



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

July 2014

Committee Members

T. Prendergast, Chair

F. Ferrer

A. Albert

R. Bickford

A. Cappelli

M. Lebow

S. Metzger

J. Molloy

M. Page

M. Pally

A. Saul

J. Sedore

V. Tessitore

C. Wortendyke

Capital Program Oversight Committee Meeting
347 Madison Avenue
Fifth Floor Board Room
New York, NY
Monday, 7/28/2014
12:00 - 4:00 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES JUNE 23, 2014

Minutes from June '14 - Page 3

3. COMMITTEE WORK PLAN

CPOC Work Plan - Page 6

4. LONG ISLAND RAIL ROAD/METRO-NORTH RAILROAD ROLLING STOCK

LIRR/MNR Rolling Stock - Page 7

a. Independent Engineering Consultant Project Review on M-9 Cars

IEC LIRR M-9 Presentation - Page 19

b. Independent Engineering Consultant Project Review on M-8 Cars

IEC M-8 Car Procurement Presentation - Page 23

5. NEW YORK CITY TRANSIT

a. Subway Car Procurement Report

NYCT Railcar Presentation - Page 25

b. Independent Engineering Consultant Project Review

IEC NYCT Subway Presentation - Page 32

c. Bus Procurement Report

Bus CPOC Presentation - Page 35

d. Independent Engineering Consultant Project Review

IEC NYCT Bus Presentation - Page 47

6. Update on MTA Small Business Development Programs and Minority, Women and Disadvantaged Business Participation

SBDP CPOC Presentation - Page 51

MWDBE Participation - Page 68

7. BRIDGES AND TUNNELS (no oral presentation: mtl. in book only)

a. Risk Assessment Update (RK-65A & BB-28/54)

B&T CPOC Presentation - Page 69

b. Independent Engineering Consultant Project Review

IEC RFK Bronx Plaza + HCL Presentation - Page 77

8. CAPITAL PROGRAM STATUS

Comm_Cmpl & Funding Report - Page 81

Date of next meeting: Monday, September 22, 2014 at 1:45 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
June 23, 2014
New York, New York
1:45 P.M.

MTA CPOC members present:

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

MTA CPOC members not present:

Hon. Robert Bickford
Hon. Norman Brown
Hon. Alan Cappelli
Hon. Mark Lebow
Hon. Mark Page
Hon. Andrew Saul

MTA staff present:

Craig Stewart
Michael Wetherell

LIRR staff present:

Rich Oakley
Elisa Picca

MTACC staff present:

Uday Durg
Bill Goodrich
Michael Horodniceanu
Anil Parikh

Independent Engineering Consultant staff present:

Patrick Askew
Kurt Egger
Kent Haggas
Mohammad Mohammadinia
Darlene Rivera

* * *

Chairman Prendergast called the June 23, 2014 meeting of the Capital Program Oversight Committee to order at 1:50 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on May 19, 2014.

Committee Work Plan

Mr. Stewart stated that there are no changes to the CPOC Work Plan at this time.

MTACC Report on Fulton Center

Mr. Durg reported that the project is to be opened within the next 60-90 days and that the cost continues to trend below the current budget of \$1.4 billion. In its Project Review, the IEC reported that testing and commissioning of key systems, which are critical to opening the facility, is still not complete. The IEC then recommended that MTACC conduct a coordinated review of Fulton Center, 7-Line Extension, Second Avenue Subway, as well as other NYCT projects to ensure that resources can support the current project schedules. Further details of the presentations, 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 7-Line Extension

Mr. Horodniceanu reported that the project is forecast to be completed under budget. In addition, he stated that MTACC is working with the contractor and NYCT to develop mitigation/acceleration measures to achieve a forecasted revenue service by fall 2014/first quarter 2015. In its Project Review, the IEC confirmed that the overall project budget remains \$2.4 billion, and cited a forecast revenue service date of February 2015. The IEC then recommended that MTACC conduct a coordinated review of Fulton Center, 7-Line Extension, Second Avenue Subway, as well as other NYCT projects to ensure that resources can support the proposed acceleration schedule. Further details of the presentations, 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. Parikh 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 stated that it is unable to verify the project's reported 102 days of schedule contingency, given incomplete revisions to the project's schedule logic. The IEC then recommended that MTACC complete mitigation plans for major program-level schedule risks. Finally, the IEC cited an outstanding recommendation from December 2012 regarding unresolved E/O issues. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MTACC Report on East Side Access

Citing the preliminary project budget and schedule range that was presented to CPOC in January 2014, Mr. Goodrich then stated that MTACC, the IEC and the Supplemental Independent Review Consultant have since refined these preliminary figures and have agreed to a new project budget of \$10.177B (including contingency and excluding rolling stock reserve) and a new forecast substantial completion date of December 2022. In its Project Review, the IEC confirmed that the new budget and schedule, which MTACC will manage to, are within the preliminary ranges presented in January 2014. The IEC then recommended the following: review of track and third

rail work into the GCT Caverns; independent estimates for remaining contracts; further re-sequencing of work in Harold; and consideration of the application of PTC in new ESA track territory for existing and upcoming signals contracts.

