



**Metropolitan Transportation Authority**

# **Capital Program Oversight Committee Meeting**

## **January 2014**

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### **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

January 27, 2014 – 1:45 pm

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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<u>AGENDA ITEMS</u>	<u>Page</u>
PUBLIC COMMENTS PERIOD	
1. APPROVAL OF MINUTES DECEMBER 16, 2013	TAB 1 1 – 1
2. COMMITTEE WORK PLAN	1 – 4
3. LONG ISLAND RAIL ROAD, METRO-NORTH RAILROAD	TAB 2
• Positive Train Control ( <i>materials to be distributed at meeting</i> )	
4. CAPITAL CONSTRUCTION COMPANY ( <i>materials to be distributed at meeting</i> )	
• Progress Report on East Side Access <i>McKissack+Delcan Project Review</i>	
5. LONG ISLAND RAIL ROAD	TAB 3
• East Side Access Readiness <i>McKissack+Delcan Project Review</i>	3 – 1 3 – 18
6. CAPITAL CONSTRUCTION COMPANY	TAB 4
• Progress Report on 7-Line Extension <i>McKissack+Delcan Project Review</i>	4 – 1 4 – 9
7. Update on Minority, Women and Disadvantaged Business Participation	TAB 5
8. CAPITAL PROGRAM STATUS	TAB 6
• Commitments, Completions and Funding Report	6 – 1

Date of next meeting: Monday, February 24, 2014 at 1:45 PM

**MINUTES OF MEETING  
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE  
December 16, 2013  
New York, New York  
1:45 P.M.**

MTA CPOC members present:

Hon. Thomas Prendergast, Chairman  
Hon. Fernando Ferrer  
Hon. Andrew Albert  
Hon. Robert Bickford  
Hon. Susan Metzger  
Hon. John Molloy  
Hon. Mitchell Pally  
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Norman Brown  
Hon. Alan Cappelli  
Hon. Mark Lebow  
Hon. Mark Page  
Hon. Andrew Saul  
Hon. James Sedore

MTA staff present:

Michael Jew-Geralds  
Craig Stewart

MTACC staff present:

Michael Horodniceanu

NYCT staff present:

John O'Grady  
Dilip Kumar Patel  
Fred Smith

McKissack + Delcan staff present:

Kent Haggas

\* \* \*

Chairman Prendergast called the December 16, 2013 meeting of the Capital Program Oversight Committee to order at 2:55 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 November 12, 2013.

### **Committee Work Plan**

Mr. Stewart noted that the CPOC Work Plan has been modified to reflect presentations by MTACC on East Side Access and the Extension of the #7 Line in January. In addition, LIRR's presentation on East Side Access Readiness has been rescheduled from December to January. He then noted that the Work Plan has been further modified by linking annual rolling stock presentations by MNR and LIRR, originally scheduled for January, to NYCT's scheduled presentation in July, thus allowing for an MTA-wide all-vehicle (rail, bus, and non-revenue vehicle) presentation at that time.

### **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 reported that the project schedule has slipped 75 days since September, and stated that little contingency remains for the management of further delays to various systems and that substantial improvement in performance of testing and commissioning is required to assure a June 2014 Opening. The IEC then cited its agreement with MTACC efforts to fast-track design and installation of a new media raceway wall display. 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 its shared concern with MTACC regarding several major schedule risks, including: lack of federal waiver for certain track components; likely delay to provision of permanent power; and the potential extended duration of the systems contract. The IEC cited MTACC's success with the 72<sup>nd</sup> Street Station Mining and Lining Contract, in spite of several challenges that occurred during contract execution. The IEC then reviewed its prior recommendations, including that MTACC improve its process for handling "access turnovers" between contractors. 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 South Ferry Station Rehabilitation**

Mr. O'Grady reported on the effects of Hurricane Sandy on the South Ferry Station and the recovery efforts that have taken place since then. He then outlined a range of mitigation strategies that are being considered, including the short-term fortification of, and the long-term relocation of, the critical signal relay room. Further details of the presentations by Mr. O'Grady, 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 projects in 126 stations, Renewal projects in 38 stations, ADA Accessibility projects in 9 stations, and Elevator and Escalator projects taking place in 14 stations. Further details of the presentation by Mr. Patel, 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 November the MTA planned a total of 59 major commitments, 27 of which have been, or are forecast to be, delivered on time. On a dollar basis, agencies have committed \$4.5 billion through November 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 37 major project completions, 25 of which have been, or are forecast to be, delivered on or near goal. Dollar-wise, agencies have completed over \$3 billion and currently forecast that by year-end, they will achieve over 75% of the overall 2013 completion plan.

### **Adjournment**

Upon motion duly made and seconded, Chairman Prendergast adjourned the December 16, 2013 meeting of the MTA Capital Program Oversight Committee at 3:55 PM.

Respectfully submitted,  
Michael Jew-Geralds  
Office of Construction Oversight



## **2014 CPOC Committee Work Plan**

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**I. Recurring Agenda Items**

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

**II. Specific Agenda Items**

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 MNR/LIRR Rolling Stock  
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

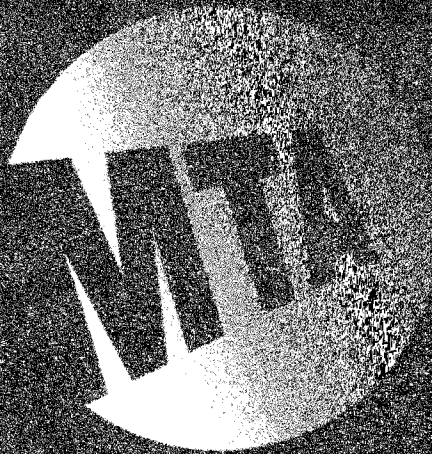
Quarterly MTA Capital Construction Company Update  
Semi-Annual Update by LIRR on ESA Readiness  
Semi-Annual Update on NYCT Stations Division  
Quarterly Traffic Light Report

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CAPITAL PROGRAM  
OVERSIGHT  
COMMITTEE

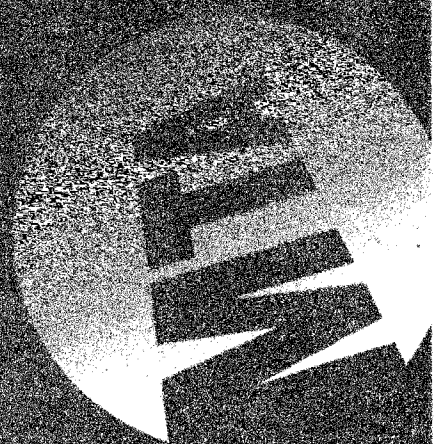
January 2014

# Long Island Rail Road East Side Access Readiness Projects





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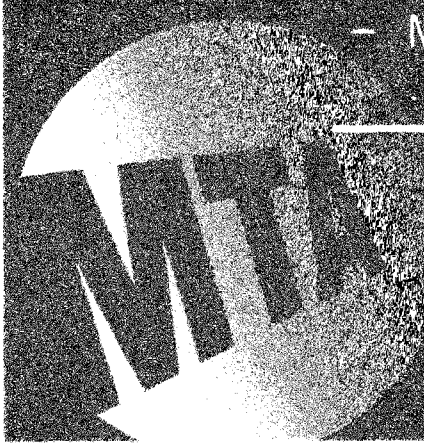




# East Side Access READINESS PROJECTS

## LIRR READINESS PROJECTS REQUIRED FOR ESA OPENING DAY SERVICE

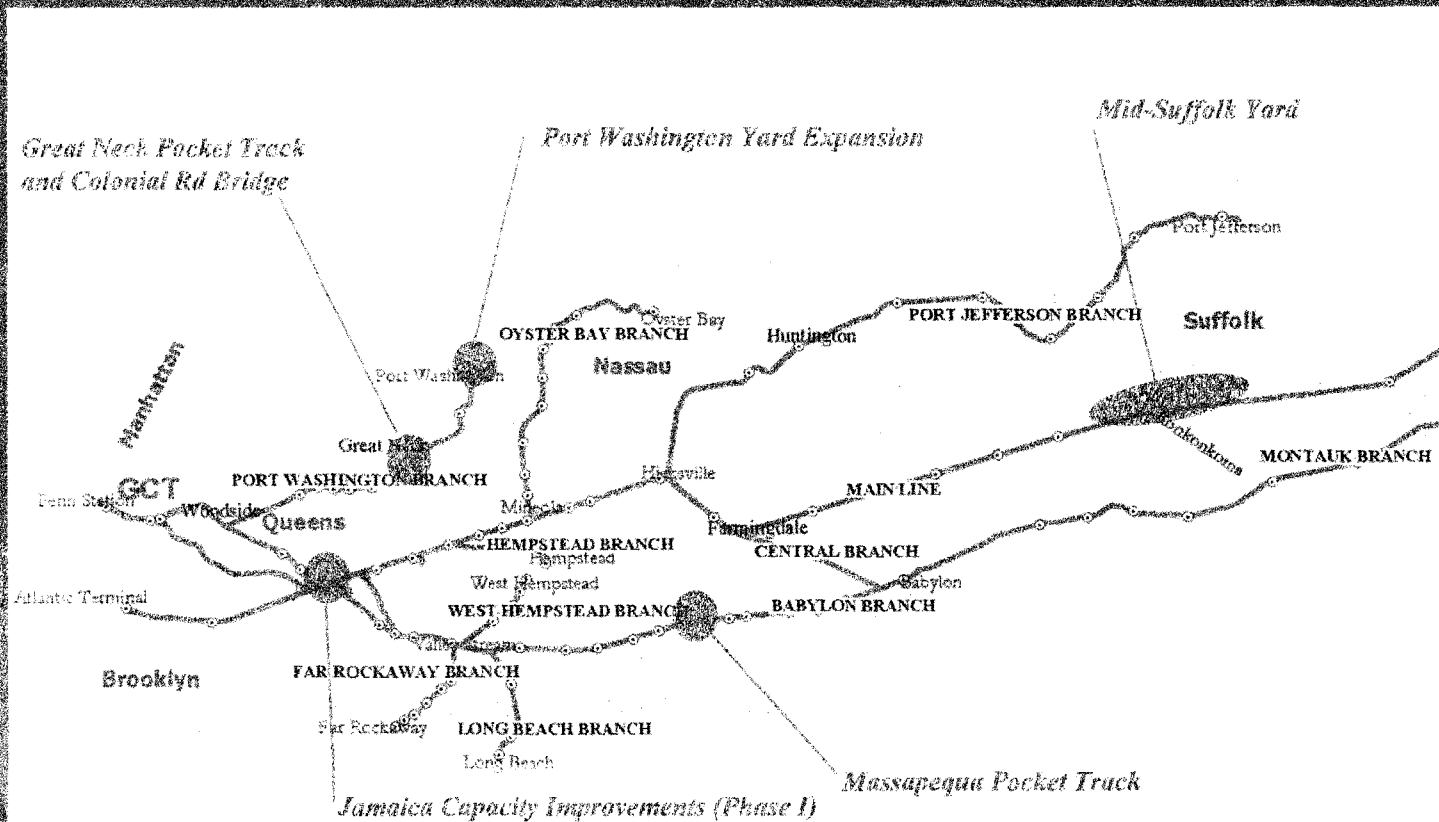
- Jamaica Capacity Improvements – Phase 1	\$301.7M
.....	
- Massapequa Pocket Track	\$ 19.6M
.....	
- Great Neck Pocket Track & Colonial Road Bridge .....	\$ 35.3M
- Port Washington Yard Track Extensions.....	\$ 12.1M
- Mid-Suffolk Yard	\$ 76.6M
.....	
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	\$445.3M



