



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

May 2014

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

May 19, 2014 – 1:45 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

1. APPROVAL OF MINUTES APRIL 28, 2014

TAB 1
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2. COMMITTEE WORK PLAN

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3. NEW FARE PAYMENT SYSTEM UPDATE

- *Independent Engineering Consultant Project Review*

TAB 2
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4. NEW YORK CITY TRANSIT

- MTA Bus Time Update

TAB 3
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5. METRO-NORTH RAILROAD

- Harmon Shop Replacement Program Update
- *Independent Engineering Consultant Project Review*

TAB 4
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6. LONG ISLAND RAIL ROAD, METRO-NORTH RAILROAD

- Positive Train Control
- *Independent Engineering Consultant Project Review*

TAB 5
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7. CAPITAL PROGRAM STATUS

- Commitments, Completions and Funding Report
- Quarterly Capital Change Order Report (for information only)

TAB 6
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Date of next meeting: Monday, June 23, 2014 at 1:30 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
April 28, 2014
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. Norman Brown
Hon. Alan Cappelli
Hon. Mark Lebow
Hon. Susan Metzger
Hon. John Molloy
Hon. Mark Page
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Andrew Saul

MTA Board members present:

Hon. Ira Greenberg
Hon. Charles Moerdler

MTA staff present:

Steve Berrang
Michael Wetherell

B&T staff present:

Joe Keane
Romolo Desantis

LIRR staff present:

Rich Oakley

MNR staff present:

John Kennard
Kim Smith

NYCT staff present:

John O'Grady
Fred Smith

Independent Engineering Consultant staff present:

Calvin Gordon
Mohammad Mohammadinia

* * *

Chairman Prendergast called the April 28, 2014 meeting of the Capital Program Oversight Committee to order at 1:45 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on March 24, 2014.

Committee Work Plan

Chairman Prendergast announced that two of the presentations that had originally been scheduled for today's meeting will be postponed to later meetings to allow adequate time for presentations from each operating agency on Superstorm Sandy-related initiatives.

Update on MTA-wide Superstorm Sandy-related Projects

As a follow-up to a presentation by MTA Headquarters to the February 2014 CPOC on broad Authority-wide Sandy-related efforts, Mr. Oakley (LIRR), Ms. Smith (MNR), Mr. Desantis (B&T) and Mr. O'Grady (NYCT) provided highlights of their respective agencies' Sandy-related initiatives. These highlights included a review of the extent of damage to various systems and facilities and the strategies being undertaken by each agency to repair and/or replace these assets, as well as mitigation measures and resiliency efforts underway or planned at each agency. In addition, the presentation included an overview of various Sandy-related impacts that each agency experienced as a result of the storm and its aftermath. In its Project Review of NYCT's Montague Tube Rehabilitation, the IEC reported a slippage to the intermediate milestone of completing all work requiring track access, and affirmed that expenditures to date reflect the actual percentage of project completion. The IEC then recommended that NYCT develop a risk mitigation strategy that will permit the signal contractor to obtain 24/7 track access at an earlier date. In its Project Review of NYCT's South Ferry Station Complex, the IEC reported that both the project schedule and budget are tracking according to plan. Further details of the presentations by the agencies and by 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 March the MTA planned a total of 11 major commitments, 5 of which have been, or are forecast to be, delivered on time. On a dollar basis, agencies have committed \$1.57 billion through March, compared to a \$1.67 billion goal. In the same period, the MTA planned a total of 10 major project completions, 8 of which were achieved on time. Dollar-wise, agencies have completed \$1.17 billion, versus the March goal of \$1.39 billion.

Adjournment

Upon motion duly made and seconded, Chairman Prendergast adjourned the April 28, 2014 meeting of the MTA Capital Program Oversight Committee at 2:50 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2014 CPOC Committee Work Plan

I. Recurring Agenda Items

Approval of the Minutes
Committee Work Plan
Commitments/Completions and Funding Report

II. Specific Agenda Items

May 2014

Quarterly Update on Positive Train Control
Semi-Annual Update on NYCT, LIRR & MNR New Fare Payment Initiative
Annual Update on NYCT Bus Time
Annual Update on MNR Harmon Shop Replacement Program
Quarterly Capital Change Order Report

June 2014

Quarterly MTA Capital Construction Company Update
Annual Update by LIRR on ESA Readiness
Quarterly Traffic Light Report

July 2014

Semi-Annual Update on NYCT Systems, Signals, Train Control and New Tech Initiatives
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
Quarterly Update on Positive Train Control
Semi-Annual Update on Capital Program Security Projects
Quarterly Traffic Light Report
Quarterly Capital Change Order Report

October 2014

Semi-Annual Update on MTA-wide Sandy-related Projects
Semi-Annual Update on NYCT, LIRR & MNR New Fare Payment Initiatives
Update on MTA-wide Track Program

November 2014

Annual Update on B & T Capital Program
Annual Update on LIRR Main Line Double Track
Annual Update on LIRR Police Radio
Annual Update on MNR Customer Communications
Quarterly Capital Change Order Report
Annual Review of CPOC Charter

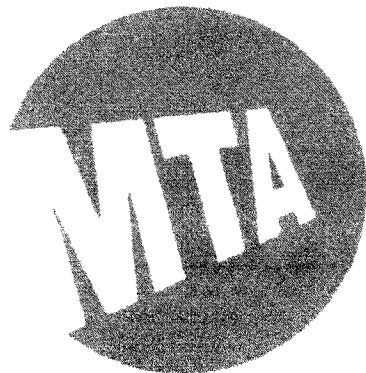
December 2014

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

Capital Program Oversight Committee
May 19, 2014

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

- This will be an update to our joint presentation to CPOC in November 2013.
- Three agencies of the MTA -- LIRR, MNR, and NYCT -- are proceeding with initiatives to design/implement next generation fare payment systems.
- Several common objectives established for these initiatives:
 - Empower customers through self-service
 - Provide customer choice while equitably serving all
 - Leverage previous investments
 - Reduce reliance on proprietary technologies and systems.
 - Create an integrated customer experience and seamless travel

All agencies currently participating in MTA Interoperability effort to develop strategy and roadmap for regional integration.

Shared Concepts

Agency Convergence

- **Reduce Reliance on Costly Sales Channels**
 - Use of open payments devices
 - Shift media distribution to convenient and cost-effective channels
- **Focus on Self-Directed Sales and Account Management**
 - Anytime, Anywhere
- **Fare Rules**
 - Existing fare policies and products at minimum
 - Simplified application of fare policies at back-end; account-based
- **System Components**
 - Contactless Readers at NYC Transit; Handheld Units at Railroads
 - Central system for account management, reporting, and Agency-wide back-end integration

NYC Transit







State of Good Repair – MetroCard System

- Previously planned strategic investments and work will sustain the performance reliability of the legacy MetroCard System to 2020.
- \$95.5M was budgeted in 2010-2014 Capital Program to perform this work.
 - \$72.7M was budgeted for Subway-related investments.
 - \$22.8M was budgeted for Bus-related investments
- Work began in 2012, and is being performed by in-house forces.
- Allows for a less disruptive transition to a New Fare Payment System.

