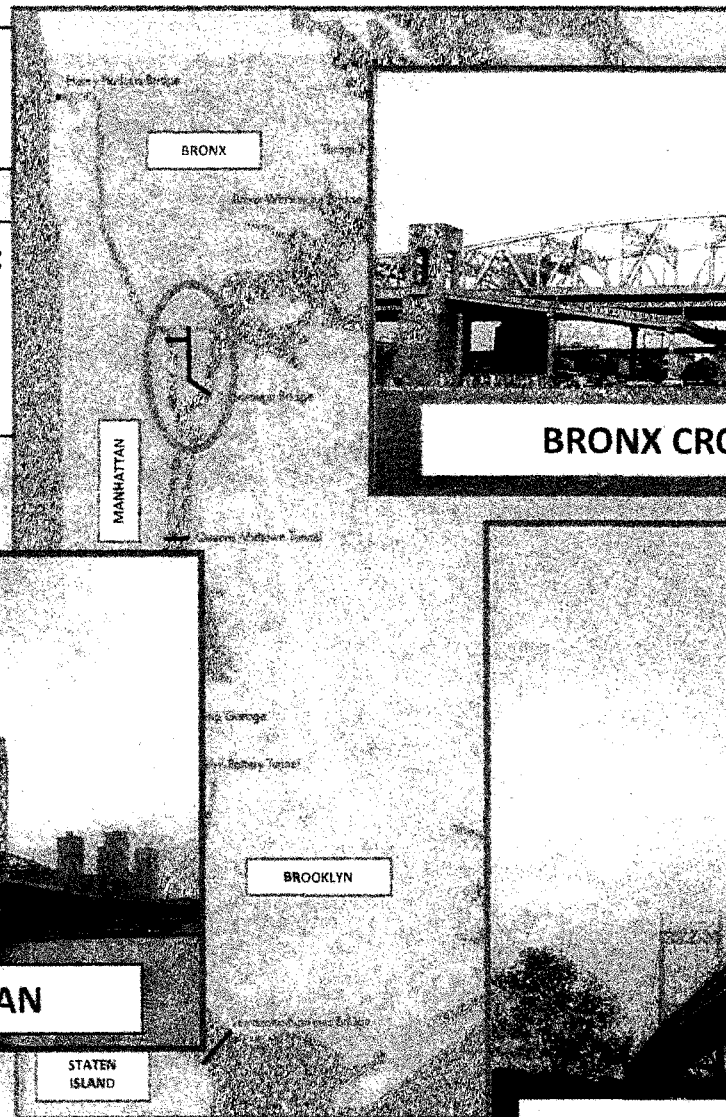
OPENING JULY, 1936

Annual Traffic Volume (2012 data):

57 million vehicles/year

Revenue (2012 data):

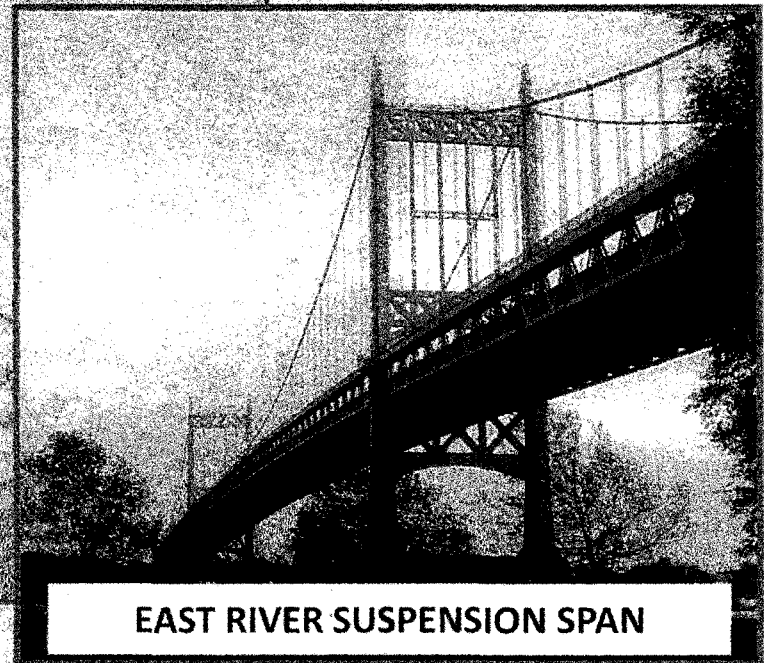
\$337 million/year



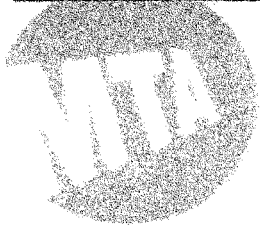
BRONX CROSSING SPAN

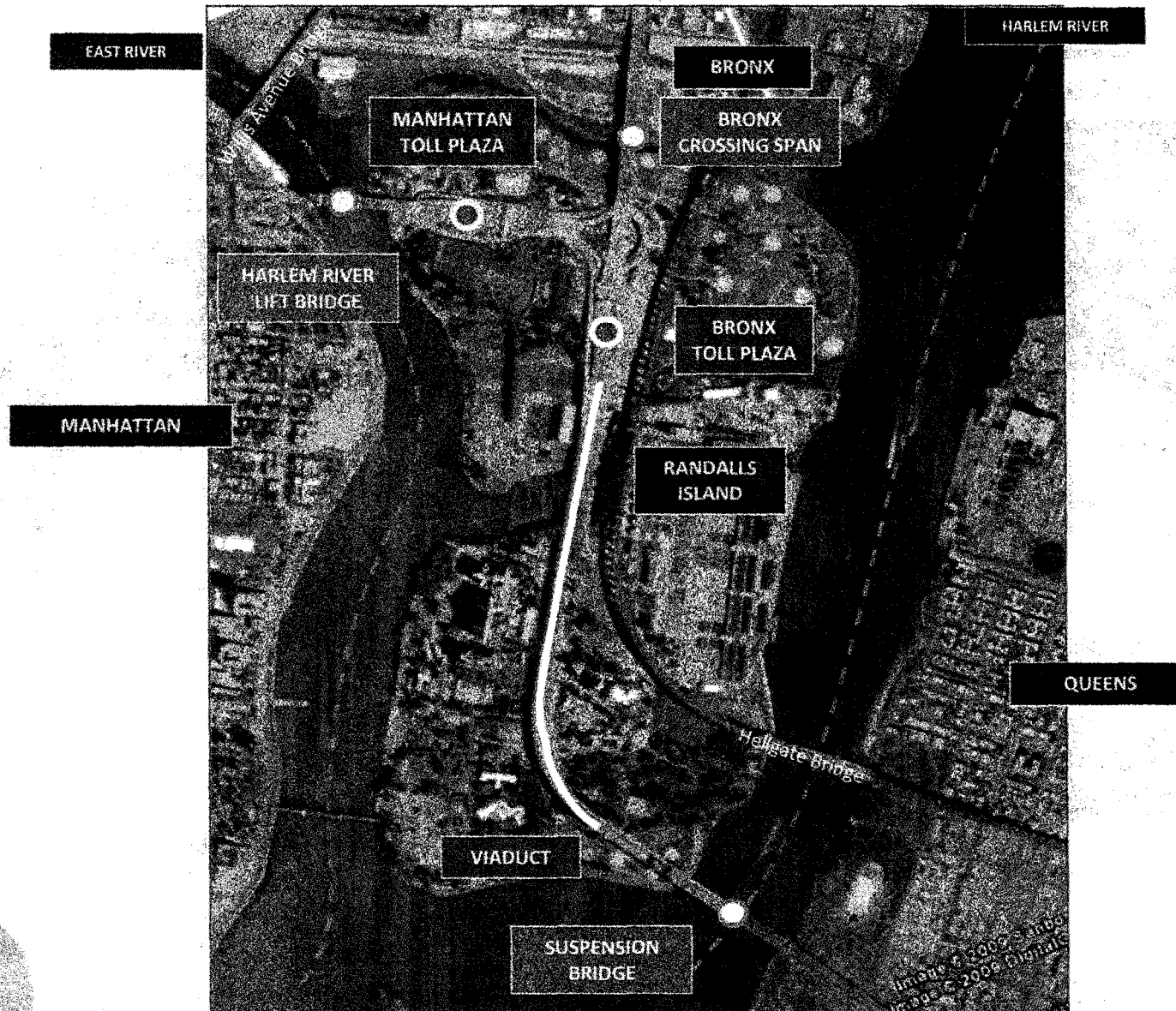
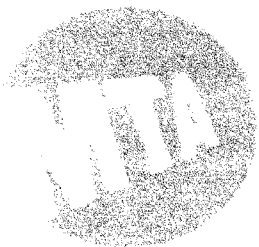