# East Side Access Readiness Projects

## PROJECT LOCATIONS

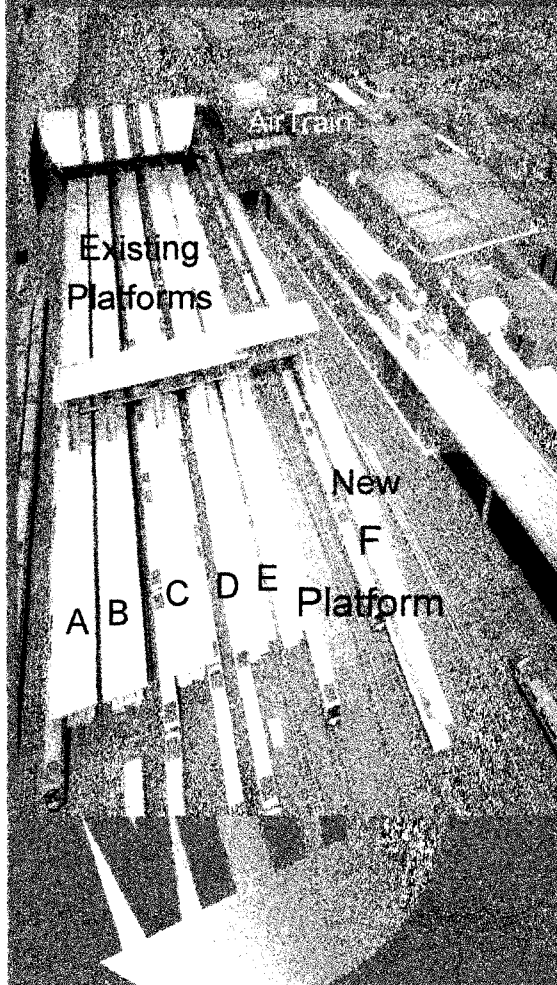
- The ESA Readiness infrastructure investments are located on the Port Washington, Ronkonkoma, and Babylon branches, as well as in Jamaica in order to meet the demand for increased train service to/from three major western terminals.





Long Island Rail Road

# East Side Access READINESS PROJECTS



## JAMAICA CAPACITY IMPROVEMENTS (PHASE I)

### Scope

The New infrastructure in Jamaica will include:

- Reconfiguration of Johnson Ave. Train Yard needed to make room for new track work and platform south of existing plant
- New Platform for service to Brooklyn (Platform F)
- Track, Switches, and Signal reconfigurations required to eliminate the current crossover routes to Brooklyn
- Universal Switches to further increased parallel moves

### Status

- Design-Build proposals for initial construction of project consisting of Johnson Ave. Yard reconfiguration are currently under evaluation

### Schedule

Start reconfiguration of Johnson Ave Yard:	February 2014
Platform F Construction Start:	Q2 of 2014
Platform F Construction Completion:	February 2018

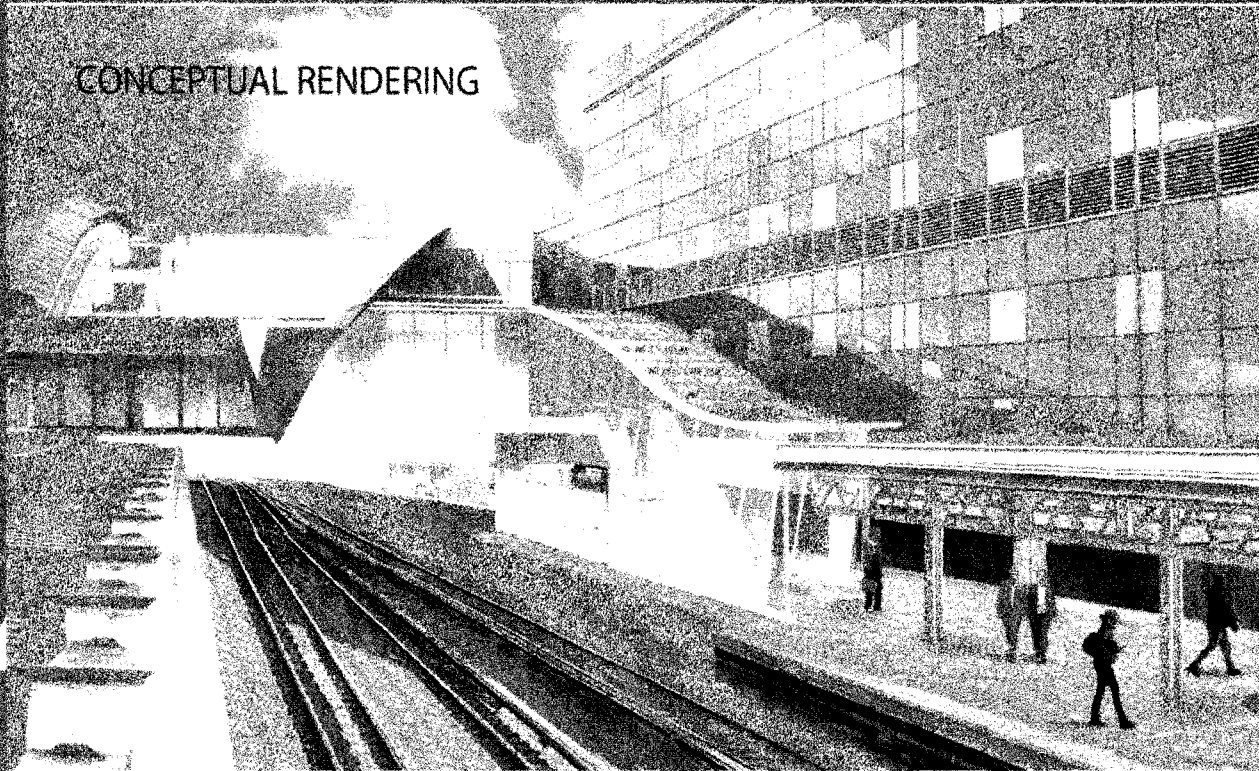
Long Island Rail Road

# East Side Access READINESS PROJECTS

## JAMAICA CAPACITY IMPROVEMENTS (PHASE I)

### PLATFORM F

CONCEPTUAL RENDERING



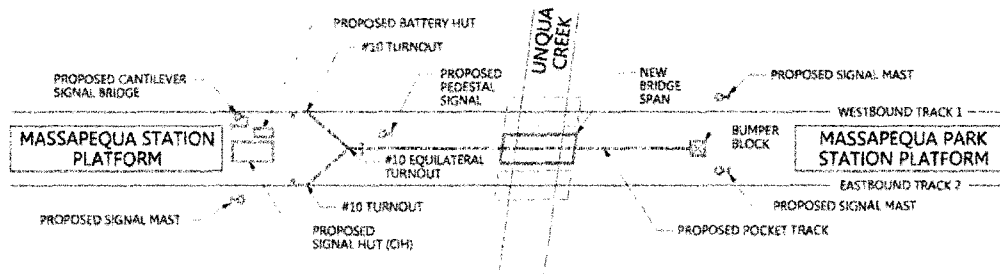
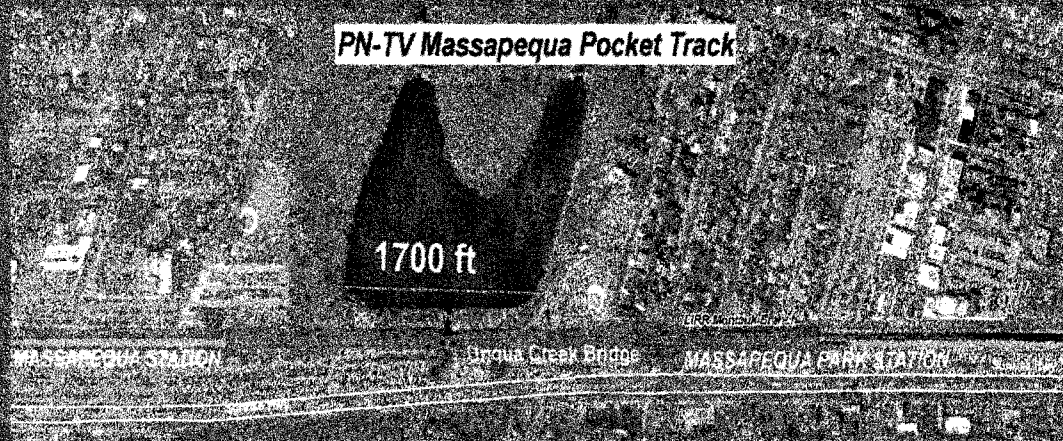
- Platform F will have similar features and functionality as the existing Jamaica Station platforms.
- Platform F includes Elevator and Escalator access to the existing mezzanine, as well as electronic signage to assist passengers to get to their destination.



# East Side Access READINESS PROJECTS

- Massapequa Pocket Track will allow for mid-branch turning of trains for additional express service on the Babylon Branch and support of ESA.
- Construction is already in progress with the new bridge span in place.