Transition Plan/Schedule – New Fare Payment System


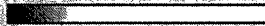



New system deployment to be phased-in and completed within SOGR window ending in 2019, inclusive of a planned 3-year transition period.

NYC Transit Project Schedule – Short-Term Next Generation Fare System

	2013	2014	2015
MTA Interoperability Study (w/Railroads) - Develop high-level strategic path forward		 on schedule	
Consultant Support RFP – Advertise and Award	 completed		
Development of System Specs & Prelim Design		 on schedule	
System Supplier RFP - Development of SOW - Advertising and Award Process		 on schedule 	
Organizational Outreach / Coordination			

- Consultant Support Services RFP
 - Assist with development of preliminary design for new fare payment system, technical specifications and scope of work for System Integrator RFP ; Provide on-going post award support.
- System Supplier (Integrator) RFP
 - Services to include final design, implementation, and integration of the fare payment system at NYC Transit.

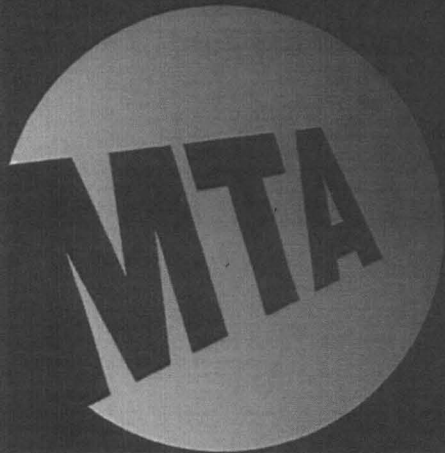
LIRR and MNR Project Schedule – Short-Term Next Generation Fare System

	2013	2014	2015
MTA Interoperability Study (w/NYC Transit) - Develop high-level strategic path forward		 on schedule	
Update Ticket Selling Strategy - High Level Strategy/Costs (~6 months)		 on schedule	
On-Board Handheld Units (TIMs) - Testing & Deployment		 on schedule	
Mobile Ticketing Program - System Development - Launch Testing			

May 2014 CPOC IEC Project Review



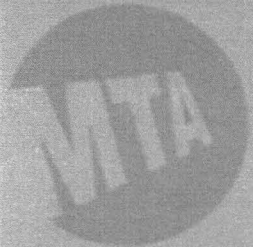
New Fare Payment System



May 19, 2014

Strategic Review

- IEC finds the NFPS technology and deployment strategy as proposed to be well prepared and forward thinking without being “bleeding edge”.
- The NFPS team has established both intra and inter-agency working groups looking at business requirements and business process change requirements with the deployment of the new fare system. The IEC considers this to be a good practice.



Schedule Review

There are three areas where IEC believes the current MTA strategy is schedule aggressive:

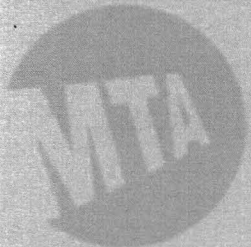
- Procurement schedule is currently faster than has been completed by MTA in the past for a program of this size
- Schedule for deployment of open payment is dependent on wide distribution of bank chip cards in 2016 over which MTA has limited influence
- Schedule for deployment of the closed loop smart card system is two years in contrast to the minimum of three years that prior peer deployments of similar systems have required



Budget Review

As the total program budget is being developed, these two cost topics should get closer attention:

- Maintenance of the Metro Card system is currently programmed through 2019
- NFPS Team noted that they may need third party evaluation support during the proposal process and the IEC concurs

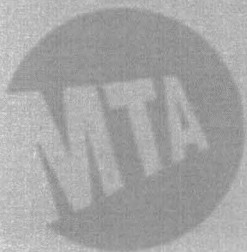


Recommendations

1) NYCT should consider a test of barcode faregate readers in conjunction with the upcoming LIRR/MNR mobile payment programs

- Barcode represents a potential short to medium interoperability channel and NYCT should determine if its transaction speed and volume requirements cannot be supported as currently surmised
- NJT is currently handling these types of transactions in comparable environments and many of the MTA customers will have similar expectations

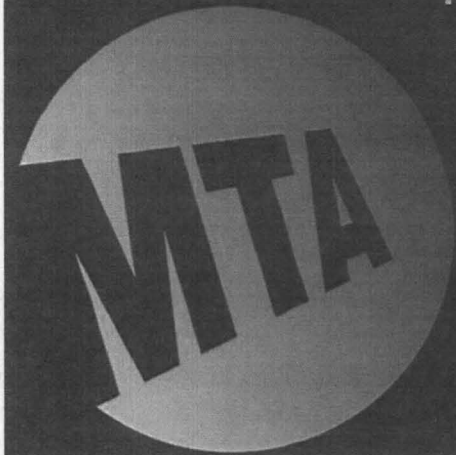
2) Given recent examples of the delays to deployment of new fare payment systems, extend the State of Good Repair for MetroCard beyond 2019 as part of the program budget