HARLEM RIVER LIFT SPAN

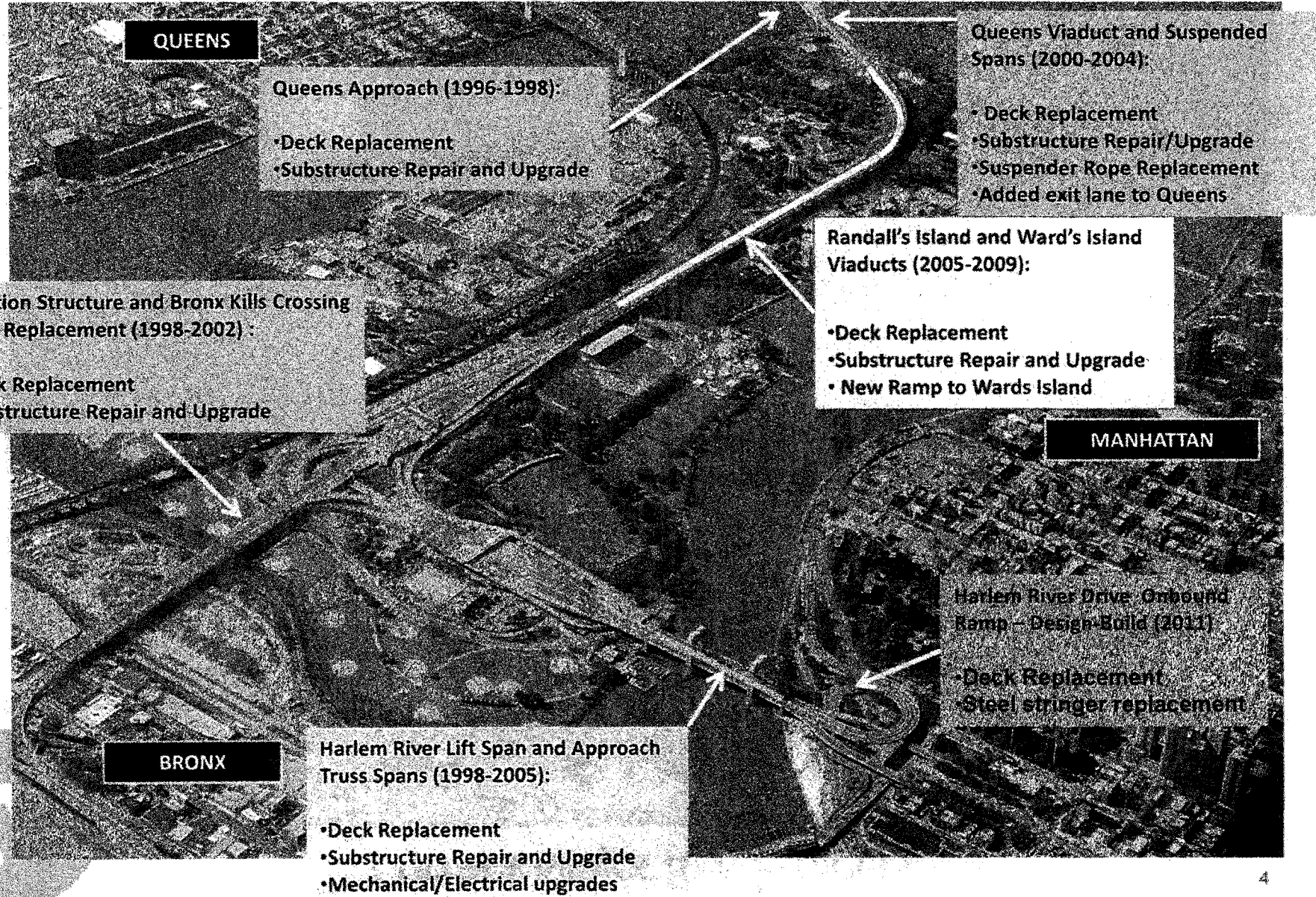


EAST RIVER SUSPENSION SPAN





Past RFK Projects



Current Major RFK Projects

Bronx Plaza Reconstruction (2014-2019)

Design is 70% complete and on schedule and on budget

Construction budgeted at \$178 million

Manhattan Queens Ramp (2012-2014)

Design-Build

Project is 66% complete, and on schedule and on budget

Design-Build contract at \$62 million

Reconstruction of Manhattan Approaches (2014-2017)