## MASSAPEQUA POCKET TRACK



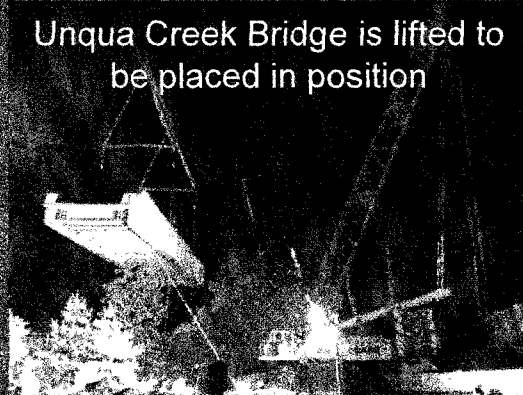
PN-TV MASSAPEQUA POCKET TRACK PROPOSED LAYOUT  
STUB ENDED 12-CAR POCKET TRACK

# East Side Access READINESS PROJECTS

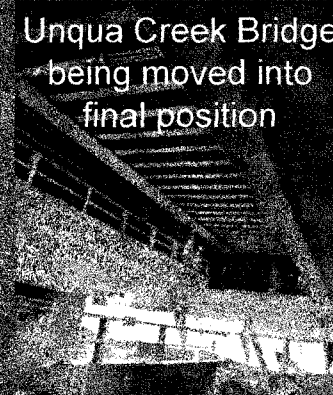
## MASSAPEQUA POCKET TRACK

### Unqua Creek Bridge Installation on 6/29/13

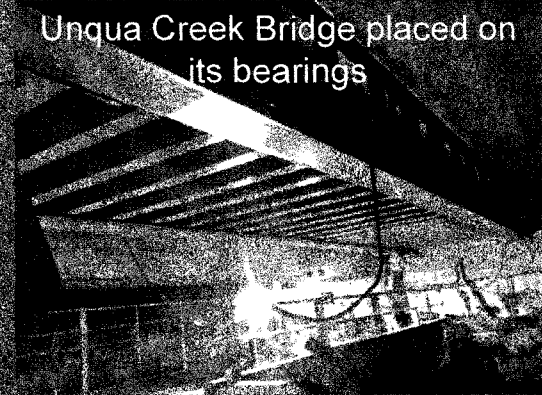
Unqua Creek Bridge is lifted to be placed in position



Unqua Creek Bridge being moved into final position



Unqua Creek Bridge placed on its bearings



## Scope

Design and construction of new pocket track between Massapequa and Massapequa Park Stations will allow for the turning of trains and additional service on the Babylon Branch in support of ESA

### Major Elements:

- 1,700 feet of new electrified track
- Additional bridge span to support the pocket track over Unqua Creek
- Three (3) new Track Switches and an Interlocked Signal System

## Status

Unqua Creek Bridge installation completed in June 2013

100% pocket track design completed in August 2013

## Schedule

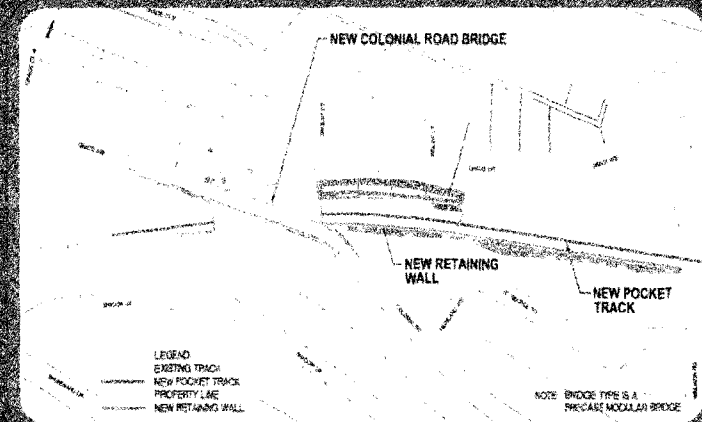
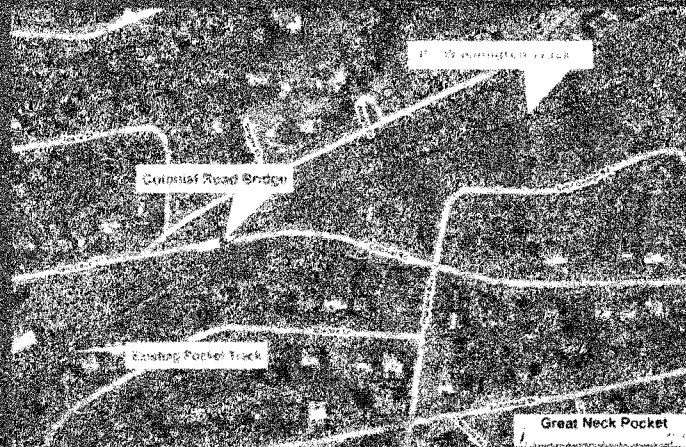
Construction Start: March 2013

Construction Completion: December 2015



# East Side Access READINESS PROJECTS

## GREAT NECK POCKET TRACK & COLONIAL ROAD BRIDGE



### Scope

Great Neck Pocket Track will allow for turning of trains, additional express service on the Port Washington Branch and support of ESA

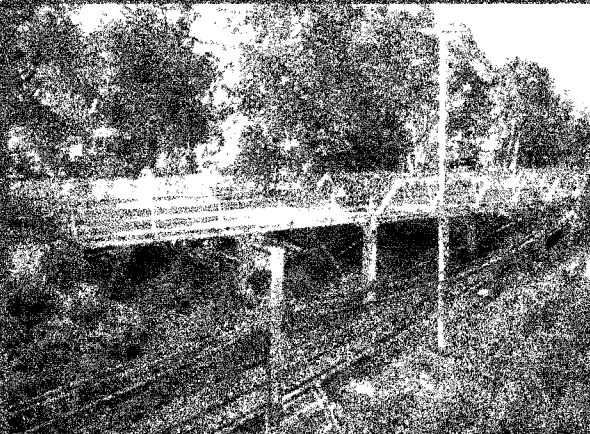
Design and construction elements include:

- Construction of a new 12-car pocket track, and
- Replacement of 115 year old Colonial Road Bridge

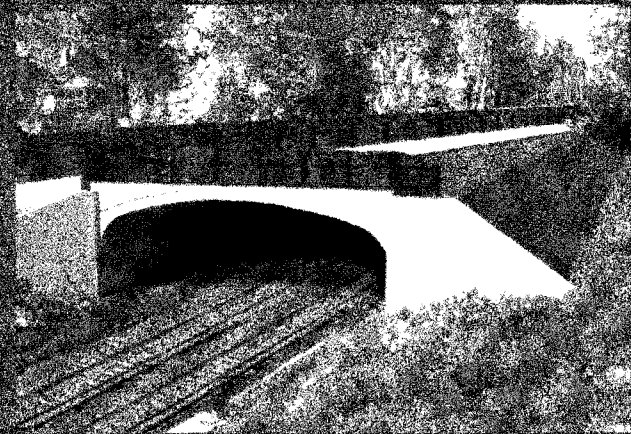


# East Side Access READINESS PROJECTS

## GREAT NECK POCKET TRACK & COLONIAL ROAD BRIDGE



Colonial Road Bridge Today



Colonial Road Bridge In the  
Future

### Status

- Environmental Assessment and Public Comment period has been completed
- Design/Build RFP Documents were completed December 2013
- Proposals for start of construction to be received in March 2014

### Forecast Schedule

Design/Build contract award	May 2014
Construction Completion	May 2016



# East Side Access READINESS PROJECTS

## PORT WASHINGTON YARD TRACK EXTENSIONS

### Scope

Extend tracks in Port Washington Yard to accommodate 18 additional cars. This increase in equipment capacity allows for additional peak service in support of ESA primarily benefitting Port Washington, Plandome & Manhasset.

Tracks can be extended using existing LIRR or Town property.

### Status

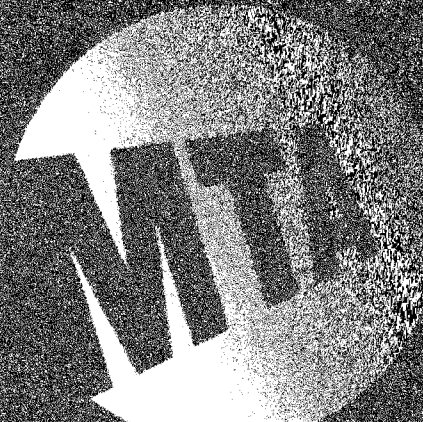
Technical Scope of Work under development

### Schedule

Design Start Q4 of 2014

Construction Start 2016

Construction Completion 2018





# East Side Access READINESS PROJECTS

## MID-SUFFOLK YARD

### Scope

Design and construction of a new electric train yard using existing property, consisting of up to eleven (11) twelve-car capacity tracks, on the LIRR Main Line in Suffolk County.

The new yard will:

- provide increased east-end train storage capacity for ESA service
- provide for additional interior car cleaning and mandatory FRA equipment inspections

### Status

Design Proposals are currently under review

### Schedule

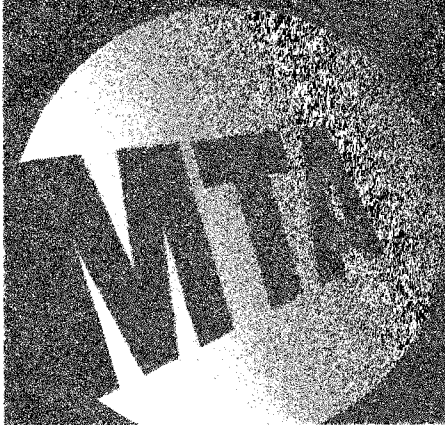
Prelim. Design Start:	January 2014
Design/Build Procurement (RFP):	April 2015
Design/Build Start:	January 2016
Construction Completion:	January 2018



Long Island Rail Road

East  
Side  
Access  
READINESS  
PROJECTS

# Appendix





# East Side Access READINESS PROJECTS

## JAMAICA CAPACITY IMPROVEMENTS (PHASE I)

### Background

- Manhattan is the primary destination for the vast majority of LIRR customers. LIRR plans to maximize the availability of direct service to Manhattan and deliver customers closer to their final destination.
- A series of investments have been identified for Jamaica, to modernize the layout/operations of the plant, renew aging infrastructure and speed travel times through Jamaica. This project progresses Phase 1 of this effort.
- ESA plans have always acknowledged that operational and infrastructure changes are required at Jamaica including a scoot service to Brooklyn.

### Purpose & Need

- Construct a new platform & track level infrastructure at Jamaica Station to provide a new routing for trains to/from Brooklyn, thus simplifying the operations in Jamaica and avoiding the need for diagonal train moves across the Jamaica plant.
- To allow service to Penn Station and Grand Central while providing much more frequent service to Brooklyn, a new Cross-Borough Scoot Service between Atlantic Terminal and Jamaica will operate between Brooklyn and Queens.
- Project has pre-ESA independent utility, providing operational flexibility in the event of service disruption.