MTA Bus Time – Progress Update

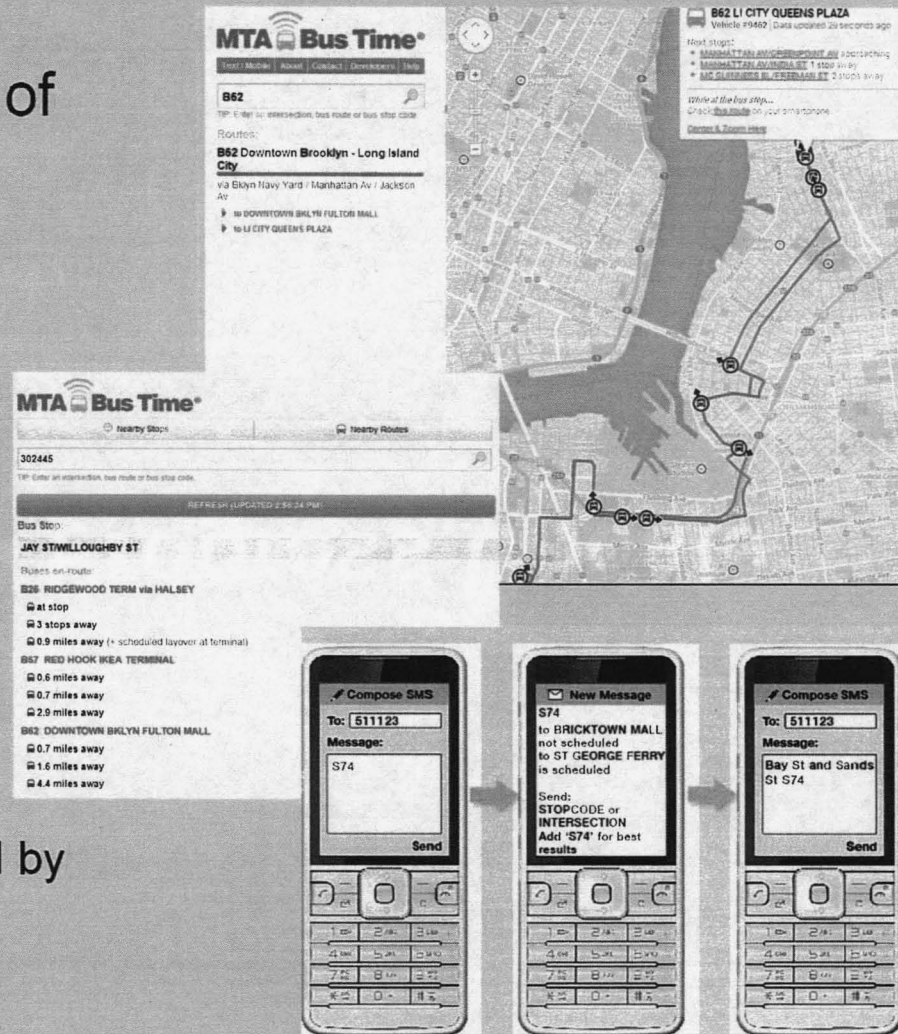
Capital Program Oversight Committee

May 2014



MTA Bus Time – a quick recap of features

- Provides the actual location of all in-service buses
- Bus Information is updated every 30 seconds
 - includes the route, destination, direction and bus number
- Provided to customers via
 - MTA desktop web site
 - MTA mobile web site
 - Text (SMS) messaging
 - third party web-based and smartphone applications provided by external developers



MTA Bus Time rollout city-wide completed on schedule and on budget!

- City-wide completion completed ahead of schedule

Borough	Planned completion	Actual Completion
Staten Island	January-12	January-12
Bronx	October-12	October-12
Manhattan	December-13	September-13
Brooklyn and Queens	April-14	March-14

- Project within budget
 - Total budget: \$62.06M
 - Budget encumbered towards contracts for hardware and software: \$59.61M
- Procurement strategy allowed for competition
 - Procurement allowed for competition throughout the rollout process
 - We now have two qualified vendors



Customer feedback is increasing and positive

I love the Bus Time app and it works astoundingly well. Thank you very much for this – David O (Nov '13).

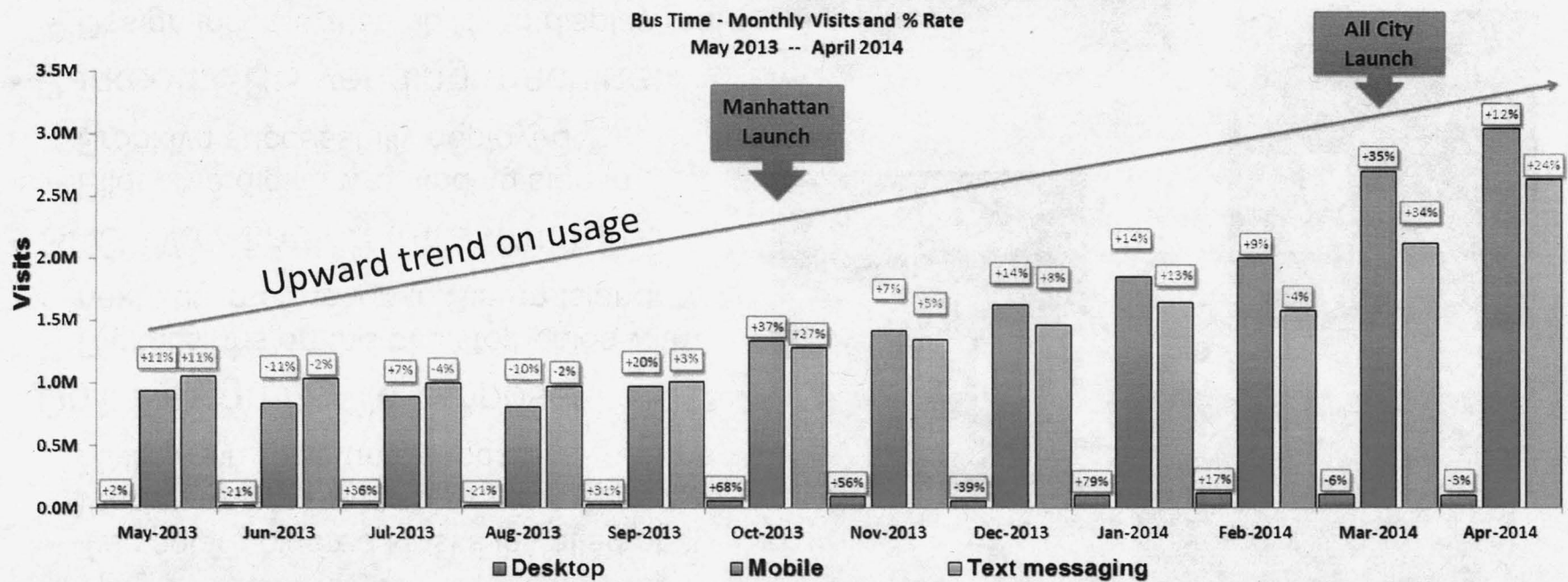
I love that I can check the location of the next bus and stay in my warm apartment. You guys really outdid yourselves with Bus Time – Jeanette C (Feb '14).

This new Bus Time site is fantastic. It helps me every single day. Thank you – Hunter W (Mar '14).

Just want to say that I love that I can track when the bus is coming.... – Maggie (Apr '14)



MTA Bus Time Customer Usage follows an upward trend



We are working to make real-time information more widely available!

- MTA Sustainability / DoB Pilot:
 - Two solar powered kiosks installed at Woodlawn station displays Bus Time and MNR Train Time (intermodal)
- DoT Design / build proposal:
 - Digital signs on the bus stop poles with next bus information in Staten Island
- SBS Way-finding infrastructure:
 - Pilot of a digital way-finding sign in Brooklyn successfully deployed
- Parkeon SBS vending machine:
 - Design incorporates ability to display real-time bus information
- On-The-Go (OTG) kiosk display:
 - Real time bus information will be included very soon on all OTG kiosks

01.16.2013	10:51PM	68°F
Bx31	WOODLAWN KATONAH	Due
Bx34	WOODLAWN	Due
Bx34	WOODLAWN	0.5mi
Bx31	WESTCHESTER SQ	0.6mi
Bx16	PELHAM ROPES AV	0.7mi