Design is 40% complete. Budget and schedule being re-evaluated

Construction budgeted at \$64 million

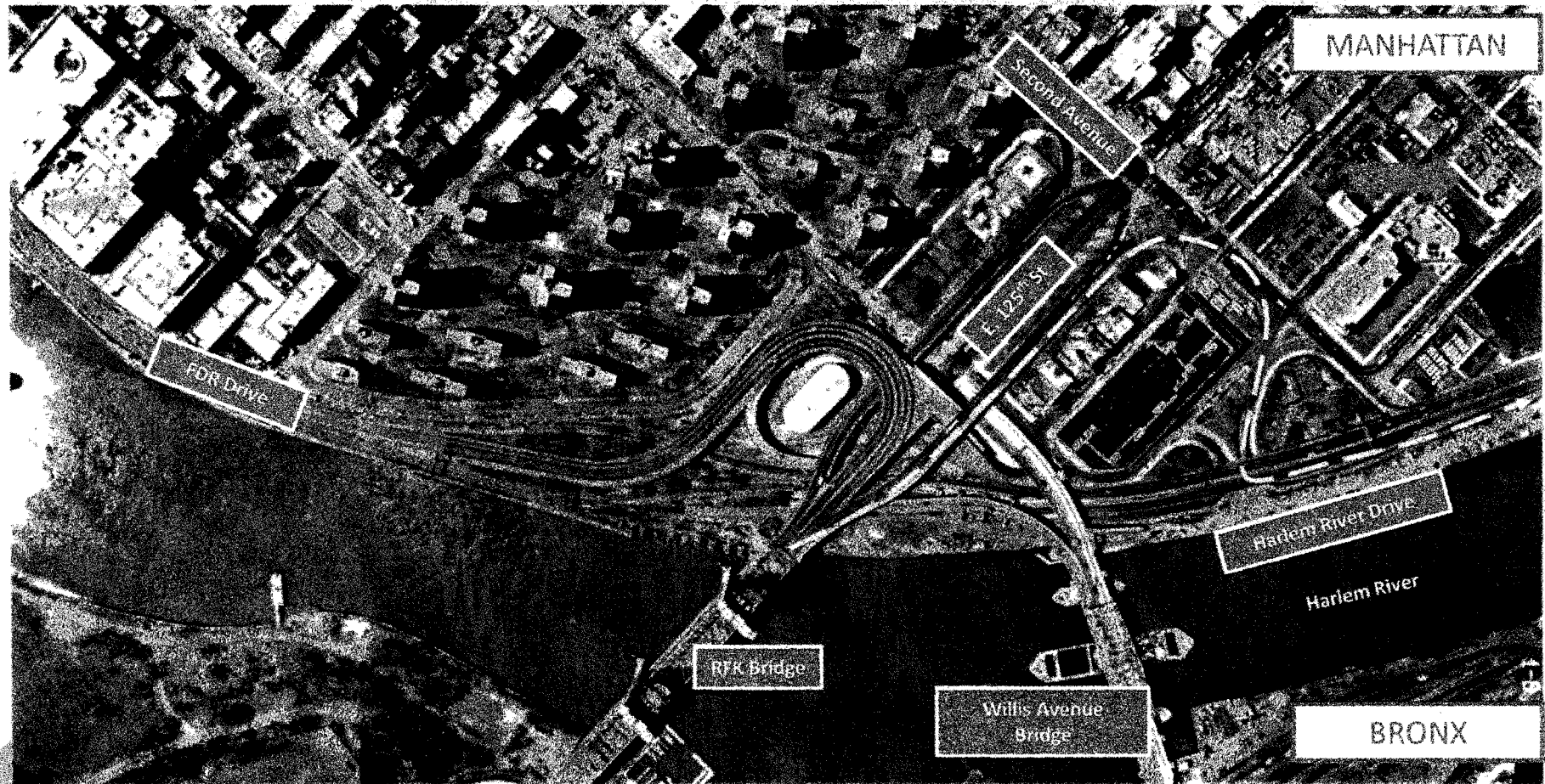
Manhattan Plaza Interim Repairs (2013-2016)