# East Side Access READINESS PROJECTS

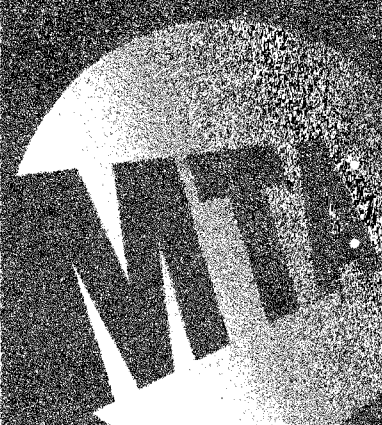
## MASSAPEQUA POCKET TRACK

### Background

- Today Zone Based service is provided during Peak Periods to/from Penn Station. Zone Based service is popular with customers as it effectively addresses ridership demands amongst various train runs while providing express service that reduces commute time for customers.

### Purpose & Need

- To provide Zone Based service to both Grand Central and Penn Station on the Babylon Branch, the LIRR needs an additional location mid-branch to turn train equipment and initiate westbound train trips
- Example of Zone Based service using Pocket Track:
  - Train equipment starts in Pocket Track and makes station stops at Massapequa, Seaford, Wantagh, Jamaica and Grand Central.
- Address ridership demands on the busy Babylon Branch
- Project has pre-ESA independent utility, providing operational flexibility as well as the opportunity to support new off-peak/weekend express service on this branch.





# East Side Access READINESS PROJECTS

## PORT WASHINGTON BRANCH INVESTMENTS

- Great Neck Pocket Track & Colonial Road Bridge
- Port Washington Yard Track Extensions

### Background

- Today Zone Based service is provided during Peak Periods to/from Penn Station. Zone Based service is popular with customers as it effectively addresses ridership demands amongst various train runs while providing express service that reduces commute time for customers.

### Purpose & Need

- To provide Zone Based service from Great Neck / Port Washington to both Grand Central and Penn Station, the LIRR needs a location mid-branch to turn train equipment and increased train storage capacity in Port Washington
- Address ridership demands on the busy Port Washington Branch
- Projects have pre-ESA independent utility, providing operational flexibility, as well as the opportunity to support new off-peak and weekend express service on this branch.



# East Side Access READINESS PROJECTS

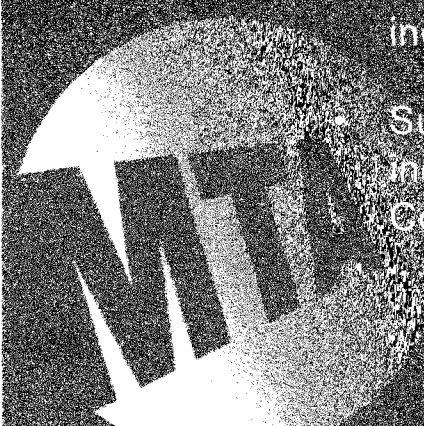
## MID-SUFFOLK YARD

### Background

- A new Mid-Suffolk Yard is required to provide storage and support train starts associated with ESA service.

### Purpose & Need

- Provide storage location for new M-9 cars / overall increase in electric fleet and serve as a location to inspect, repair, clean and maintain electric train cars
- Facilitate increased westbound train runs on the Main Line, to provide increased service and onboard seating availability
- Support ridership demands at some of the LIRR's busiest stations, including Ronkonkoma and Main Line stations in Suffolk and Nassau Counties

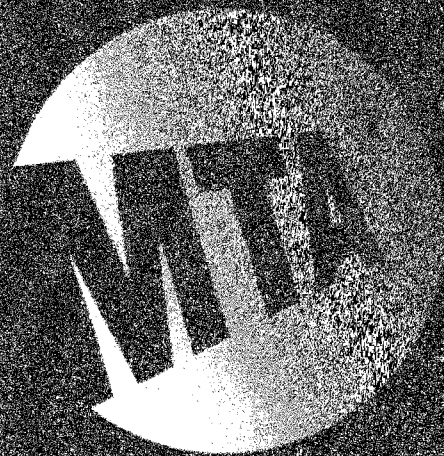




# January 2014 CPOC IEC Project Review



## East Side Access Readiness



January 27, 2014

# Schedule & Budget Review

## East Side Access Readiness Projects

- **Schedule:** LIRR forecasts the Substantial Completion of the East Side Access Readiness projects in time for the completion of the East Side Access Project. The projects are currently on schedule.
- **Budget:** Currently, the projects are on budget and the expenditures to date reflect the percent of project completion.

# Findings

## Jamaica Capacity Improvements – Phase I

**Risk Assessment:** A Risk Assessment (RA) Workshop was held in November 2013. At the time of the RA the project was at 60% Design. The LIRR and IEC were active participants in developing the risk logs including estimated cost, schedule impacts, and mitigation strategies.

**Results:** The IEC is satisfied with the RA Workshop process and is currently reviewing the initial results with the LIRR. The final RA report is expected in February 2014.



# **MTACC Quarterly Progress Report to CPOC**

## **Number 7 Line Extension**

January 27, 2014

## Project Overview

### Overall Status (as per 2011 Plan)

Item	Comments
Schedule	The current revenue service date (June 2014) is projected to be delayed. Currently working with Contractor and NYCT to develop mitigation measures and expect to achieve revenue service by late summer/early fall 2014. (see issues)
Cost	<ul style="list-style-type: none"> <li>* \$53 Million – PE and EIS (funded by MTA)</li> <li>* \$2.1 Billion - Subway portion of Number 7 Line Construction budget.</li> <li>* \$266 Million - Additional amount budgeted for Non-Subway work.</li> <li>* \$2.420 Billion - Overall Project budget.</li> <li>* Currently the project is forecast to be completed under budget with an estimated \$53 Million in reserve remaining.</li> </ul>

## **Project Overview**

### **Overall Status (as per 2011 Plan) Highlights**

#### **Construction Required for Revenue Service**

##### ***Progress***

- Three (Running Tunnels and Station Structures, Ventilation Buildings at Site K and Site L) construction contracts have reached substantial completion.
- Site J, Main Station Entrance contract (C-26510), is 99.5% complete.
- Last contract, Finishes and Systems (C-26505) is 81% complete.
- 95% of Construction (\$1.79 Billion of \$1.88 Billion) required for Revenue Service has been completed.
- Dignitary Train event was successfully achieved on December 20, 2013.

##### ***90 Day Look Ahead***

- Complete Factory Acceptance Test (FAT) of Inclined Elevators
- Complete Factory Acceptance Test (FAT) of Ventilation Fans for Site J and Site K
- Complete Factory Acceptance Test (FAT) of Transmission Backbone System (TBS)
- Commence installation of escalators
- Complete Canopy installation at the Main Station Entrance
- Achieve Substantial Completion of Site J – Main Station Entrance Contract (C-26510)

#### **Construction Required for Secondary Station Entrance (Not Required for Revenue Service)**

- Secondary Station Entrance at Site P (C-26512), is in progress (27% complete) and will be completed in April 2016.

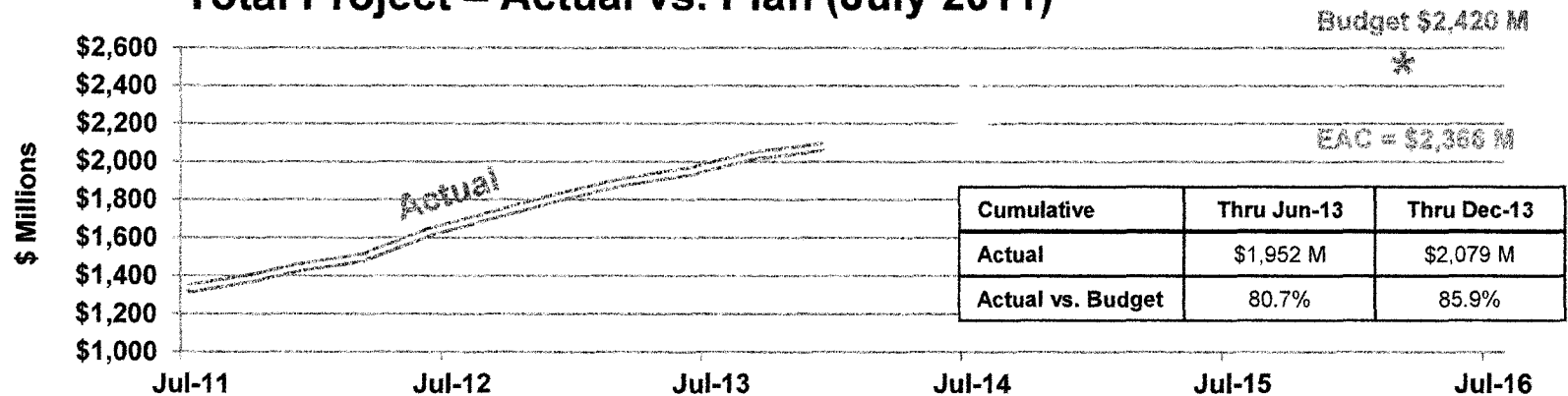
# Number 7 Line Ext.



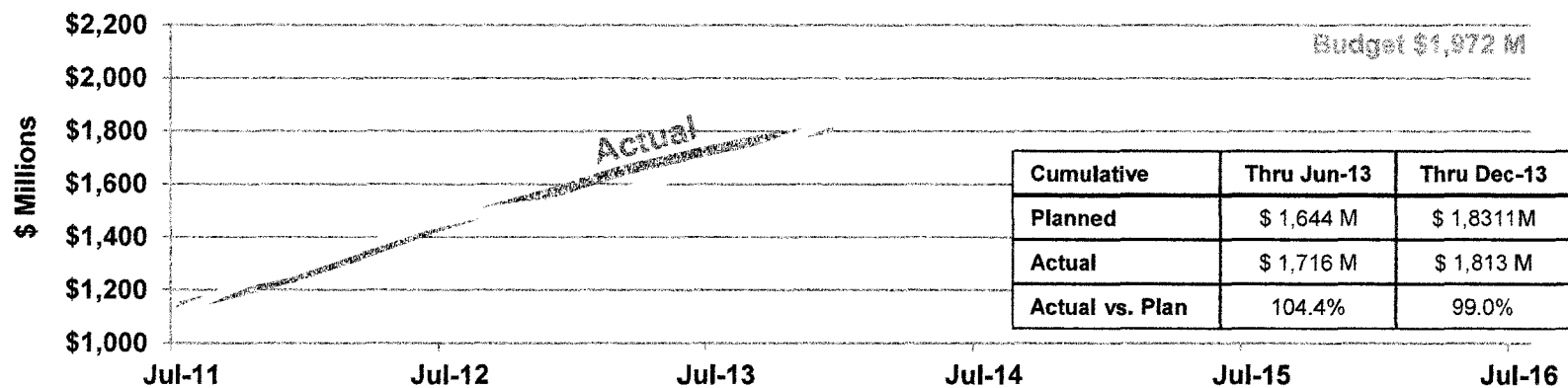
Capital Construction

## Cost & Schedule Performance

### Total Project – Actual vs. Plan (July 2011)



### 3<sup>rd</sup> Party Construction – Actual vs. Plan (July 2011)



January 27, 2014

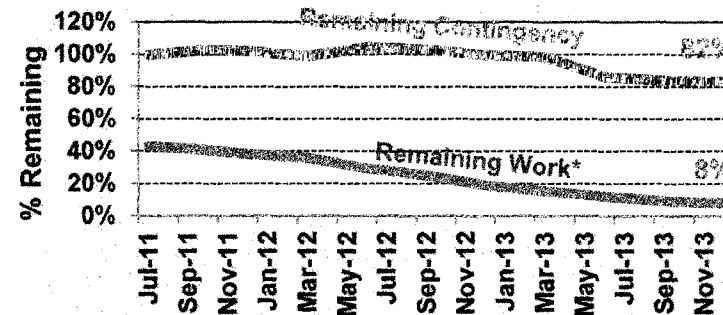


## Cost & Schedule Contingency Status

### Project Schedule Contingency

- As requested by HYDC, the Project schedule was developed with ZERO allocated schedule contingency.
- The current revenue service date (June 2014) is projected to be delayed. Currently working with Contractor and NYCT to develop mitigation measures and expect to achieve revenue service by late summer/early fall 2014.