Real-time information is changing the way we manage our business

• Bus Operations

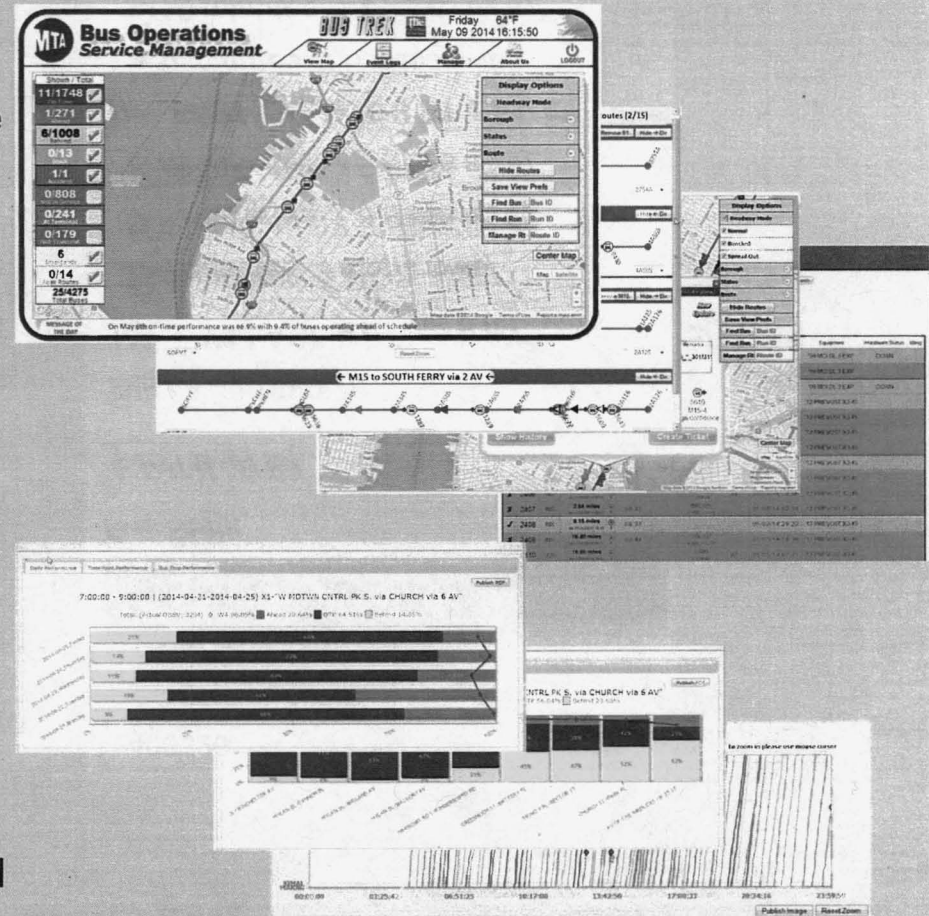
- Helps dispatchers with real time service adjustment decision making
- Ability to provide real-time on-time performance and headway information to make service adjustments.
- Street dispatchers to have mobile service management tools

• Operations Planning

- Use of actual running times to improve schedules
- Identify service related issues

• Other

- Simplification of future technology projects using the current hardware and interfaces



Next Steps

- Current system provides for '*stops away*' or '*miles away*'
- Customers have asked about including '*minutes away*'
- We are developing a system for time-based predictions

TIP: Enter an intersection, bus route or bus stop code.


REFRESH (UPDATED 2:41:21 PM)


Bus Stop:


5 AV/W 29 ST

Buses en-route:


M1 E VILLAGE 8 ST via 5 AV


 3 minutes, 3 stops away


 17 minutes, 1.8 miles away

 25 minutes, 2.5 miles away

M3 EAST VILLAGE 8 ST via 5 AV

 6 minutes, 0.6 miles away

 10 minutes, 1.2 miles away

 18 minutes, 1.7 miles away



Metro-North Railroad Harmon Shop Replacement Program Phase V, Stage I

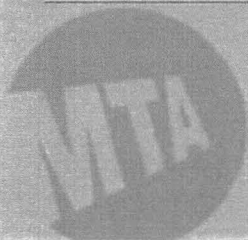
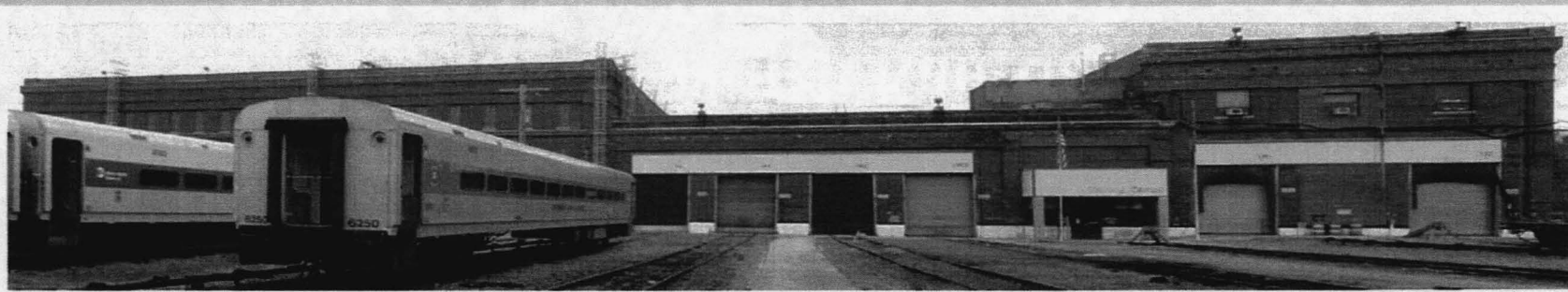
Presentation to CPOC

May 19, 2014





Harmon Shop Replacement



Metro-North Railroad

Phase V Stage I: Consist Shop Facility

Phase V Stage 1 scope consists of the demolition and replacement of the eastern portion of Building #6 with a two track, 10-car double-ended Consist Shop Facility for periodic inspection/scheduled maintenance. The portion of the existing shop to be demolished will be from the existing Track 146 to the east wall of Track 132. The new Consist Shop Facility will include a ground floor, a partial mezzanine, and a second floor.



Risk Assessment Process

The risk assessment process was a collaborative effort among MNR, MTA Office of Construction Oversight and the MTA-IEC consisting of:

- Identifying, quantifying and prioritizing cost and schedule risks or opportunities and other uncertainties
- Developing risk mitigation plans
- Establishing contingencies commensurate with risks



Ranking of Most Significant Cost Risks/Opportunity at 80th Percentile

Cost Risks (> \$2M)

Opportunity

- General Conditions (-\$7.2M)
- Bid Market Conditions (-\$5.3M)

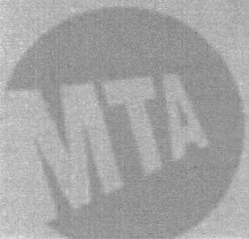
Cost Risk

Extended Overhead Costs (+4.7M)
Consist Bldg Design/Scope Changes during Preliminary Design (+\$4.3M)



Project Budget and Risk Results

Phase V Stage I Design-Build project budget has 14% contingency (approximately \$36M) relative to the risk assessment 80th percentile value for the total project cost .