The project is on schedule and on budget

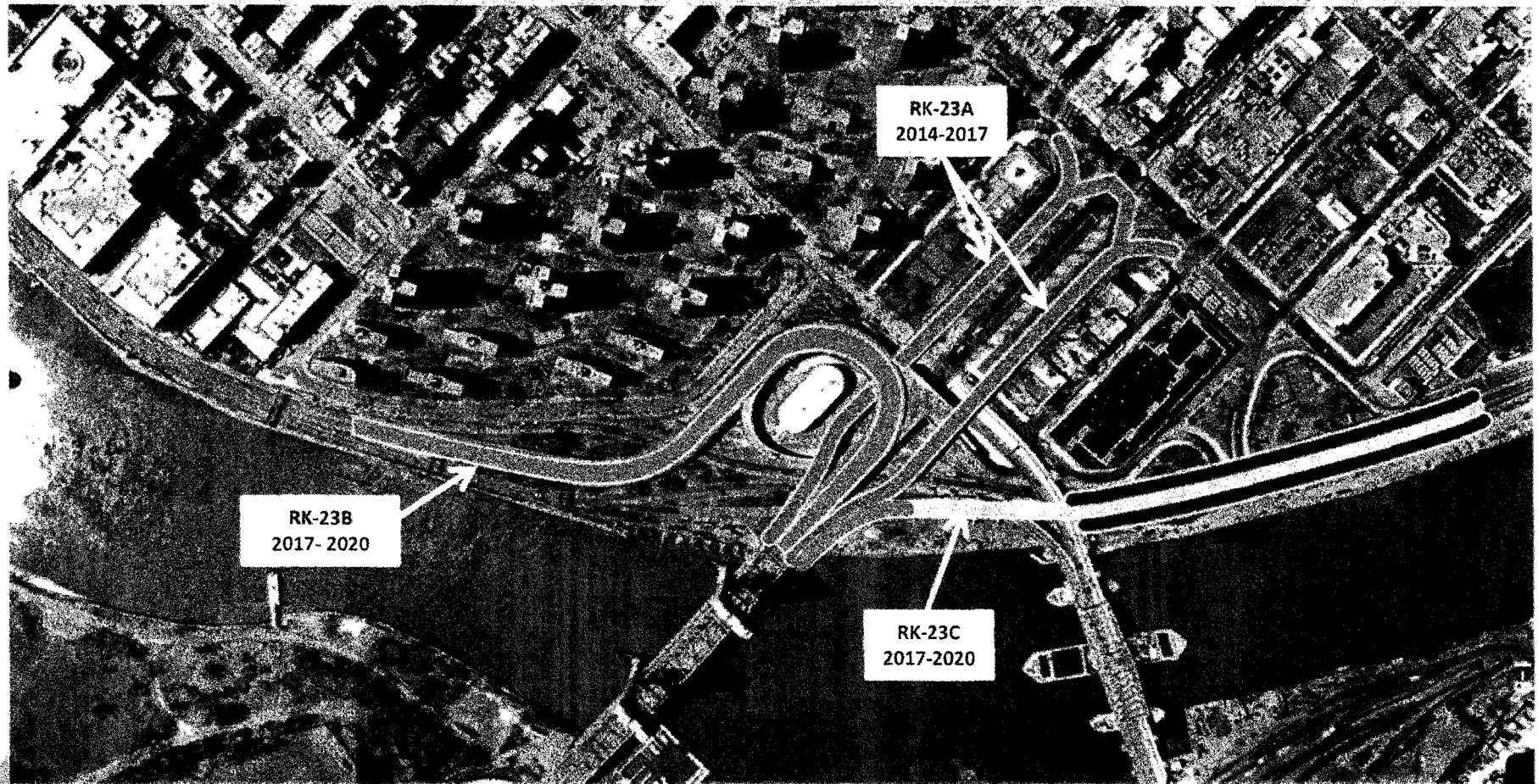
Construction budgeted at \$32 million

Northbound Harlem River Drive Access: Current Route

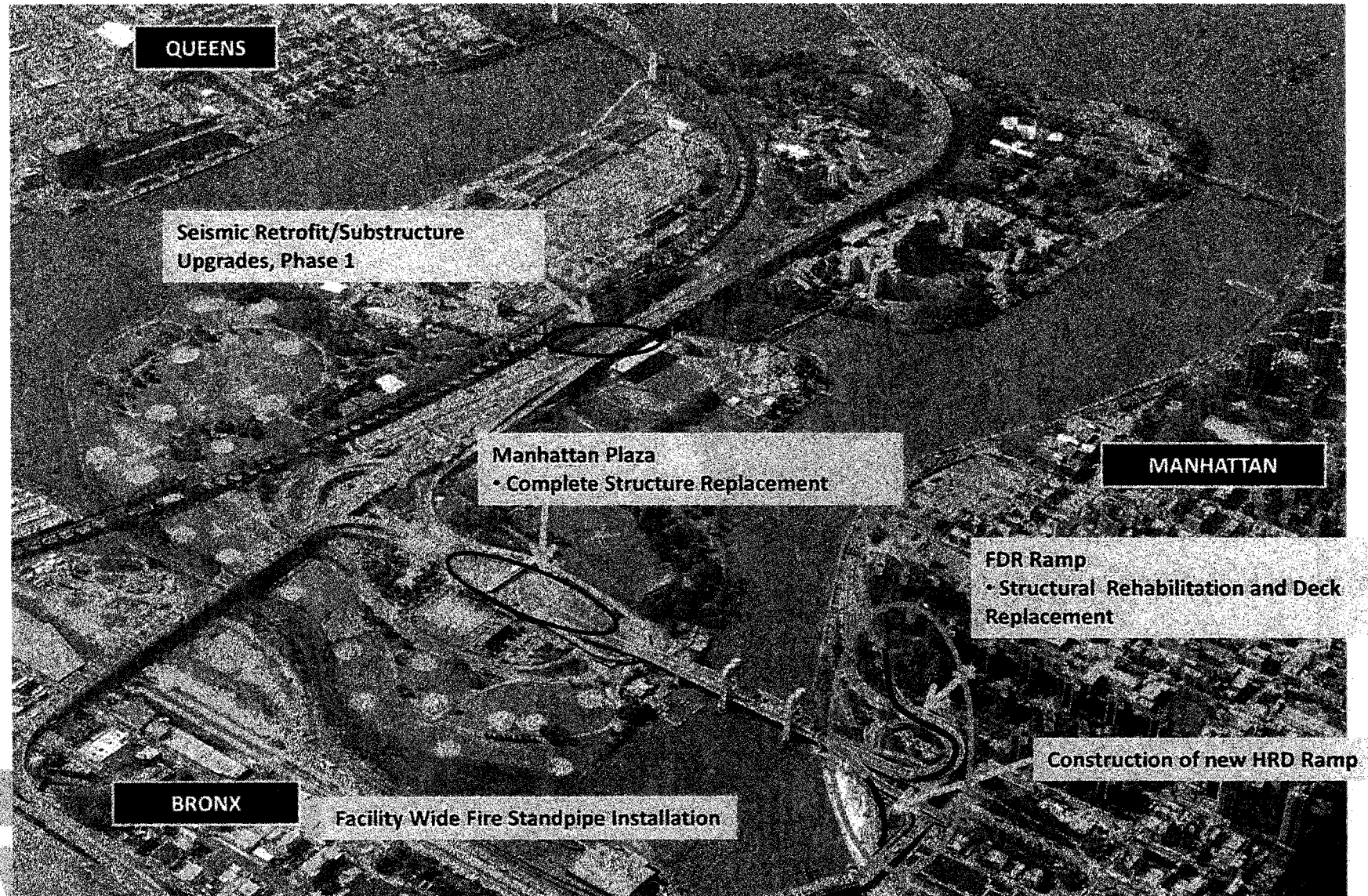
4-7



Manhattan Approach Reconstruction Program

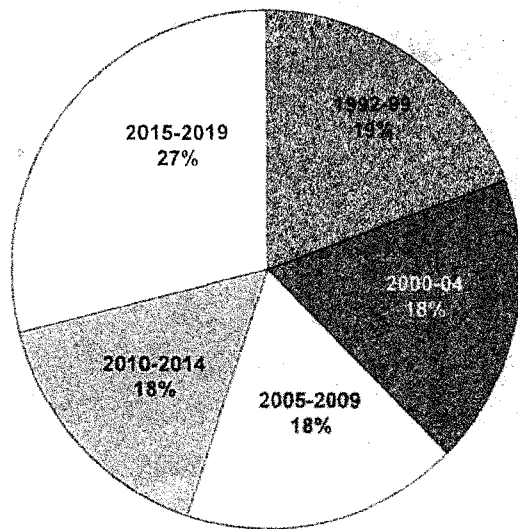


Future Major RFK Projects



Program Implementation/Progress: Decks and Bridge Painting

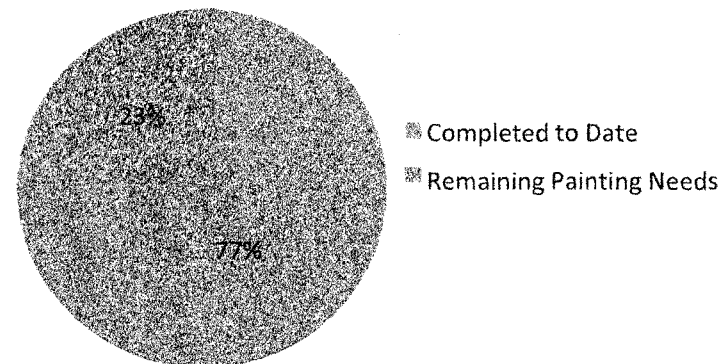
RFK has 2.5 million SF of deck and associated supporting structure



% of Deck Area Addressed
Per Program

Robert F. Kennedy Bridge

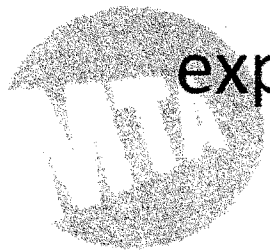
Bridge Painting Progress



❖ Total Steel on RFK Bridge: 8.183 million SF

Challenges Facing Capital Program Implementation

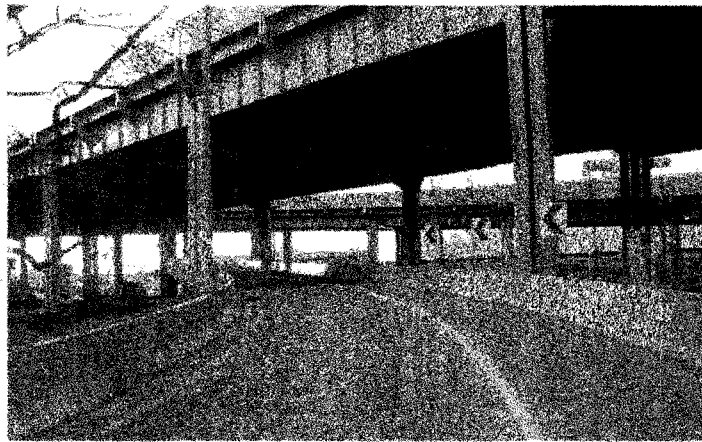
- Minimize impacts to travelling public
- Inter-agency coordination and planning to meet regional transportation goals in an efficient manner
- Maintaining good Community Relations
- Cyclical State of Good Repair and Asset Preservation to ensure assets attain their full life expectancy



Program Implementation Strategies

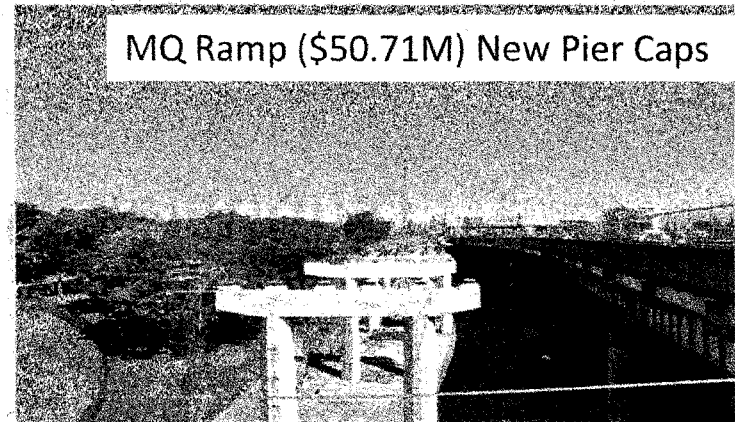
Design-Build Procurement

Design-Build procurement used to fast track replacement of Harlem River Drive Ramp deck and Manhattan-Queens Ramp Deck