### Project Cost Contingency






\* Remaining work starts in July 2011

- Original project budget of \$2.1 Billion included \$100M (5%) allocated contingency.
- In 2011, HYDC added additional scope of \$266M. The revised project budget of \$2.366 Billion includes \$104.6M (4.5%) re-allocated contingency.
- Currently project has \$85.9M (82%) in contingency remaining, with only \$158.3 M (8%) construction remaining.
- Currently Forecast: 51% (i.e. \$53M) contingency balance will be remaining at completion.
- Remaining Contingency may be reduced due to schedule acceleration, increase in overhead rates for in-house staff and design consultant, design changes required by the NYCT or any other unforeseen events etc.

## Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 Red	<p><b>High Rise Escalators at 34<sup>th</sup> Street Station Entrance Schedule Delay</b></p> <p>(Contract C-26505)</p>	<p><b>May 30, 2014</b></p>	<p><b>Issue:</b> Factory Acceptance Test (FAT) for hand rail motor drives failed during initial FAT(June 21, 2013). Contractor's method of rectification and testing at factory was not acceptable to MTACC/NYCT.</p> <p><b>Impact:</b> Delay to revenue service</p> <p><b>Mitigation:</b> Contractor proposed to conduct the FAT in the field with full height escalator. It was agreed by MTACC/NYCT based on contractor's assumption of all potential cost and schedule liabilities. Contractor is exploring expedited installation durations from 9 months to 6 months.</p>

### Legend




	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

January 27, 2014

**Number 7  
Line Ext.****Critical Milestones and Issues**


Status	Activity	Date Needed	Issues
 Red	<b>Transmission Backbone System (TBS) Schedule Delay</b> (Contract C-26505)	<b>March 11, 2014</b>	<p><b>Issue:</b> Delay in submission of various testing procedures by the contractor and delay in Factory Acceptance Test (FAT).</p> <p><b>Impact:</b> Integration (Level 5) testing of all systems depends upon completion of TBS. Delay in testing of TBS will impact all major systems such as escalators, elevators, fire alarm, fans, HVAC system, etc.</p> <p><b>Mitigation:</b> Contractor has submitted testing procedures on January 17, 2014. This will support Revenue Service by late Summer/early Fall 2014. Contractor will also expedite testing of cabinets in laboratory.</p>

**Legend**




	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

January 27, 2014

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	<b>Inclined Elevators at 34<sup>th</sup> Street Station Entrance Schedule Delay</b>  (Contract C-26505)	<b>February 14, 2014</b>	<p><b>Issue:</b> Factory Acceptance Test (FAT) for inclined elevator failed twice.</p> <p><b>Impact:</b> Ongoing delay in FAT has put inclined elevators on the critical path. Also installation logistics and access through Site P shaft may become an issue.</p> <p><b>Mitigation:</b> Next FAT is scheduled during mid-February 2014. Contractor has reduced installation duration to 3 months from original duration of 6 months.</p>

### Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

January 27, 2014

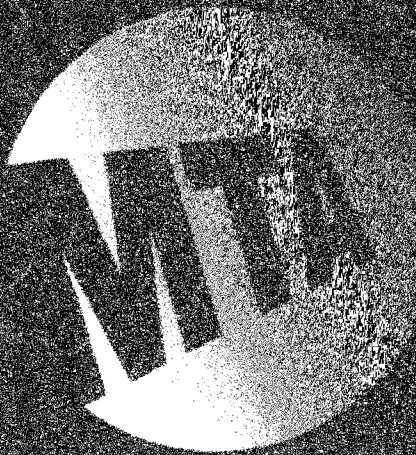


# January 2014 IEC Project Review



7 West

January 27, 2014



# 7W Budget Review

- The overall project budget remains at \$2.42B, which includes \$266M to cover HYDC funded non-subway work.
- IEC currently forecasts an estimate at completion of \$2.34B, with \$53M in available contingency. Any potential acceleration costs will reduce this contingency.

# 7W Schedule Review

- The IEC agrees with MTACC that the June 2014 RSD is now delayed. However, as a result of the deferred installation of key system components and start of integrated testing, the IEC forecasts a fourth quarter 2014 RSD.
- NYCT planned staffing and training is based on a June 2014 RSD. This will need to be re-evaluated for resource availability and cost impacts once a schedule to support the revised RSD has been accepted.
- The overall project completion date, driven by the Site P contract, has also been impacted by the Systems and Finishes contract and requires re-evaluation.

**MWBE AWARDS ON MTA CAPITAL PROJECTS WITH GOALS**

**JULY-DECEMBER 2013**

**ALL PROJECTS**

<b>FEDERALLY FUNDED</b>	<b>THIRD QUARTER (JULY-SEPTEMBER)</b> (in millions)			<b>FOURTH QUARTER (OCTOBER-DECEMBER)</b> (in millions)			<b>2013 TOTALS (JULY-DECEMBER 2013)</b> (in millions)		
<b>DBE Participation Goal: 17%</b>	<b>Total Awards</b>	<b>Total DBE Awards</b>	<b>DBE Participation (%)</b>	<b>Total Awards</b>	<b>Total DBE Awards</b>	<b>DBE Participation (%)</b>	<b>Total Awards</b>	<b>Total DBE Awards</b>	<b>DBE Participation (%)</b>
Construction	\$ 443.5	\$ 70.5	15.9%	\$ 162.8	\$ 26.1	16.0%	\$ 606.3	\$ 96.6	16%
Professional Services	\$ 0.7	\$ 0.1	0.0%	\$ -	\$ -	0%	\$ 0.7	\$ 0.1	20%
Other				\$ -	\$ -	0%	\$ -	\$ -	
<b>TOTAL</b>	<b>\$ 444.2</b>	<b>\$ 70.7</b>	<b>15.9%</b>	<b>\$ 162.8</b>	<b>\$ 26.1</b>	<b>16.0%</b>	<b>\$ 607.0</b>	<b>\$ 96.8</b>	<b>16%</b>
<b>Additional MWBE Participation:</b>	<b>Total Awards</b>	<b>Total MWBE Awards</b>		<b>Total Awards</b>	<b>Total MWBE Awards</b>		<b>Total Awards</b>	<b>Total MWBE Awards</b>	
Construction	\$ 443.5	\$ 47.6		\$ 162.8	\$ 23.2		\$ 606.3	\$ 70.8	
Professional Services	\$ 0.7	\$ 0.1		\$ -	\$ -		\$ 0.7	\$ 0.1	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
<b>Total</b>	<b>\$ 444.2</b>	<b>\$ 47.7</b>		<b>\$ 162.8</b>	<b>\$ 23.2</b>		<b>\$ 607.0</b>	<b>\$ 70.9</b>	

<b>STATE FUNDED</b>	<b>THIRD QUARTER (JULY-SEPTEMBER)</b> (in millions)			<b>FOURTH QUARTER (OCTOBER-DECEMBER)</b> (in millions)			<b>2013 TOTALS (JULY-DECEMBER 2013)</b> (in millions)		
<b>MBE Participation Goal: 10%</b>	<b>Total Awards</b>	<b>Total MBE Awards</b>	<b>MBE Participation (%)</b>	<b>Total Awards</b>	<b>Total MBE Awards</b>	<b>MBE Participation (%)</b>	<b>Total Awards</b>	<b>Total MBE Awards</b>	<b>MBE Participation (%)</b>
Construction	\$ 56.4	\$ 6.7	11.9%	\$ 176.4	\$ 19.1	10.8%	\$ 232.8	\$ 25.8	11.1%
Professional Services	\$ 13.1	\$ 1.6	11.9%	\$ 48.0	\$ 3.1	6.5%	\$ 61.1	\$ 4.7	7.7%
Other	\$ 3.7	\$ 0.4		\$ -	\$ -		\$ 3.7	\$ 0.40	
MBE Participation on FTA-funded projects	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
<b>TOTAL</b>	<b>\$ 73.3</b>	<b>\$ 8.65</b>	<b>12%</b>	<b>\$ 224.4</b>	<b>\$ 22.26</b>	<b>9.9%</b>	<b>\$ 297.7</b>	<b>\$ 30.9</b>	<b>10%</b>
<b>WBE Participation Goal: 10%</b>		<b>Total WBE Awards</b>	<b>WBE Participation (%)</b>	<b>Total Awards</b>	<b>Total WBE Awards</b>	<b>WBE Participation (%)</b>	<b>Total Awards</b>	<b>Total WBE Awards</b>	<b>WBE Participation (%)</b>
Construction	\$ 56.4	\$ 7.3	13.0%	\$ 176.4	\$ 19.2	10.9%	\$ 232.8	\$ 26.5	11.4%
Professional Services	\$ 13.1	\$ 1.4	10.5%	\$ 48.0	\$ 3.3	7.0%	\$ 61.1	\$ 4.7	7.7%
Other	\$ 3.7	\$ 0.4		\$ -	\$ -		\$ 3.7	\$ 0.41	
WBE Participation on FTA-funded projects	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
<b>TOTAL</b>	<b>\$ 73.3</b>	<b>\$ 9.1</b>	<b>12.4%</b>	<b>\$ 224.4</b>	<b>\$ 22.5</b>	<b>10.0%</b>	<b>\$ 297.7</b>	<b>\$ 31.6</b>	<b>11%</b>
<b>Additional DBE Participation:</b>	<b>Total Awards</b>	<b>Total DBE Awards</b>		<b>Total Awards</b>	<b>Total DBE Awards</b>		<b>Total Awards</b>	<b>Total DBE Awards</b>	
Construction	\$ 56.4	\$ 4.4		\$ 176.4	\$ 29.8		\$ 232.8	\$ 34.2	
Professional Services	\$ 13.1	\$ 1.7		\$ 48.0	\$ 3.9		\$ 61.1	\$ 5.6	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
<b>Additional DBE Participation Total</b>	<b>\$ 69.5</b>	<b>\$ 6.1</b>		<b>\$ 224.4</b>	<b>\$ 33.7</b>		<b>\$ 293.9</b>	<b>\$ 39.8</b>	

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**MTA Capital Program  
Commitments & Completions**

**through  
December 31, 2013**

6 - 1



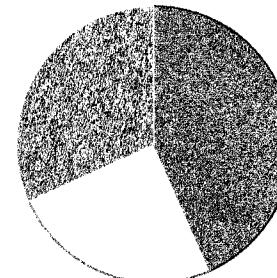
Metropolitan Transportation Authority

## Capital Projects – Major Commitments – December 2013

A total of 60 major commitments are reported on through December. Of these, 26 are being delivered on or near goal, 19 are being reported as late and 15 previously reported late have now been achieved. All delays are discussed on the following pages.