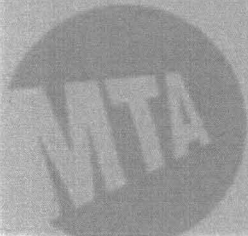
Mitigation of Most Significant Schedule Risks

Risk

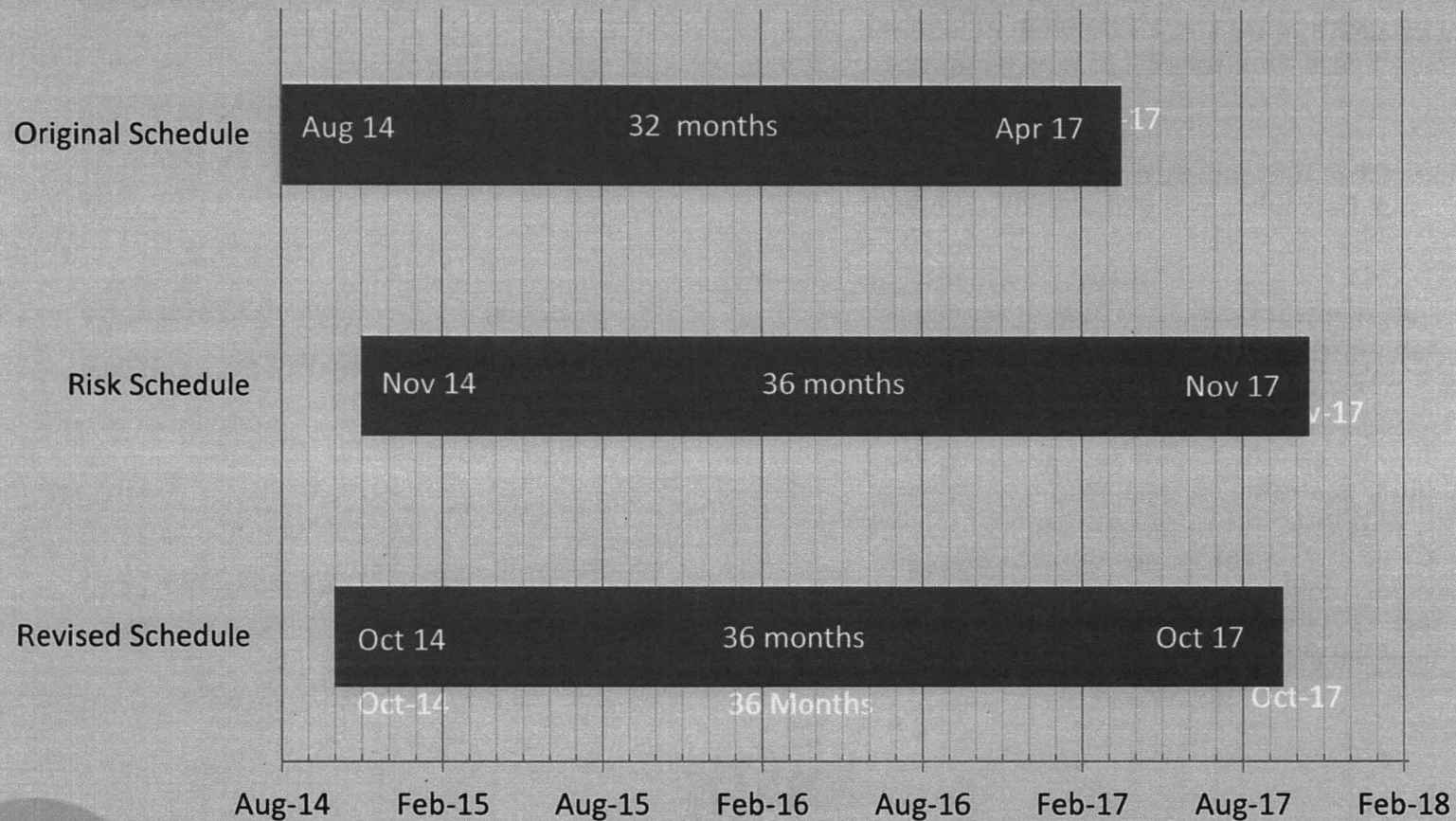
- Problem with Building Commissioning (+25 Calendar Days (CD))
- Missed Track Installation Weather Window (+23 CD)
- Delayed Approval to Advertise During Gates Process (+18 CD)
- Re-Bid of Design-Build Contract (+12 CD)

Mitigation

- Specify the development and coordination of commissioning plans by the Design-Builder and the Construction Manager/Resident Engineer and MNR Commissioning team to evaluate and address commissioning throughout the construction. Plan shall be approved 6 month prior to first testing and commissioning process.
- Design-Builder must provide his proposed track work schedule for proper coordination and conformance with MNR track installation schedule as specified.
- Approval to advertise was requested and granted early in the procurement process in 2013.
- Implementation of a negotiated procurement process to develop a short list of qualified firms and receive technical proposals. This process is ongoing with the short listed firms.



Project Schedule



4 - 8

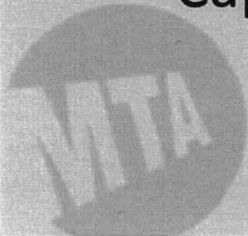


Metro-North Railroad

Summary/Conclusion

The Harmon Shop Replacement Stage I Design-Build construction is:

- Critical to MNR 2010-2014 Capital Program & MNR's 2030 Rolling Stock Plan
- Provides for effective fleet maintenance to ensure excellent customer satisfaction
- The Risk Assessment provided an analysis to enhance the effectiveness of monitoring and reporting cost and schedule risks/uncertainties so mitigation measures can be implemented
- Necessary for the continuation of MNR's successful Capital Improvements for the Harmon Program



May 2014 CPOC IEC Project Review



**Harmon Consist Shop Replacement
Phase V, Stage 1**

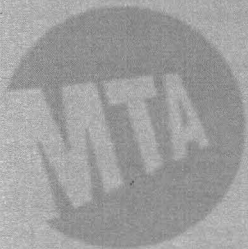


May 19, 2014

Schedule & Budget Review

Harmon Consist Shop Replacement Phase V-Stage 1

- **Schedule:** The project's design phase continues to be on schedule.
- **Budget:** The design phase of the project is on budget and the expenditures to date remain within the project's contingency.



Risk Assessment

September 2013 Workshop @ 10% Design:

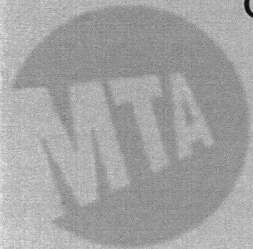
- Risk Assessment Results / Unmitigated (80th percentile)
 - Schedule Risk: Projected potential of a 4 month delay.
 - Cost Risk: Projected potential of \$36M under budget.
- MNR has developed mitigation strategies to help reduce the cost risks identified in the risk assessment. The results of this effort will be used to provide additional funding for Stage 2 activities.