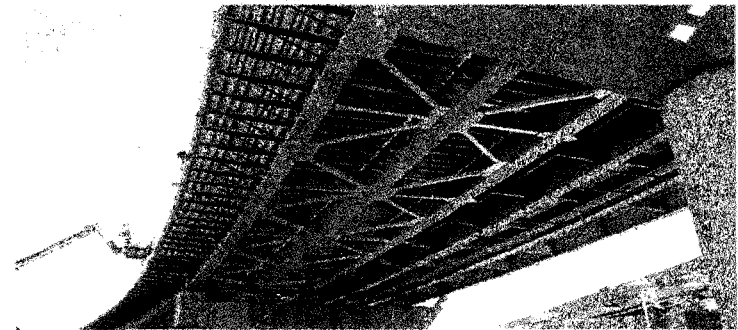
HRD Ramp - Construction (\$9M)

- Award winning Project
 - 2012 CMMA Award
 - 2013 ACEC Engineering Excellence Platinum Award
- Project completed in just under 4 months



MQ Ramp (\$50.71M) New Pier Caps

- MQ Ramp project on schedule for completion in 4th quarter of 2014
- Widening of ramp to maintain 2 lanes improves permanent shoulder/pullover area.



MQ Ramp - Deck Framing on New support Steel

Program Implementation Strategies

Traffic Management Techniques

- Widening of structures
- Use of Temporary Ramps
- Implementing additional reversible lanes to facilitate traffic movement through toll plazas during construction
- Installation of Movable barriers

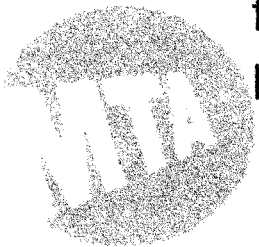


Program Implementation Strategies

Leveraging Inter-agency Coordination and Community Relations

- NYC Department of Parks and Recreation
 - Memorandum of Understanding to ensure access for construction, and relocate Department of Parks and Recreation's presence from under RFK structures
- NYCDOT
 - NYCDOT will be reconstructing the Harlem River Drive just north of the RFK starting in 2014.
 - MTA B&T is coordinating with NYCDOT to adjust their plans to accommodate a future ramp from the RFK to the northbound Harlem River Drive.
 - Timely coordination with Community Groups keeps projects moving forward, particularly with the Manhattan Approach reconstruction program

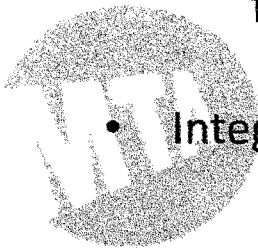
4-14



Program Implementation Strategies

Efficient and Integrated Project Packaging

- Sequence projects to minimize impacts to travelling public
- Perform all necessary improvements to a section of the facility under one project
 - Minimize need to repeat lane closures
 - Minimize overall construction cost (best value)
- Combine multiple Improvements into one contract
 - Deck Replacement
 - Seismic Retrofits/Substructure repair/upgrades for load capacity
 - Protective Coating / Painting of existing steel members
 - Electrical/Mechanical Improvements
 - Operational Improvements – new ramps, shoulders, added lanes where feasible
- Integrated management and master planning of facility assets



Program Implementation Strategies

Bridge & Tunnel Preservation Program

- B&T has a Bridge and Tunnel Preservation Program that maximizes the useful life of the Authority's crossings and improves the cost-effectiveness of operating and maintaining these structures over the long run through planned preventive maintenance and selective repairs.
- Activities in the Preservation Program, include bridge washing / cleaning, sealing deck joints, facilitating drainage, sealing concrete, bridge spot painting, and bearings maintenance.
- The Preservation Program complements the Capital Program and is consistent with the Enterprise Asset Management initiative



QUESTIONS and COMMENTS

November 2013 CPOC IEC Project Review



RK 65A/75

RFK Bridge Bronx Plaza Deck Reconstruction

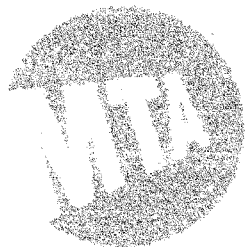


November 12, 2013

Schedule & Budget Review

RFK Bridge Bronx Plaza Reconstruction (RK 65A/75)

- **Schedule:** The design project is on schedule.
- **Budget:** The design project is on budget and the expenditures to date reflect the percent of project completion.



IEC Findings

RFK Bridge Bronx Plaza Reconstruction (RK-65A/75)

- **Scope:** Extensive traffic mitigation measures continue to be developed for the Bronx Crossing Spans including the removal of the existing median barrier and installation of a temporary barrier during construction. The IEC concurs the benefits of these additional traffic mitigation measures as they will improve traffic flow and continue to remain within the project's budget .
- **Risk:** The IEC is in the process of completing the risk analysis workshop in order to evaluate cost and schedule risk during construction.

MTA Capital Program Commitments & Completions

**through
September 30, 2013**

5 - 1



Metropolitan Transportation Authority

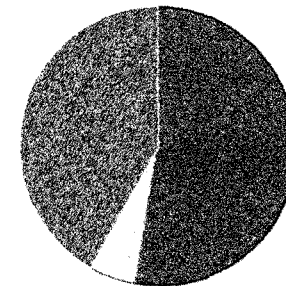
Capital Projects – Major Commitments – September 2013

55 major commitments are reported on through September. 29 are being delivered on or near goal, 23 projects are being reported as late and three projects previously reported late have now been committed. All delays are discussed on the following pages.

Agencies have committed a total of \$3.831 billion through September. The \$0.8 billion variance from goal is mainly due to continuing slippages within the East Side Access project. These include the "System Package 1" (\$530 million) and two "Harold Structures – Part 3" contracts (a combined \$200 million). Three NYCT bus purchases (nearly \$550 million combined) also remain delayed. Delays are partly offset by the inclusion starting this month of Superstorm Sandy projects in this report with YTD commitments of \$455 million. Sandy projects were not previously included in this report and were not part of the original 2013 commitments goal.

Agencies forecast that by year-end, 111% of the \$5.5 billion annual goal value will be committed. This higher forecast is mainly due to the addition of Sandy commitments, referenced above.

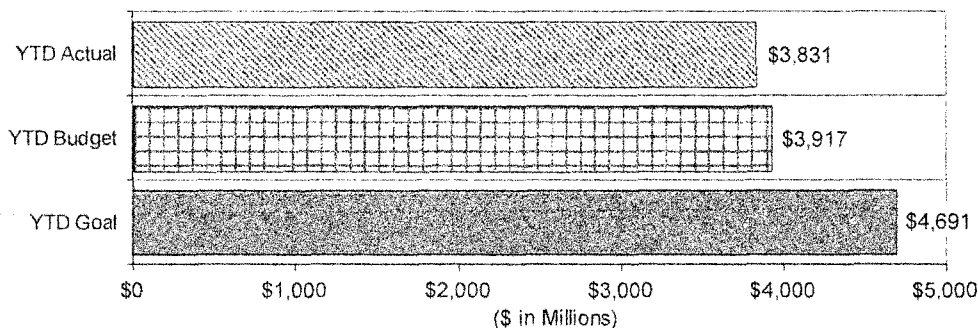
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within 2 months of Goal	29	53%	17
YELLOW = Commitments delayed beyond 2 months of Goal (already achieved)	3	5%	11
RED = Commitments delayed beyond 2 months of Goal (not yet achieved)	23	42%	14
	55	100%	112