Agencies have committed a total of \$5.251 billion through December which is 96% of the annual goal value. Despite this overall strong performance there were notable delays such as the slips of the East Side Access "System Package 1" (\$530 million) and NYCT's 34<sup>th</sup> Street Interlocking (\$204 million) to 2014. These and other slips to 2014 were mostly offset by the inclusion of Superstorm Sandy projects with total 2013 commitments of \$671 million. Sandy projects were not part of the original 2013 commitments goal.

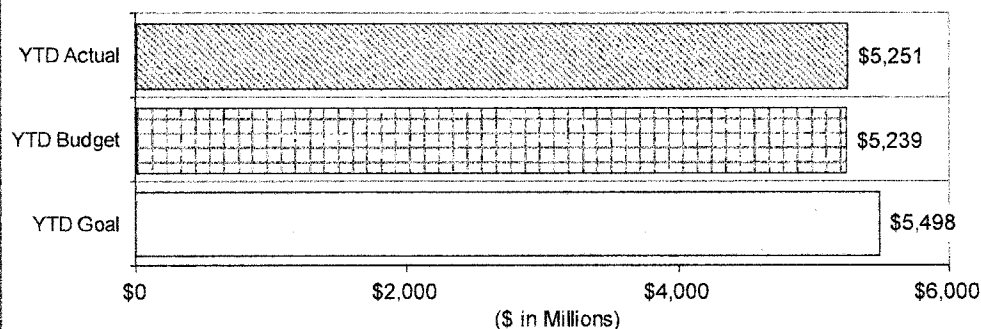
## Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within 2 months of Goal	26	43%	↓ 1
YELLOW = Commitments delayed beyond 2 months of Goal (already achieved)	15	25%	↑ 8
RED = Commitments delayed beyond 2 months of Goal (not yet achieved)	19	32%	↓ 6
<b>Total</b>	<b>60</b>	<b>100%</b>	<b>↑ 1</b>

## Budget Analysis

2013 Annual Goal \$5,498 (\$ in millions)  
Actual Commitments 96% of Annual Goal



## Year-to-Date Agency Breakdown

Prior month variance

	GREEN	YELLOW	RED
New York City Transit	12	5	1
Long Island Rail Road	6	2	1
Metro-North Railroad	3	1	1
Bridges and Tunnels	3	3	3
Capital Construction Company	1	1	1
MTA Bus Company	1	1	1
MTA Police Department	1	1	1



## Capital Projects – Major Commitments – December 2013 – Schedule Variances

Project	Commitment	Goal	Forecast
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### 19 All-Agency Red Commitments (not decrease of \$ this month)

#### NYCT

##### Track & Switch

2013 Track Program - 2nd Quarter, 8 Projects	Construction Award	Jun-13 \$9.6M	Apr-14 \$9.5M
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Two projects (mainline track replacements on the Concourse and 7th Ave Lines) have been rescheduled to 2014 when staff resources become available. The other commitments have been made representing \$26.8M of the original \$36.4M goal.

##### Stations

Ozone Park- Lefferts Blvd. Station Renewal and ADA / Liberty Line	Construction Award	May-13 \$38.0M	Apr-14 \$20.7M
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The project's award was delayed until 2014 to allow additional time for ADA code compliance review. Project slipped one additional month due to design modifications to elevator scope. Project cost decreased reflecting the latest cost estimate.

Passenger Station Local Area Network (LAN): 31 Stations	Construction Award	Jun-13 \$28.0M	Mar-14 \$30.0M
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Lessons learned from pilots resulted in changes to the overall design approach, which extended the duration from 16 months to 26 months and resulted in revisions to in-house cost estimates. Additionally, an increase in the number of locations resulted in a higher cost forecast.

##### Bus Replacement

Purchase 276 Standard Buses - New Flyer (New Item)	Purchase Award	Jun-13 \$143.1M	Jan-14 \$152.5M
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The award was delayed due to more time needed to finalize technical specifications and to questions from bidders during procurement. The contract was approved by the Board in December 2013 and is expected to be awarded in January 2014.

##### Signals

34th Street Interlocking - 6th Ave (New Item)	Construction Award	Nov-13 \$204.5M	Feb-14 \$208.0M
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The project was delayed due to protracted internal and legal reviews and questions from vendors. A bid opening occurred in mid-January.

Project	Commitment	Goal	Forecast
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#### Line Equipment

Pumps at 4 Locations/ Pelham-Jerome- Lenox	Construction Award	Nov-13 \$35.3M	Jun-14 \$14.9M
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Award rescheduled due to delay in receiving design comments and availability of staff. Project cost decreased, reflecting scope changes such as eliminating the need for demolishing three existing pump rooms and the reconstruction of new rooms, as well as savings from reduced support costs.

#### Communications

PA/CIS: Furnish/Install Cabinets at 89 Stations	Construction Award	Sep-13 \$54.4M	Jun-14 \$44.8M
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Delayed due to inclusion of 2 additional stations requiring new surveys and design work. A further delay is due to the exclusion of CIS signs that will be removed from this contract and procured separately. This has also reduced the forecast cost of this contract.

#### B&T

##### Utilities

Substation #1 Rehabilitation	Design/Build Award	Nov-13 \$12.1M	Mar-14 \$12.1M
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Award has slipped due to additional time needed to address questions from the bidders.

#### MNR

##### Power

Harlem & Hudson Power Line Improvements	Construction Award	Jun-13 \$18.8M	Jan-14 \$13.8M
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Project was rebid causing delays. The budget was reduced due to revised estimates during procurement.

##### Track

Turnouts - Mainline/High Speed	Construction Award	Sep-13 \$8.8M	Jan-14 \$8.8M
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Schedule has been impacted by another priority initiative that is requiring in-house resources otherwise used for this project.

## Capital Projects – Major Commitments – December 2013 – Schedule Variances

Project	Commitment	Goal	Forecast
<b>MTACC</b>			
<i>East Side Access</i>			
GCT Concourse & Cavern Finishes-CM014B	Construction Award	Sep-13 \$179.9M	Jul-14 \$177.9M
Award delay is due to repackaging efforts after the cancellation of the Manhattan Cavern bid. Repackaging underway and the dates are under review.			
Harold Structures Part 3 Track D Approach, 48th St Bridge, Loop Box Structure (CH057)	Construction Award	Jun-13 \$71.2M	Aug-14 \$62.6M
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.			
System Package 3 - Signal Equipment Procurement (VS086)	Construction Award	May-13 \$22.1M	Feb-14 \$22.1M
The timing of System Package 3 has been adjusted so that it correlates with System Package 1. The contract will be awarded after approval at the January Board.			
System Package 1 (CS179)	Construction Award	Apr-13 \$530.0M	Jan-14 \$530.0M
An independent assessment brought additional specialized expertise to assess risk of award and interface issues with civil contracts. Results of the assessment were considered in negotiations. The contract will be awarded after approval at the January Board.			

### MTA Police Department

MTA Police Radio Design-Build Phase 1	Construction Award	Sep-13 \$30.0M	Jun-14 \$30.0M
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.			

Project	Commitment	Goal	Forecast
<b>MTA Bus</b>			
<i>MTA Bus Projects</i>			
Emergency Generators, 6 Depots	Construction Award	Mar-13 \$7.7M	Jun-14 \$7.6M
Initial delay was 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. An additional recent delay is due to pending approvals from the properties' landlords.			
New Apron: JFK	Construction Award	Nov-13 \$6.5M	Jul-14 \$6.5M
Schedule was adjusted due to necessary design revisions.			
Security Upgrade Far Rockaway & Baisley Park	Construction Award	Aug-13 \$6.8M	May-14 \$6.8M
The consultant delayed submitting the completed modified drawings, impacting the schedule. An additional delay due to pending approval from the properties' landlords.			
45 Diesel Buses	Purchase Award	Sep-13 \$25.9M	Sep-14 \$25.9M
Bus purchase was contingent on issues that were resolved for larger NYCT purchases; the project schedule has been revised accordingly. Additional 2 months recently added to the forecast schedule to reflect outstanding issues.			

## 15 All-Agency Yellow Commitments (8 new this month)

### NYCT

#### Stations

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

Station Renewal at 5 Stations - Liberty Line ( <i>New Item</i> )	Construction Award	Jun-13 \$83.5M	Dec-13 (A) \$64.8M
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Project award initially delayed due to an extended ADA and Code Compliance review. There was an additional delay to December due to time needed to review and complete the staff summary. Cost decreased due to changes in scope, lower cost markup due to improved market conditions as well as combining multiple contracts into a single contract.