IEC Findings

■ Risk:

- The IEC believes that mitigation strategies proposed by MNR will reduce the cost risks identified in the risk assessment.
- MNR made the following adjustments:
 - **Schedule:** 4 months of unallocated contingency was added to the overall project schedule.
 - **Budget:** The Risk Assessment results deemed the current budget as sufficient.
- MNR has chosen an acceptable strategy by developing a bid option for Stage 2 work because of future funding constraints.



IEC Recommendations

■ Risk:

- The IEC recommends conducting a post award risk update to rerun the risk assessment model to include the current cost and schedule risks, bid option work and assess correlated mitigations.
- Commissioning was identified as a potential significant schedule risk. As a mitigation to this risk, the IEC recommends MNR ensure the Design-Build contractor has an experienced commissioning agent on their team to facilitate the execution of sensitive building commissioning activities.



Positive Train Control Project Status

Metro-North Railroad
Long Island Rail Road

May 19, 2014 CPOC



PTC Project

- Contracts with Bombardier/Siemens Joint Venture to design and furnish a PTC System:
 - Awarded: November 13, 2013
 - Board Authorized Amount: \$428M(LIRR: \$218 and MNR: \$210)
- Total Project Cost \$914.4M includes \$486.4M for Installation and Project Management.
- Funding (\$M)

Capital Program	LIRR	MNR NY	MNR CT
2005-2009	\$9.5	\$19.2	
2010-2014	\$314.4	\$254.68	\$53.2
2015-2019	\$100.72	\$70.74	\$92

*Total Project costs include long term post warranty spare parts and software support to be funded by Operating Budgets.



PTC Implementation Schedule

- The Delivery Schedules in the original Contracts supported a December 2018 date for Full Implementation for both Railroads.
- The need to do extensive PTC System Development and extensive Pilot Testing preclude meeting the statutory December 2015 Implementation Date.
- FRA stated: "It is unlikely that many railroads will reach the mandated deadline of December 31, 2015."
- MNR and LIRR have advised FRA that they will not meet the December 31, 2015 deadline.



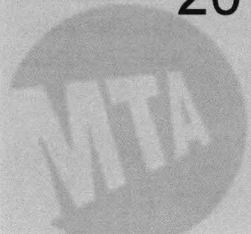
PTC Implementation Schedule - Risks

- Design Revisions
 - PTC Designs are based on Amtrak's ACSES System used in the Northeast Corridor (NEC)
 - Differences with Amtrak's operations and infrastructure
- Interoperability/Joint Territory
 - Amtrak
 - Freight Railroads
- GE Radio Development
- MNR radio spectrum



PTC Implementation Schedule Improvement

- In April 2014, the Board approved three changes to improve the Delivery Schedules for:
 - PTC On-Board Kits
 - PTC Wayside Kits
 - MNR Transponders
- The Total Cost of the 3 Change Orders is \$11.3M (LIRR: \$5.8M and MNR: \$5.5M)
- Railroads' Installation and Project Management Costs are under review
- Funding increases to support installation improved implementation will be required in the LIRR and MNR 2015-2019 Capital Programs



Improved Installation – Incremental PTC Benefits

Early Delivery of On-Board/Wayside Kits will allow a significant amount of PTC allowing installation and earlier utilization of PTC on more track segments by a greater number of trains.

LIRR								
	Wayside Miles				On-Board Units ^{4,5}			
	Original	%	New	%	Original	%	New	%
Dec 2015	63	20%	63	20%	41	8%	61	12%
Dec 2016	172	55%	256	82%	223	42%	380	73%
Dec 2017	251	80%	314 ¹	100%	393	76%	499 ³	96%
Dec 2018	318	N/A	318 ²	N/A	520	100%	520	100%

¹ 314 Miles completed by August 2017 vs. Oct 2018 under the original schedule.

² 4 remaining miles for ESA only.

³ 478 Units installed by May 2017 (includes all M7's).

⁴ M9's are PTC ready upon delivery and not included in table.

⁵ LIRR M3's are not planned to be PTC equipped due to decommissioning beginning late 2017/early 2018.



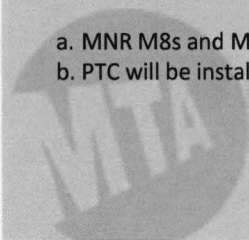
Improved Installation – Incremental PTC Benefits

Early Delivery of On-Board/Wayside Kits will allow a significant amount of PTC allowing installation and earlier utilization of PTC on more track segments by a greater number of trains.

MNR								
	Wayside Miles				On-Board Units ^{a,b}			
	Original	%	New	%	Original	%	New	%
Dec 2015	52	19%	52	19%	86	25%	92	27%
Dec 2016	95	35%	155	57%	172	50%	258	75%
Dec 2017	171	63%	270	100%	258	75%	343	100%
Dec 2018	270	100%	N/A	N/A	343	100%	N/A	N/A

a. MNR M8s and M9s are not included in the count.

b. PTC will be installed on the Port Jervis Line under an option on a New Jersey Transit contract.



MNR Accelerated Civil / MAS Speed Enforcement

Description: MNR will improve installation of transponders, starting early in 2015, well before implementation of other PTC elements.

- ACSES baseline equipped M8 cars, P32 Locos, BL 20 Locos and Cab Cars.

Benefit: Will allow MNR to enforce Civil speeds and Maximum Authorized Speed (MAS) on the New Haven Line by early 2015 and the Hudson and Harlem Lines by mid 2015.



May 2014 CPOC IEC Project Review



Positive Train Control



May 19, 2014

Project Status Review

- **BUDGET** – The total cost estimate captures the major elements. The IEC concurs that a risk assessment update be scheduled in the near future to refine the range of values and provide a better probabilistic cost.
- **SCHEDULE** – The risk assessment will also quantify schedule uncertainties and ranges. The projected improvement to implementation is based on parts availability and installation rates that will require a ramp up or re-direction of railroads' resources.



Project Status Review Remarks

- Railroads correctly state the project's technical and operational challenges & risks.
- The FRA has approved the ACSES II system. Design revisions will have to demonstrate that the planned modifications to ACSES will retain the key elements of the approved system.
- While the contractor's project end date will not change, there is value to the improved implementation plan.



MTA Capital Program Commitments & Completions

**through
April 30, 2014**

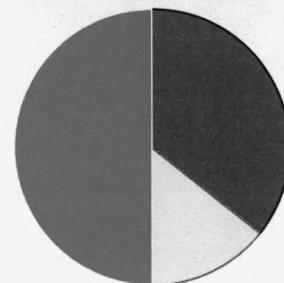
Capital Projects – Major Commitments –April 2014

55 major commitments are planned for 2014 and 14 are being reported on through April. There are nine slips through April, which includes three NYCT projects, three LIRR projects and one East Side Access commitment forecasted as late, as well as two other commitments that were late but are now achieved. All slips are discussed on the following page.