Budget Analysis

2013 Annual Goal	\$5,494	(\$ in millions)
2013 Annual Forecast	111%	of Annual Goal
Left to Complete	37%	(\$2,247)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – September 2013 – Schedule Variances

Project	Commitment	Goal	Forecast
23 All-Agency Red Commitments (5 new this month; net increase of 4)			
NYCT			
<i>Track & Switch</i>			
2013 Track Program - 2nd Quarter; 8 Projects	Construction Award	Jun-13 \$9.5M	Apr-14 \$9.5M
Two projects (mainline track replacements on the Concourse and 7th Ave Lines) were rescheduled to 2014 when staff resources will be available. The other 6 commitments have been made representing \$26.8M of the original \$36.4M goal.			
<i>Stations</i>			
Station Renewal at 5 Stations - Liberty Line	Construction Award	Jun-13 \$83.5M	Oct-13 \$65.7M
Project award was delayed due to an extended ADA and Code Compliance review. Cost decreased due to changes in scope, lower markup due to improved market conditions as well as combining multiple contracts into a single contract.			
Ozone Park- Lefferts Blvd. Station Renewal and ADA / Liberty Line	Construction Award	May-13 \$38.0M	Feb-14 \$38.0M
Delayed by additional time needed for ADA code compliance review and design modifications.			
Passenger Station LAN: 31 Stations	Construction Award	Jun-13 \$28.0M	Mar-14 \$25.7M
Revisions to the design approach based on lessons learned from pilots resulted in changes made to the overall design, which extended the duration from 16 months to 26 months and resulted in revisions to in-house cost estimates.			
<i>Bus Replacement</i>			
Purchase 600 Standard Buses	Purchase Award	Jun-13 \$311.0M	Dec-13 \$311.0M
Award is delayed due to an extended period needed for finalizing technical specifications, questions from vendors and requests by prospective vendors to extend the solicitation period.			
Purchase 90 Standard Buses	Purchase Award	Jun-13 \$46.7M	Dec-13 \$46.7M
Award is delayed due to an extended period needed for finalizing technical specifications, questions from vendors and requests by prospective vendors to extend the solicitation period.			
Purchase 300 Express Buses	Purchase Award	Jun-13 \$187.3M	Nov-13 \$179.9M
Award initially delayed due to an extended period needed for finalizing technical specifications, questions from vendors and requests by prospective vendors to extend the solicitation period. In addition, delay continues due to a finding of adverse information for a subcontractor.			

Project	Commitment	Goal	Forecast
NYCT			
<i>Communications</i>			
PA/CIS: Furnish/Install Cabinets at 89 Stations (New Item)	Construction Award	Sep-13 \$54.4M	Mar-14 \$44.8M
Delayed due to inclusion of 2 additional stations requiring new surveys and design work. A further delay is due to the exclusion of customer information screen signs that will be removed from this contract and procured separately (also reducing cost to this contract).			
LIRR			
<i>Communication & Signals</i>			
Positive Train Control System Integrator	Construction Award	Apr-13 \$33.3M	Nov-13 \$33.3M
The PTC procurement was postponed due to concerns regarding the joint ventures' long-term commitment to support PTC, which have subsequently been addressed. This has resulted in an additional recent forecast slip from September to November.			
Speonk-Montauk Signalization	Construction Award	Aug-13 \$24.6M	Nov-13 \$24.6M
Extended negotiations now require Board approval in November.			
MNR			
<i>Communication & Signals</i>			
Positive Train Control System Integrator	Construction Award	Apr-13 \$23.1M	Nov-13 \$23.1M
The PTC procurement was postponed due to concerns regarding the joint ventures' long-term commitment to support PTC, which have subsequently been addressed. This has resulted in an additional recent forecast slip from September to November.			
<i>Power</i>			
Harlem & Hudson PowerLine Improvements	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>Track</i>			
Turnouts - Mainline/High Speed (New Item)	Construction Award	Sep-13 \$8.8M	Mar-14 \$8.8M
Schedule has been impacted by another priority initiative that is requiring in-house resources otherwise assumed for this project.			

Capital Projects – Major Commitments – September 2013 – Schedule Variances

Project	Commitment	Goal	Forecast
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B&T

Roadways and Decks

Verrazano-Narrows Bridge - Bus & HOV Ramp Improvement	Construction Award	May-13 \$80.2M	Nov-13 \$80.2M
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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 with another project (VN35).

MTACC

East Side Access

GCT Concourse & Cavern Finishes- CM014B (New Item)	Construction Award	Sep-13 \$179.9M	Jul-14 \$177.9M
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Award delay is due to repackaging efforts after the cancellation of the Manhattan Cavern bid. Repackaging of the contract continues and a commitment forecast is under review.

Harold Structures Part 3 Track D Approach, 48th St Bridge, Loop Box Structure (CH057)	Construction Award	Jun-13 \$71.2M	Apr-14 \$62.6M
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Harold Structures Part 3 and Westbound Bypass, formerly one commitment, are being split into two packages. Early work (CH057A) is expected to be awarded later in 2013, and the remainder in 2014 (the contract is undergoing repackaging and the commitment date is under review). The reduced budget represents work scope shifted to other ESA contracts.

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

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

System Package 3 - Signal Equipment Procurement (VS086)	Construction Award	May-13 \$22.1M	Dec-13 \$22.1M
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The timing of System Package 3 has been adjusted so that it correlates with System Package 1 (CS179).

System Package 1 (CS179)	Construction Award	Apr-13 \$530.0M	Dec-13 \$530.0M
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An independent assessment brought additional specialized expertise to assess risk of award and interface issues with civil contracts. Results of the assessment have been considered in negotiations.

Project	Commitment	Goal	Forecast
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MTA Bus

MTA Bus Projects

Emergency Generators: 6 Depots	Construction Award	Mar-13 \$7.7M	Dec-13 \$7.6M
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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 October 2013, while the 2nd award (installation) is forecast for December 2013.

Security Upgrade: Far Rockaway & Baisley Park	Construction Award	Aug-13 \$6.8M	Mar-14 \$6.8M
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The consultant delayed submitting the completed modified drawings, impacting the entire schedule.

45 Diesel Buses (New Item)	Purchase Award	Sep-13 \$25.9M	Jun-14 \$25.9M
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Schedule revised due to the need to coordinate with other, larger bus purchases at NYCT (those purchases are discussed on the prior page).

MTA Police Department

MTA Police Radio

MTA Police Radio Design-Build Phase 1 (New Item)	Construction Award	Sep-13 \$30.0M	Dec-13 \$30.0M
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Delay due to a current emphasis on analyzing the need for communication towers, critical for the project. Design-Build contract will proceed following the analysis.

**Capital Projects – Major Commitments – September 2013 – Schedule Variances**

Project	Commitment	Goal	Forecast
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3 All-Agency Yellow Commitments (1 new this month)**NYCT****Stations**

Replace 11 Hydraulic Elevators	Construction Award	Mar-13	Jul-13 (A)
		\$44.6M	\$24.1M

Award delay was 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 was due to a reduction in scope of electrical work by using the existing feeders, as well as a reduction in construction support costs and a low bid.

MNR**Stations**

North White Plains Garage (New Item)	Construction Award	Apr-13	Sep-13 (A)
		\$37.2M	\$37.2M

Longer than expected procurement award process resulted from contractor approval issues.