## Capital Projects – Major Commitments – December 2013 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>NYCT (continued)</b>				<b>MNR</b>			
<i>Bus</i>				<i>Stations</i>			
<b>Purchase 90 Standard Buses - Nova (New Item)</b>	Purchase Award	Jun-13 \$46.7M	Dec-13 (A) \$52.4M	North White Plains Garage	Construction Award	Apr-13 \$37.2M	Sep-13 (A) \$34.7M
The award was delayed due to more time needed to finalize technical specifications and to questions from bidders during procurement.				Longer than expected procurement award process resulted from contractor approval issues. Actual award reflects impact of a favorable bid.			
<b>Purchase 324 Standard Buses - Nova (New Item)</b>	Purchase Award	Jun-13 \$168.0M	Dec-13 (A) \$163.3M	<b>Fordham Station Improvements (New Item)</b>	Construction Award	Sep-13 \$10.9M	Dec-13 (A) \$11.1M
The award was delayed due to more time needed to finalize technical specifications and to questions from bidders during procurement. This award was originally part of a larger purchase of 600 standard buses.				More time was needed to incorporate additional design scope into the technical documents.			
<b>Purchase 300 Express Buses</b>	Purchase Award	Jun-13 \$187.3M	Nov-13 (A) \$179.9M	<i>Communication &amp; Signals</i>			
Award initially delayed due to an extended period needed for finalizing technical specifications as well as several extensions of proposals requested by vendors. An additional delay caused by a finding of adverse information from a subcontractor. Project cost does not include cameras which will be procured separately.				Positive Train Control System Integrator	Construction Award	Apr-13 \$23.1M	Nov-13 (A) \$58.6M
				The PTC procurement was postponed due to concerns regarding the joint ventures' long-term commitment to support PTC, which have subsequently been addressed. The original plan was to commit only the amount necessary to do the pilot test phase of the project. To reduce the project schedule, PTC components and related installation by the Railroads on most of their ROW and Rolling Stock had to be awarded in the base contract award.			
<b>LIRR</b>				<b>MTA Bus</b>			
<i>Communication &amp; Signals</i>				<i>MTA Bus Projects</i>			
<b>Speonk-Montauk Signalization (New Item)</b>	Construction Award	Aug-13 \$24.6M	Dec-13 (A) \$21.9M	Security Upgrade: Eastchester and La Guardia	Construction Award	Mar-13 \$7.5M	Jul-13 (A) \$6.8M
Extended negotiations delayed Board approval until November. Actual award occurred in December due to pre-award procurement activities. Lower actual award value reflects bid.				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.			
<b>Positive Train Control System Integrator</b>	Construction Award	Apr-13 \$33.3M	Nov-13 (A) \$110.6M	<b>MTA CC</b>			
The PTC procurement was postponed due to concerns regarding the joint ventures' long-term commitment to support PTC, which have subsequently been addressed. The original plan was to commit only the amount necessary to do the pilot test phase of the project. To reduce the project schedule, PTC components and related installation by the Railroads on most of their ROW and Rolling Stock had to be awarded in the base contract award.				<i>East Side Access</i>			
				Harold Structures (Part 3) Westbound Bypass (CH057A)	Construction Award	Jun-13 \$128.2M	Nov-13 (A) \$114.7M
				Harold Structures Part 3 and Westbound Bypass, formerly one commitment, were split into two packages. Early work was awarded in November with the remainder (CH057) in 2014. The budget decrease represents a low bid.			



## Capital Projects – Major Commitments – December 2013 – Schedule Variances

Project	Commitment	Goal	Forecast
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**B&T***Roadways and Decks*

<b>Verrazano-Narrows Bridge - Bus &amp; HOV Ramp Improvement (VN80C) (New Item)</b>	Construction Award	May-13 \$80.2M	Dec-13 (A) \$69.0M
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Project initially delayed to meet changes to FDNY design standards and Ft. Hamilton's requirements for community access, safety and preservation. B&T also combined and re-solicited the project with another (VN35). Lower cost reflects good bids.

<b>Steel Repair and Concrete Rehab of VN Lower Level Ramps (VN35) (New Item)</b>	Construction Award	Sep-13 \$28.1M	Dec-13 (A) \$19.5M
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The forecast award date was revised from September to December as a result of the decision to combine this project with VN80C. This improved overall coordination and staging of construction at the Verrazano Narrows Bridge. Lower cost reflects good bids.

<b>Deck Replacement - RFK Bronx/Manhattan Ramps/Toll Plaza Construction Administration (RK65A) (New Item)</b>	Construction Award	Sep-13 \$12.2M	Dec-13 (A) \$13.0M
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Additional procurement time was necessary to maximize competitive opportunities. Extending the due date for proposals allowed additional Construction Management firms to provide proposals, thereby enhancing competition.



# Capital Projects – Major Commitments – December 2013 – Budget Only\* Variances

Actuals Results Shaded

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

Project	Commitment	Goal	Forecast
<b>14 All-Agency Budget only variance (0 new this month)</b>			
<b>NYCT</b>			
<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 one month awaiting approval of the procurement staff summary for the project.			
<i>Signals &amp; 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 &amp; Switch</i>			
2013 Track & Switch (5 projects) 3rd Quarter	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-Queens Blvd Line	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/ Queens Blvd Line	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 decrease reflects a revised estimate based on updated design documents.			

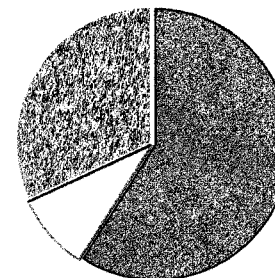
Project	Commitment	Goal	Forecast
<i>NYCT Superstorm Sandy Reconstruction</i>			
Greenpoint Tube	Construction Award	No Goal	Jul-13 (A) \$61.0M
Award was not originally a 2013 Goal. Sandy projects are new to this report.			
Montague Tube	Construction Award	No Goal	Jul-13 (A) \$220.4M
Award was not originally a 2013 Goal. Sandy projects are new to this report.			
<b>MTA CC</b>			
<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	Construction Award	Feb-13 \$280.3M	Feb-13 (A) \$290.3M
Budget was adjusted to reflect increased allocation for contingency and soft costs.			
<b>B&amp;T</b>			
<i>Toll Plaza &amp; Traffic Management</i>			
Installation of CCTV / Fiber Optic Cable - Throgs Neck Bridge	Construction Award	Jul-13 \$11.5M	Aug-13 (A) \$.0M
This project was awarded in August through an alternative MTA program and will no longer be part of B&T's core capital program.			
<i>Structures</i>			
Substructure and Underwater Scour Projection - Marine Parkway Bridge	Construction Award	Sep-13 \$17.0M	Nov-13 (A) \$14.5M
Budget adjusted to reflect bids. The delay was attributable to additional analysis required by the permitting agencies following Superstorm Sandy as a necessary condition to securing permits for the project and necessary approvals.			
<b>MNR</b>			
<i>Line Structures</i>			
Harlem River Lift Bridge	Construction Award	Jun-13 \$28.5M	Jul-13 (A) \$33.6M
Extended process to award to the 2nd lowest bidder caused the one month delay.			

## Capital Projects – Major Completions – December 2013

A total of 44 major completions are reported on through December. Of these, 26 are being delivered on or close to goal, 14 are reported as late and are slipping beyond 2013, and four previously reported as late were achieved. Explanations are on the following pages.

Through December, agencies have completed \$3.823 billion (70%) versus the \$5.446 billion year-to-date goal. The shortfall is largely due to the 14 major completion delays noted above. \$801 million of the shortfall is represented by a single slip of the East Side Access' Queens Bored Tunnel contract.

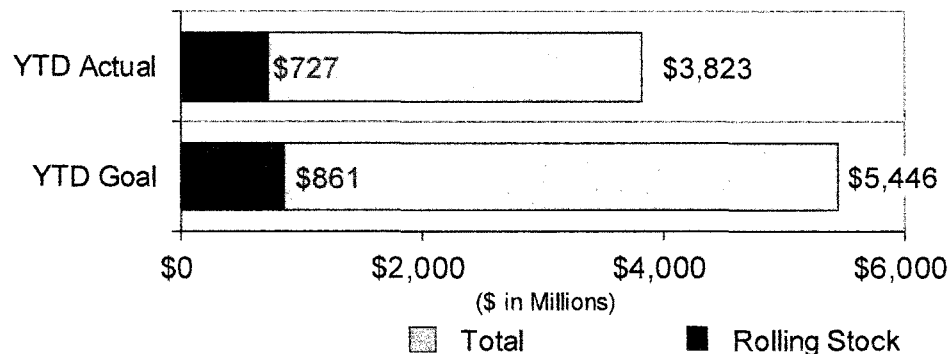
## Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Completions made/forecast within 2 months of Goal	26	59%	↑ 1
<b>YELLOW</b> = Completions delayed beyond 2 months of Goal (already achieved)	4	9%	↑ 2
<b>RED</b> = Completions delayed beyond 2 months of Goal (not yet achieved)	14	32%	↑ 4
<b>Total</b>	<b>44</b>	<b>100%</b>	<b>↑ 7</b>

## Budget Analysis

2013 Annual Goal \$5,446 (\$ in millions)  
Actual Completions 70% of Annual Goal



## Year-to-Date Agency Breakdown

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

## Capital Projects – Major Completions – December 2013 – Schedule Variances

Project	Completion	Goal	Forecast
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### 14 All-Agency Red Completions (net increase of 4 this month)

#### NYCT

##### Subway Cars

Accept 60 R188 Rail Cars (New Item)	Purchase	Dec-13 \$158.7M	Apr-14 \$158.7M
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Delay due to the loss of the Rockaway Test Track, caused by Superstorm Sandy, and the resulting complications imposed on the R188 testing program. The R188 test plan had to be modified to use alternative on-site qualification locations that were not optimal.

##### Buses

Automatic Vehicle Location Monitoring System (AVLM): Paratransit - 2,273 Vehicles (New Item)	Purchase	Dec-13 \$35.8M	Dec-14 \$35.8M
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Date initially extended due to a delay in receiving final paratransit vehicles. A more recent contract modification has now extended the completion forecast to December 2014.

##### Stations

Station Rehab: Smith-9th Streets & 4th Ave	Construction	Apr-13 \$40.7M	Jul-14 \$43.4M
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Although both stations are open to the public, substantial completion on Smith-9th was delayed due to a contract dispute. Contractor problems resulted in a revised forecast to July 2014 which goes beyond the previous forecast of December 2013. Surety has taken over and work has progressed.

##### Line Structures

Culver Viaduct Rehab Phase 3 - Underside	Construction	Aug-13 \$49.8M	Oct-14 \$49.8M
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Project was delayed due to site access in the vicinity of the Smith-9th Streets Station where the Station Rehabilitation contract was assigned to the Surety because the contractor walked away from the project earlier in 2013. NYCT is waiting for the Surety to submit a schedule for completion and work will be coordinated on the Smith-9th Station Rehabilitation project.

Project	Completion	Goal	Forecast
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#### Track & Switch

2013 Track & Switch Program (2 Projects) - 2nd Qtr	Construction	Jun-13 \$21.9M	Jun-14 \$22.0M
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Late delivery of switches by the vendor will cause the completion to slip to mid-2014.