Agencies have committed a total of \$1.8 billion through April versus a \$2.0 billion goal. The year to date shortfall is primarily due to the above-mentioned slips. This result is partially offset by MTACC commitments that were not part of the 2014 commitment goal. By year-end, the MTA forecasts meeting its overall \$6.5 billion goal.

To date, 36% of major commitments are on-time and 100% of major commitments are on-budget. However, by year-end, currently 58% of major commitments are forecasted to be achieved on-time and 93% of major commitments are forecasted to be on-budget.

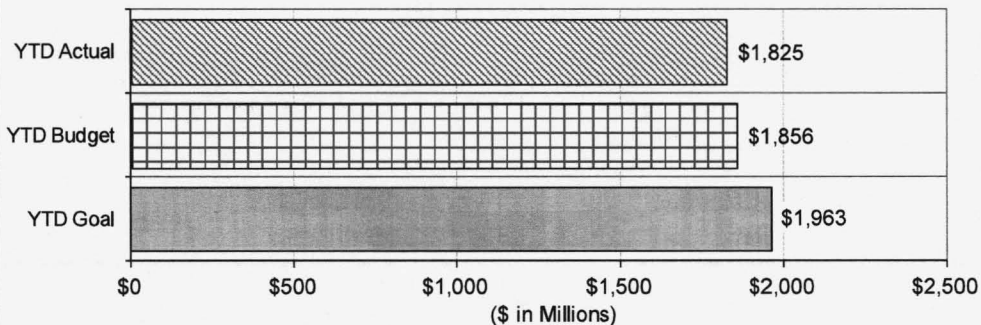
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within Goal	5	36%	-
YELLOW = Commitments delayed beyond Goal (already achieved)	2	14%	↑ 1
RED = Commitments delayed beyond Goal (not yet achieved)	7	50%	↑ 2
	14	100%	↑ 3

Budget Analysis

2014 Annual Goal	\$6,545	(\$ in millions)
2014 Annual Forecast	101%	of Annual Goal
Left to Complete	72%	(\$4,807)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – April 2014 – Schedule Variances

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

7 All-Agency Red Commitments (3 new this month; net increase of 2)

NYCT

Signals & Communication

Passenger Station LAN: 30 Stations	Construction Award	Mar-14	May-14
		\$28.1M	\$26.5M

Project award has been delayed 2 months as a result of bid period extension to address proposers' questions. The forecast cost has decreased reflecting a low bid.

Track & Switch

Track & Switch Program (18 Projects) - 1st QTR	Construction Award	Mar-14	May-14
		\$174.1M	\$174.1M

All but one of the 18 projects will be awarded in the first quarter. Track work on White Plains Road (\$20M) has been rescheduled to May 2014. Construction has been delayed due to General Orders availability and issues related to track access.

Stations

Ozone Park - Lefferts Blvd Station Renewal and ADA Liberty (New Item)	Construction Award	Apr-14	May-14
		\$28.0M	\$23.6M

Award delayed due to a review of a supplier that was required because of a prior adverse finding. The supplier was cleared. Savings due to good bids.

LIRR

Track

2014 Annual Track Program (New Item)	Construction Award	Apr-14	May-14
		\$50.9M	\$45.4M

Most the annual commitment was made in April (\$45.4M). The overall forecast has slipped one month as a result of delays in processing the final track program commitments.

Stations

Escalator Program (New Item)	Construction Award	Apr-14	May-14
		\$11.2M	\$11.2M

Delays being experienced in finalizing procurement as the Vendor is experiencing difficulty in satisfying its MWDBE requirement.

Other Track

Jamaica Capacity Improvements - Johnson Yard	Design-Build Award	Feb-14	May-14
		\$56.6M	\$52.7M

Delay due to contract addenda, requests for extensions from vendors, evaluation of Means and Methods and Value Engineering opportunities. Forecast reflects good bid savings.

Project	Commitment	Goal	Actual
---------	------------	------	--------

MTACC

East Side Access

System Package 3 (VS086)	Construction Award	Feb-14	May-14
		\$21.8M	\$21.8M

Delay due to additional time needed to finalize contract award documentation.

2 All-Agency Yellow Commitments (1 New this month)

NYCT

Signals & Communication

34th Street Interlocking/ 6th Ave (New Item)	Construction Award	Feb-14	Apr-14 (A)
		\$226.9M	\$171.0M

Delay was due to time needed to resolve a statement of adverse information (SAI) finding with a signals supplier. The budget variance is favorable due to a low bid.

MTACC

East Side Access

System Package 1 (CS179)	Construction Award	Feb-14	Mar-14 (A)
		\$366.9M	\$366.9M

One month delay was due to additional time needed to finalize contract award documentation.

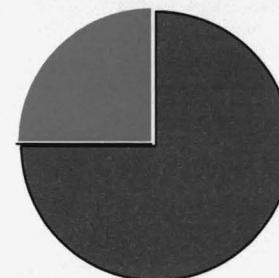
Capital Projects – Major Completions – April 2014

46 major completions are planned for 2014 and 12 are being reported on through April. Three projects are being forecast as late: two East Side Access projects and NYCT's 1st Quarter Track Program. These variances are explained on the next page.

Agencies have completed a total of nearly \$2.0 billion through April versus a \$2.4 billion year-to-date goal. The shortfall is due partly to the above-mentioned slips, but is also due to savings at the completion of the East Side Access Queens Bored Tunnel contract. By year-end, the MTA forecasts meeting its overall \$5.7 billion goal.

To date, 75% of major completions are on-time and 83% of major completions are on-budget. By year-end, currently 76% of major completions are forecasted to be on-time and 87% of major completions are forecasted to be on-budget.

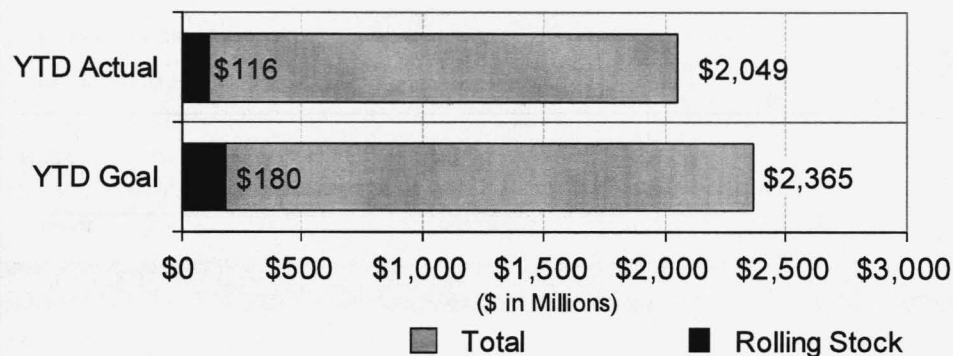
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	9	75%	↑ 1
YELLOW = Completions delayed beyond Goal (already achieved)	0	-	-
RED = Completions delayed beyond Goal (not yet achieved)	3	25%	↑ 1
	12	100%	↑ 2

Budget Analysis

2014 Annual Goal	\$5,721	(\$ in millions)
2014 Annual Forecast	99%	of Annual Goal
Left to Complete	64%	(\$3,639)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – April 2014 – Schedule Variances

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

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

NYCT

Track & Switch

Track & Switch Program (9 Projects) - 1st QTR	Construction	Mar-14 \$58.5M	Jun-14 \$61.2M
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All installations on the 6th Ave line have been completed except one which requires a pre-final inspection and punch list work to be finished.