MTA Bus**MTA Bus Projects**

Security Upgrade: Eastchester and La Guardia	Construction Award	Mar-13	Jul-13 (A)
		\$7.5M	\$6.8M

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

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

Actuals Results Shaded

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

Project	Commitment	Goal	Forecast
12 All-Agency Budget only variance (4 New this Month)			
NYCT			
<i>Line Structures</i>			
Overcoating: Portal - East 180th St. White Plains Road Line	Construction Award	Jan-13 \$33.7M	Jan-13 (A) \$30.4M
The project cost decrease represents a favorable bid at project award.			
<i>Stations</i>			
Brick Arch Repair 168th & 181st St/ Broadway	Construction Award	Mar-13 \$36.6M	Mar-13 (A) \$61.8M
Cost increase impacted by the following: a) the higher bid received; b) added scope elements requested and paid for by Columbia Presbyterian Hospital; and c) added scope for additional safety and structural needs.			
4 Stations Renewal and 1 Component Replacement / Pelham Line	Construction Award	Apr-13 \$83.7M	May-13 (A) \$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.			
<i>Signals & Communications</i>			
Dyre Avenue Line Signals	Construction Award	Apr-13 \$236.8M	Apr-13 (A) \$215.7M
The project cost decrease represents a favorable bid and lower support costs.			
<i>Track & Switch</i>			
2013 Track & Switch (5 projects) 3rd Qtr (New Item)	Construction Award	Aug-13 \$31.3M	Aug-13 (A) \$42.9M
Project cost includes \$10 million of overall 3rd quarter track shortfalls. This need was not included in the goal, but was addressed in the July Amendment.			
<i>Line Equipment</i>			
Tunnel Lighting - 36th St to Jackson- QBL	Construction Award	May-13 \$59.7M	Jun-13 (A) \$50.0M
Project cost decrease represents a revised estimate for construction. Award was delayed pending the signing of an M.O.U. to use in-house construction forces for this project.			
Vent Plant: 46th St- Northern Blvd/ QBL	Construction Award	Jun-13 \$85.5M	Aug-13 (A) \$80.0M
Award is delayed due to additional time needed for preparation of contracts. Project cost decreased reflecting a revised estimate based on updated design documents.			

Project	Commitment	Goal	Forecast
NYCT			
<i>Superstorm Sandy Reconstruction</i>			
Greenpoint Tube (New Item)	Construction Award	No Goal	Jul-13 (A) \$61.0M
Award was not originally a 2013 Goal. Sandy projects are new to this report.			
Montague Tube (New Item)	Construction Award	No Goal	Jul-13 (A) \$220.4M
Award was not originally a 2013 Goal. Sandy projects are new to this report.			
MTA CC			
<i>Second Avenue Subway</i>			
86th Street Finishes	Construction Award	May-13 \$265.9M	Jun-13 (A) \$239.4M
Budget decrease was the result of a favorable bid. Delay due to time extension requested during procurement by multiple bidders.			
72nd Street Finishes (New Item)	Construction Award	Feb-13 \$280.3M	Feb-13 (A) \$290.3M
Budget was adjusted to reflect increased allocation for contingency and soft costs.			
B&T			
<i>Toll Plaza & Traffic Management</i>			
Installation of CCTV / Fiber Optic Cable - Throgs Neck Bridge	Construction Award	Jul-13 \$11.5M	Aug-13 (A) \$0.0M
This task will now be awarded through an alternative MTA program and will no longer be part of B&T's capital program.			

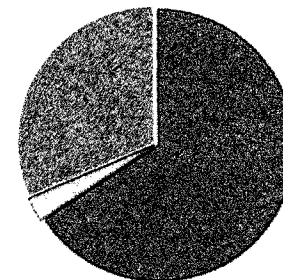
Capital Projects – Major Completions – September 2013

Thirty-five major projects are reported on through September. Twenty-three are being delivered on or close to goal. Eleven major completions are reported as late and one previously reported as late has now been achieved. Explanations are on the following pages.

Through September, agencies have completed \$2.556 billion versus the \$3.503 billion year-to-date goal. The variance is largely due to the eleven major completion delays noted above.

Agencies currently forecast that by year-end, 80% of the \$5.4 billion annual goal will be completed. The shortfall 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).

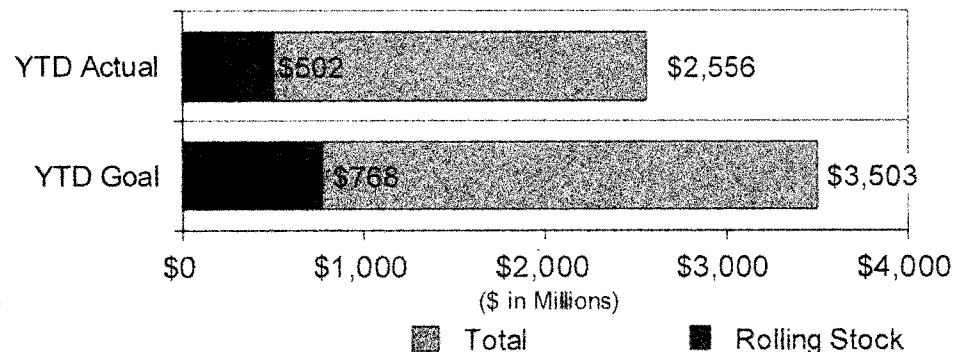
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within 2 months of Goal	23	65%	↑ 4
YELLOW = Completions delayed beyond 2 months of Goal (already achieved)	1	3%	-
RED = Completions delayed beyond 2 months of Goal (not yet achieved)	11	31%	↑ 1
	35	100%	↑ 5

Budget Analysis

2013 Annual Goal	\$5,446	(\$ in millions)
2013 Annual Forecast	80%	of Annual Goal
Left to Complete	42%	(\$1,817)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – September 2013 – Schedule Variances

Project	Completion	Goal	Forecast
---------	------------	------	----------

11 All-Agency Red Completions (1 new this month)

NYCT

Subway Cars

Purchase 23 A- Division Cars (R188); Convert 10 R142A Cars	Purchase Award	Jun-13	Nov-13
		\$115.3M	\$115.3M

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	Jul-14
		\$40.7M	\$43.2M

Although both stations are open to the public, substantial completion on Smith-9th is delayed due to a contract dispute. Ongoing problems have resulted in a revised forecast to July 2014 which goes beyond the previously forecast of December 2013.

Line Structures

Culver Viaduct Rehab Phase 3 - Underside	Construction Award	Aug-13	Dec-13
		\$49.8M	\$49.8M

Delay due to contractors' lack of access to a station and substation during construction performed by other contractors. Site access issues resulted and were the cause of delay.

Track & Switch

2013 Track & Switch Program (2 Projects) - 2nd Qtr	Construction Award	Jun-13	Jun-14
		\$21.9M	\$21.7M

Late delivery of switches by the vendor will cause completion of the project to slip to mid-2014.

2013 Track & Switch Program (3 Projects) - 3rd Qtr (New Item)	Construction Award	Sep-13	Dec-13
		\$23.9M	\$26.3M

Track work at Lenox White Plain Road was postponed to coordinate with other projects.

2012 Track & Switch Program (6 Projects) - 2nd Qtr	Construction Award	Jun-13	Dec-13
		\$38.7M	\$49.3M

Upper Broadway IRT work had to be rescheduled due to General Order coordination with other projects, resulting in a delay. Track work on the Brighton line for 2012 and 2013 was combined and the revised forecast reflects this adjustment.