2013 Track & Switch Program (3 Projects) - 3rd Qtr	Construction	Sep-13 \$23.9M	Jun-14 \$23.9M
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Track work at Lenox White Plains Road was postponed to coordinate with other projects. The slip to June is an additional six month slip from the prior forecast.

2012 Track & Switch Program (8 Projects) - 4th Qtr (New Item)	Construction	Dec-13 \$78.8M	Oct-14 \$69.4M
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All but 2 of the 8 track projects were completed by year-end. Track work on Myrtle Ave and Flushing, a combined \$33 million, are now forecast for 2014 due to resource availability and track access.

2013 Track Program (17 Projects) - 4th Qtr (New Item)	Construction	Dec-13 \$100.9M	Jun-14 \$103.9M
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All but 8 of the 17 projects were completed by 4th Qtr 2013. Delays represent \$50 million of the overall 4th Qtr goal. Delays were due to constraints on resource availability and track access.

#### MTA Bus

##### MTA Bus Projects

Security Upgrade: Eastchester and La Guardia (New Item)	Construction	Dec-13 \$7.5M	Sep-14 \$7.5M
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Completion delay is due to a longer than expected procurement process that delayed the project commitment. The award was made in mid-2013.

Upgrade Parking Lots: JFK and Baisley Park	Construction	Aug-13 \$9.8M	Mar-14 \$9.3M
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Originally delayed because the FDNY had not yet approved the waivers for the installation of the temporary fuel tank at the Baisley Park site. A more recent delay to 2014 is due to the pending approval from the City DEP for connection to the sewer system.

## Capital Projects – Major Completions – December 2013 – Schedule Variances

Project	Completion	Goal	Forecast
<b>MTA CC</b>			
<i>Fulton Center</i>			
A and C Lines Mezzanine / J and Z Lines Vertical Circulation (4B)	Construction	Mar-13 \$175.2M	Jan-14 \$175.2M
Delay due to Super Storm Sandy and change orders that were added for communication work, fire alarm, J/Z platform work and necessary relocation of NYCT employee facilities.			
<i>East Side Access</i>			
Queens Bored Tunnels & Structures - CQ031	Construction	Jun-13 \$767.8M	Apr-14 \$801.6M
Although the base work for CQ031 was completed, additional scope was transferred to this contract from CH061, causing the budget to be increased and the schedule to be extended.			
50th Street Vent Facility Structure CM013 (New Item)	Construction	Dec-13 \$99.8M	Mar-14 \$100.5M
Scope transfer from other East Side Access contracts to this contract has resulted in both a delay and an increase in budget.			
<i>#7 Extension</i>			
Site J - Main Entrance to 34th St Station and Vent Building	Construction	May-13 \$129.2M	Feb-14 \$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. Recent two month delay due to additional remediation work by the contractor.			

Project	Completion	Goal	Forecast
<b>4 All-Agency Yellow Completion (2 new this month)</b>			
<b>NYCT</b>			
<i>Subway Cars</i>			
Purchase 23 A- Division Cars (R188); Convert 10 R142A Cars (New Item)	Purchase	Jun-13 \$115.3M	Dec-13 (A) \$115.3M
Project was delayed due to the loss of the Rockaway Test Track due to Superstorm Sandy and the resulting complications imposed on the R188 testing program. The test plan had to be modified to use alternative on-site qualification locations that are not optimal.			
<i>Track &amp; Switch</i>			
2012 Track & Switch Program (6 Projects) - 2nd Qtr (New Item)	Construction	Jun-13 \$38.7M	Dec-13 (A) \$48.7M
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.			
<b>MTA Bus</b>			
<i>MTA Bus Projects</i>			
New Roof and Ventilation System at JFK Depot	Construction Award	Feb-13 \$9.5M	Jul-13 (A) \$9.5M
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.			
<b>MNR</b>			
<i>Line Structures</i>			
Replace/Repair Undergrade Bridge Program	Construction Award	Jun-13 \$27.8M	Oct-13 (A) \$27.8M
Delay was due to rainy weather, final construction activities were postponed until the Summer when drier conditions were anticipated.			



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

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
<b>2 All-Agency Budget only variances (1 new this month)</b>							
<b>MTA CC</b>							
<i>East Side Access</i>							
Manhattan Tunnels Excavation - CM009	Construction	Dec-13 \$413.4M	Sep-13 (A) \$431.9M				
A scope transfer to this contract increased the budget.							
<b>MNR</b>							
<i>Fleet</i>							
M8 Cars; 124 Cars Accepted (New Item)	Purchase	Dec-13 \$84.5M	Dec-13 (A) \$109.12M				
Variance is a result of greater number of cars accepted than originally anticipated in 2013.							

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## Status of MTA Capital Program Funding

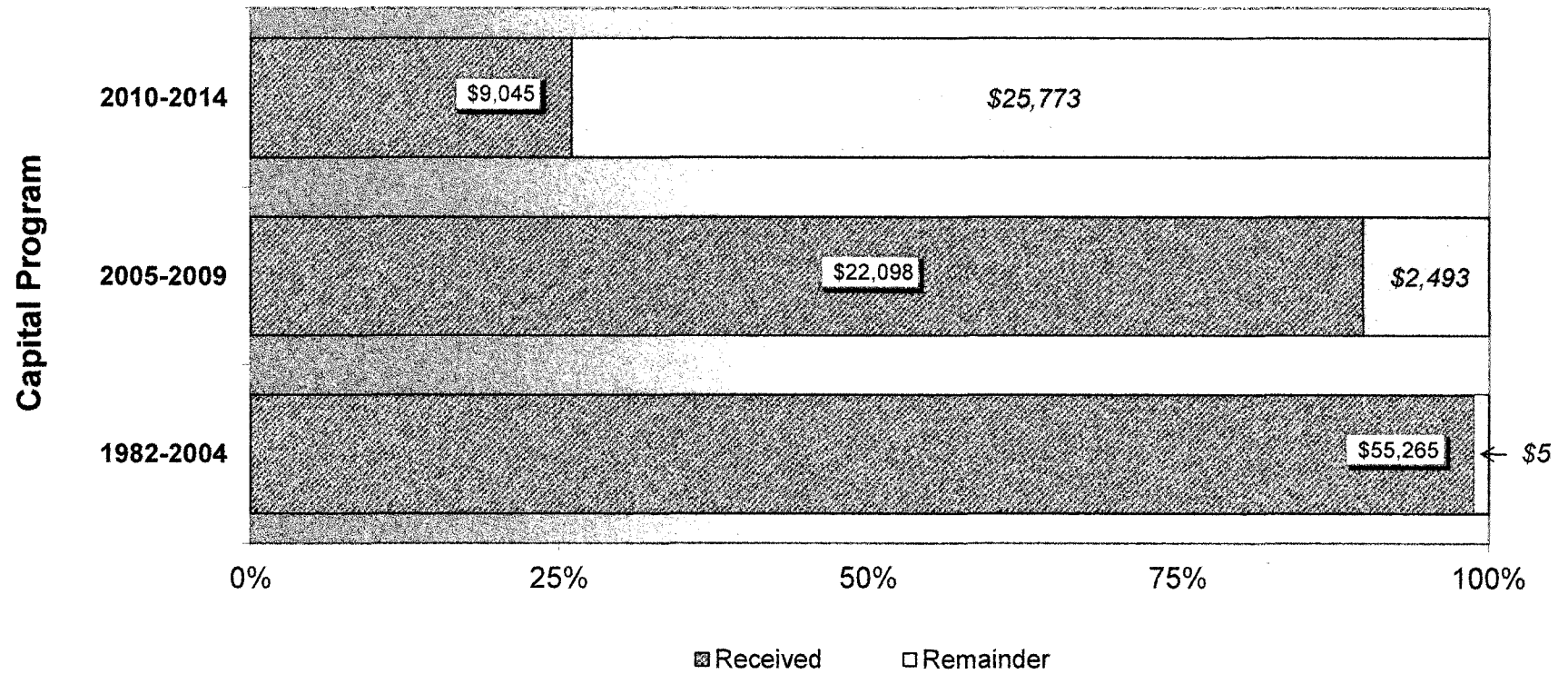
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Metropolitan Transportation Authority

# Capital Funding (December 31, 2013)

\$ in millions





## Capital Funding Detail (December 31, 2013)

\$ in millions

### 2005-2009 Program

	<b>Funding Plan</b>	<b>Receipts</b>		
	<u>Current</u>	<u>Receipts thru November</u>	<u>This month</u>	<u>Received to date</u>
Federal Formula and Flexible Funds	\$5,186	\$5,186	\$ -	\$5,186
Federal New Start	2,810	1,832	-	1,832
Federal Security	316	245	-	245
Federal Other	11	11	-	11
Federal ARRA - Stimulus	654	654	-	654
City of New York	418	409	-	409
City #7 Line Extension Funds	2,367	1,939	22	1,961
MTA Bus Federal and City Match	149	142	-	142
Asset Sales and Program Income	1,213	598	(4)	594
State Transportation Bond Act	1,450	1,064	-	1,064
MTA Bonds (Including LGA)	3,039	3,039	-	3,039
B&T Bonds	1,221	1,221	-	1,221
Bonds from New Sources	5,624	5,624	-	5,624
Other (Including Operating to Capital)	133	112	5	117
<b>Total</b>	<b>24,591</b>	<b>22,075</b>	<b>23</b>	<b>22,098</b>

### 2010-2014 Program

	<b>Funding Plan</b>	<b>Receipts</b>		
	<u>Current</u>	<u>Receipts thru November</u>	<u>This month</u>	<u>Received to date</u>
Federal Formula, Flexible, Misc	\$5,843	\$3,570	\$ -	\$3,570
Federal High Speed Rail	295	295	-	295
Federal Security	221	87	-	87
Federal RIFF Loan	2,200	-	-	-
City Capital Funds	777	309	-	309
State Assistance	770	150	-	150
MTA Bus Federal and City Match	132	20	-	20
MTA Bonds (Payroll Mobility Tax)	10,503	3,635	199	3,834
Other (Including Operating to Capital)	1,473	269	124.9	394
B&T Bonds	2,079	361	-	361
Hurricane Sandy Recovery				
Insurance Proceeds/Federal Reimbursement	9,431	26	-	26
PAYGO	160	-	-	-
Sandy Recovery MTA Bonds	758	-	-	-
Sandy Recovery B&T Bonds	175	-	-	-
<b>Total</b>	<b>34,818</b>	<b>8,722</b>	<b>324</b>	<b>9,045</b>