MTA CC

East Side Access

44th Street Fan Plant and 245 Park Ave Entrance (CM004)	Construction	Feb-14 \$55.5M	May-14 \$55.5M
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The completion of this contract has been delayed due to slower construction progress resulting from Winter weather impacts.

GCT Concourse Finishes Early Work, CM014A (New Item)	Construction	Apr-14 \$56.7M	Dec-14 \$56.7M
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Delay is due to the need to re-design the Supervisory Control and Data Acquisition (SCADA) system.

Capital Projects – Major Completions – April 2014 – Budget* Variances

Actual Results Shaded

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

Project	Completion	Goal	Forecast
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1 All-Agency Budget only variance (1 new this month)

MTACC

East Side Access

Queens Bored Tunnel and Structures (CQ031) - (New Item)	Construction Award	Apr-14 \$801.6M	Apr-14 (A) \$777.0M
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Budget decrease reflects the final contract value, including all approved change orders and scope transfers.

Status of MTA Capital Program Funding

Capital Funding (April 30, 2014)

\$ in millions

Capital Program

2010-2014

\$11,105

\$23,714

2005-2009

\$22,165

\$2,438

1982-2004

\$55,254

← \$5

0%

25%

50%

75%

100%

■ Received

■ Remainder

Capital Funding Detail (April 30, 2014)

\$ in millions

2005-2009 Program

Funding Plan	Receipts			
	Current	Thru March	This month	Received to date
Federal Formula and Flexible Funds	\$5,186	\$5,186	\$ -	\$5,186
Federal New Start	2,810	1,832	-	1,832
Federal Security	322	242	-	242
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	2,013	13	2,026
MTA Bus Federal and City Match	149	142	-	142
Asset Sales and Program Income	1,213	594	-	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)	138	122	-	122
Total	24,603	22,152	13	22,165

2010-2014 Program

Funding Plan	Receipts			
	Current	Thru March	This month	Received to date
Federal Formula, Flexible, Misc	\$5,834	\$3,570	\$ -	\$3,570
Federal High Speed Rail	295	295	-	295
Federal Security	206	100	-	100
Federal RIFF Loan	2,200	-	-	-
City Capital Funds	778	345	5	350
State Assistance	770	150	-	150
MTA Bus Federal and City Match	132	20	-	20
MTA Bonds (Payroll Mobility Tax)	10,503	4,120	545	4,665
Other (Including Operating to Capital)	1,497	409	0.03	409
B&T Bonds	2,079	371	263	634
Hurricane Sandy Recovery				
Insurance Proceeds/Federal Reimbursement	9,431	912	-	912
PAYGO	160	-	-	-
Sandy Recovery MTA Bonds	758	-	-	-
Sandy Recovery B&T Bonds	175	-	-	-
Total	34,819	10,292	813	11,105

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 1st Quarter 2014
(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Cost	Change Order Number	Date of Change Order Award	Change Order Description	Change Order Cost	Percentage of Change Order Cost to Base Contract Cost
NYC Transit	C-40455	Design and construction of Mother Clara Hale bus depot	\$214,000,000	8	1/15/2014	North parapet wall modifications	\$281,479.00	0.13%
NYC Transit	06%3313	Purchase of hydraulic portable bus lifts	\$3,321,105	1	3/5/2014	Seventy-four (74) additional lifts	\$414,474.00	12.48%
NYC Transit	C-80259	Station House and Structural Rehabilitation; 8 locations throughout Staten Island Railway	\$6,347,000	8	1/23/2014	New stair, new canopy, and platform canopy at Grasmere Station	\$520,000.00	8.19%
NYC Transit	S-32742	Church Ave. interlocking signal system modernization	\$119,290,000	25	3/31/2014	Installation and test support of CBTC equipment on track B3 from Seventh Ave to Church Ave, Culver Line	\$749,000.00	0.63%
B&T	PSC-11-2899B	2012 Biennial Bridge Inspection	\$1,852,039	4	3/31/2014	Add design of flag repairs at the RFK Bridge (RK-76)	\$333,634.00	18.01%**
MTACC	CQ032	Plaza Substation and Queens Structures	\$147,377,000	39	3/4/2014	12th and 29th Street Curb Reinforcement	\$257,947.00	0.18%
MTACC	CM014A	GCT Concourse and Facilities Fit-Out	\$43,502,000	17	1/23/2014	MNR/Stantec Structural Repairs Within CM014A Areas	\$271,000.00	0.62%
MTACC	CM014A	GCT Concourse and Facilities Fit-Out	\$43,502,000	15	3/4/2014	Modifications to Facilitate Future 43rd St. Entrance	\$360,000.00	0.83%
MTACC	CM014A	GCT Concourse and Facilities Fit-Out	\$43,502,000	16	3/4/2014	GEC Design Clarifications	\$360,000.00	0.83%
MTACC	C-26505	Furnishing and installing finishes and systems, number 7 line Flushing extension	\$513,700,497	77	2/3/2014	Private mobile radio systems, changes associated with revised document series 10 and 10A	\$445,000.00	0.09%
MTACC	C-26006	Second Ave Subway - 63rd/Lex Station reconstruction	\$176,450,000	20	1/6/2014	Door hardware changes	\$425,790.00	0.24%
MTACC	C-26009	Second Ave Subway track, signal, traction power, communications systems	\$261,900,000	2	2/26/2014	Communication, traction power, and SCADA changes	\$348,500.00	0.13%
MTACC	A-36125	Fulton Street Transit Center Enclosure	\$175,988,000	118	3/20/2014	Furnish and deliver a Reachmaster boom lift as per revised RFP	\$426,650.00	0.24%
MTACC	CM-1338	Consultant Construction Management Services on the Second Ave Subway	\$80,940,647	19	2/28/2014	Increase Parsons Brinckerhoff's budget due to upward overhead adjustments resulting from MTA audits	\$358,056.00	0.44%
MTACC	C-26009	Track, signal, traction power, communications systems. Second Avenue Subway route 132A in Manhattan	\$261,900,000	12	2/3/2014	Emergency alarm repeater/recorder replacement	\$384,900.00	0.15%

*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 (1st Quarter 2014)

** Percentage of Change Order Cost to adjusted Contract Cost is 14.5%.