Project	Completion	Goal	Forecast
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MNR

Line Structures

Replace/Repair Undergrade Bridge Program	Construction Award	Jun-13	Oct-13
		\$27.8M	\$27.8M

Due to rainy weather, final construction activities were postponed until the Summer when drier conditions are anticipated.

MTA CC

Fulton Center

A and C Lines Mezzanine / J and Z Lines Vertical Circulation	Construction Award	Mar-13	Dec-14
		\$175.2M	\$175.2M

Completion now further extended to December 2014 due to additional security work added to the scope of the contract. The prior forecast had been June 2014.

East Side Access

Queens Bored Tunnels & Structures - CQ031	Construction Award	Jun-13	Apr-14
		\$767.8M	\$801.6M

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.

#7 Extension

Site J - Main Entrance to 34th St Station and Vent Building	Construction Award	May-13	Dec-13
		\$129.2M	\$126.2M

Delay was originally due to receipt of 3rd party permits (NYCDOT and NYCDEP) for completion of sidewalk and water pipeline work, which have been received. Additional two month delay due to additional remediation work by the contractor.

MTA Bus

Upgrade Parking Lots: JFK and Baisley Park	Construction Award	Aug-13	Nov-13
		\$9.8M	\$9.3M

Delayed because the FDNY has not approved the waivers yet for the installation of the temp fuel tank at the Baisley Park site.

Capital Projects – Major Completions – September 2013 – Schedule Variances

Project	Completion	Goal	Forecast
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1 All-Agency Yellow Completion (0 new this month)

MTA Bus

New Roof and Ventilation System at JFK Depot	Construction Award	Feb-13 \$9.5M	Jul-13 (A) \$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 was further delayed due to the timing of training for new heat recovery units.

**Capital Projects – Major Completions – September 2013 – Budget* Variances****Actual Results Shaded****for variances of more than \$5 million or 10%*

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
1 All-Agency Budget only variances (1 new this month)							
MTA CC							
<i>East Side Access</i>							
Manhattan Tunnels		Dec-13	Sep-13 (A)				
Excavation - CM009 (New	Construction	\$413.4M	\$431.9M				
Item)							
A scope transfer to this contract increased the budget.							

Status of MTA Capital Program Funding



Capital Funding Detail (September 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 July	This month	Received to date
	\$5,186	\$5,186	\$ -	\$5,186
	2,810	1,832	-	1,832
	321	245	-	245
	11	11	-	11
	654	654	-	654
	415	409	0.3	409
	2,367	1,875	47	1,922
	149	142	-	142
	1,235	604	-	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
	127	112	1	112
Total	24,600	22,017	48	22,065

2010-2014 Program

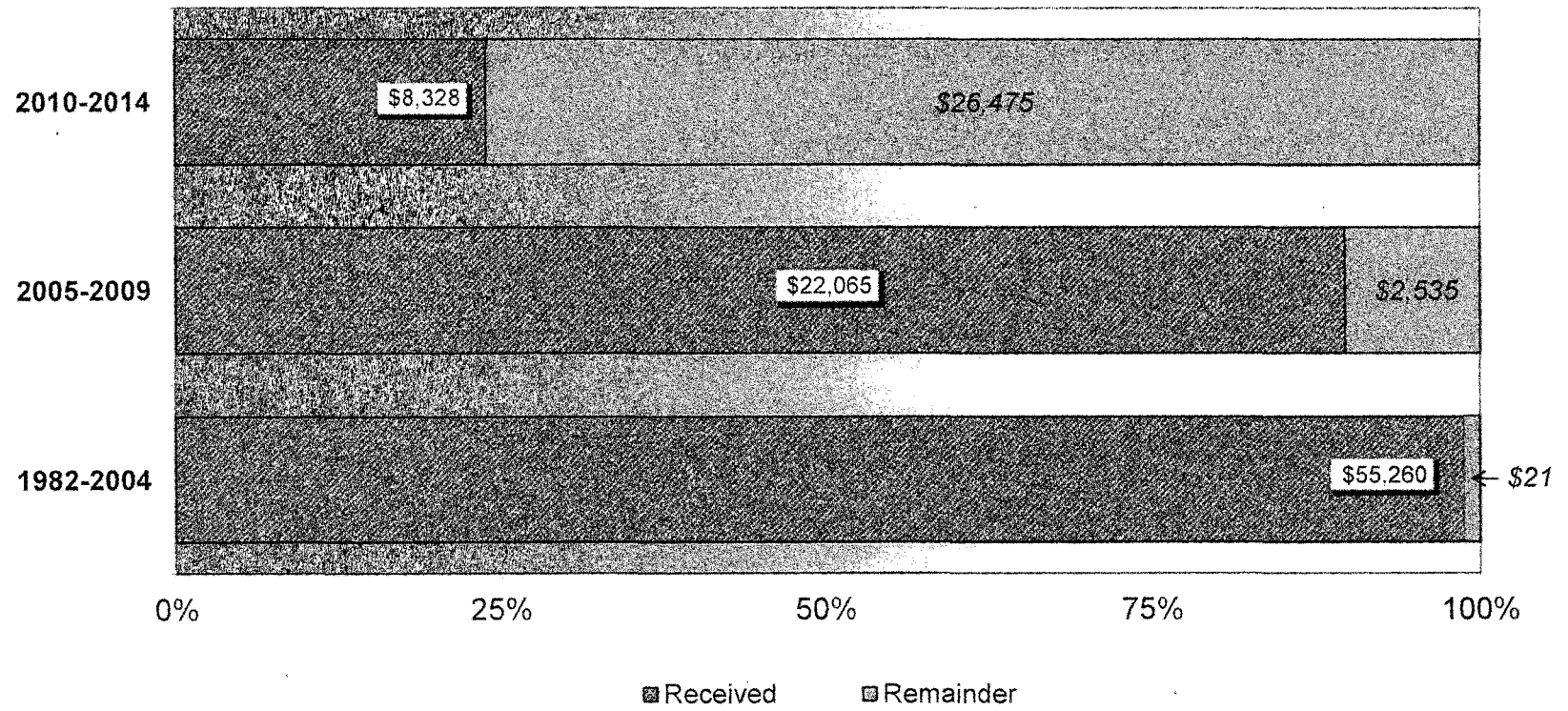
Federal Formula, Flexible, Misc
Federal High Speed Rail
Federal Security
Federal RIFF Loan
City Capital Funds
State Assistance
MTA Bus Federal and City Match
MTA Bonds (Payroll Mobility Tax)
Other (Including Operating to Capital)
B&T Bonds
Hurricane Sandy Recovery
Insurance Proceeds/Federal Reimbursement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

Funding Plan	Receipts			
	Current	Receipts thru July	This month	Received to date
	\$5,827	\$2,910	\$593	\$3,503
	295	295	-	295
	221	87	-	87
	2,200	-	-	-
	777	299	6	304
	770	87	63	150
	132	-	20	20
	10,503	3,295	26	3,321
	1,474	258	4.2	262
	2,079	361	-	361
	9,431	26	-	26
	160	-	-	-
	758	-	-	-
	175	-	-	-
Total	34,803	7,617	712	8,328

Capital Funding (September 30, 2013)

\$ in millions

Capital Program



5-14

**Capital change order value \$250,000 to \$750,000, and change orders from \$50,000 to \$250,000 but over 15% of the adjusted contact amount (through September 2013)*