LIRR Report on East Side Access Readiness

Mr. Oakley reported on progress of those projects that comprise the \$445M East Side Access Readiness Projects: Jamaica Capacity Improvements, Phase I (construction completion scheduled for October 2018); Massapequa Pocket Track (construction completion scheduled for December 2015); Great Neck Pocket Track and Colonial Road Bridge (construction completion scheduled for September 2016); Port Washington Yard Track Extensions (construction completion scheduled for fourth quarter 2018); and Mid-Suffolk Yard (construction completion scheduled for May 2018). In its Project Review, the IEC confirmed that the ESA Readiness projects are on schedule to be completed before the ESA project itself; additionally, the IEC finds that the East Side Access Readiness projects are on budget. Further details of the presentations, 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 brought the Committee's attention to the Capital Program Commitments and Completions Report and invited Committee Members' questions, of which there was none.

Quarterly Traffic Light Report

Mr. Stewart brought the Committee's attention to the Traffic Light Report for the 1st Quarter 2014, and pointed out that this report is the first to include Sandy-related projects. He then invited Committee Members' questions, of which there was none.

Adjournment

Upon motion duly made and seconded, Chairman Prendergast adjourned the June 23, 2014 meeting of the MTA Capital Program Oversight Committee at 2:55 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

July 2014

Annual Update on MNR/LIRR Rolling Stock
Annual Update on NYCT Rolling Stock
B&T Risk Assessment Update
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
Semi-Annual Update on NYCT Systems, Signals, Train Control and New Tech 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

LIRR/MNR Rolling Stock Procurements

**CPOC
July 2014**



**MTA Long Island Rail Road
MTA Metro-North Railroad**

LIRR

M-9/M-9A Car Procurements

LIRR Needs: 416 M-9/M-9A Cars

- 180 M-9 Cars to replace the existing M-3 fleet.
- 236 Cars to provide LIRR East Side Access service
 - 76 M-9 Option Cars
 - 160 M-9A Cars (separate procurement)

M-9 Award to Kawasaki Rail Cars (KRC) – September 18, 2013

- Base Order – 92 LIRR Cars
- Options for LIRR/MNR
 - LIRR - 164 cars in married pair configuration (88 for M-3 replacement/76 for ESA)
 - MNR - Up to 188 cars in married pair configuration/27 single cars



LIRR

M-9/M-9A Car Procurements

LIRR M-9 Funding

- LIRR will use local funds under two MTA Capital Programs.
 - 2010-2014 Program: Funding in the amount of \$355M for 92 LIRR M-9 cars.
 - 2015-2019 Program: Funding to be sought for 164 LIRR M-9 Option cars.

M-9A Procurement - 160 LIRR Cars

- The RFP is scheduled to be issued in 2015.
 - The M-9A procurement was deferred until the 2015-2019 Capital Program.
 - The RFP will follow federal procurement guidelines, which include Buy America and prohibit local content, because the 160 cars were identified in the FTA/MTA Full Funding Grant Agreement
 - The M-9A Cars will be required to be interoperable with M-9 cars, i.e., capable of operating in the same consist.



Metro-North Procurement Strategy

- Metro-North will pursue funding in the 2015-2019 Capital Program to purchase up to 188 M-9 Cars for the replacement of its M-3 fleet and cars for electric territory ridership growth.
- In addition, Metro-North will develop specifications for Dual Mode Locomotives and Multi-Level Coaches for diesel territory coach and locomotive replacement and ridership growth and potential use for Penn Station Access.
 - LIRR options for replacement of its locomotives would be discussed.
 - A Clearance Inventory study is underway to determine what areas of the terminal need to be modified in order for multi-level coaches to fit.



LIRR and Metro-North M-9 and M-9A Delivery Schedules

	LIRR M-9	LIRR M-9A	MNR M-9
September 2013	Award contract for 92 LIRR Base Cars		
May 2016		Award Contract for 160 Cars	
September 2016	Start Pilot Car Testing		
December 2016			Execute Option
March 2017	Complete Pilot Testing (14 Cars)		
September 2017	Start Delivery of Base Order Production Cars (12 Cars/month)		
April 2018	Complete Delivery of 92 Base Order Cars		
May 2018	Start Delivery of 1 st 88 LIRR Option Cars		
November 2018	Complete Delivery of the 180 th M-9 Car		
December 2018			Start Delivery of up to 188 Cars
May 2019		Start Pilot/Interoperability Testing	
February 2020			Complete Delivery of 188 Option Cars
March 2020	Commence Delivery of 76 LIRR M-9 Option Cars for ESA	Complete Pilot/ Interoperability Testing	
August 2020	Complete delivery of 76 LIRR Option Cars		
September 2020		Start delivery of 146 M-9A Cars	
October 2021		Complete delivery of M-9A Cars	

M-9 Specification Improvements

- Reliability/Maintainability:
 - Car MDBF Increased
 - System MDBCF Increased
 - Maintenance Intervals Standardized
- Specification Changes to Increase Safety and Security:
 - CCTV (outward facing plus prospective Change Orders for inward facing and passengers)
 - B-End Corner Post Strengthening – Under Review
- Customer Communications and Comfort:
 - Arm Rests – Designed to prevent the snagging of passenger trousers and coat pockets, coat linings and handbags
 - Multi-Media, WiFi, electrical outlets at each row, and electrically operated B-End door



Reduction of Sole Source Parts Aftermarket

- KRC required to make commercially reasonable efforts to design cars so that at least 40% of generally purchased parts are “Commercial-Off-the-Shelf” products or available from multiple sources.
 - Significant improvement over M-7 cars.
 - Consultant has been hired to oversee this effort including design reviews to minimize the number of proprietary parts.
- KRC to provide most favored customer prices with regard to sole source parts:
 - Cost disclosure (potential audits) and an 8% cap on profits.
- LIRR and MNR will more aggressively review designs to eliminate unnecessary customized parts.



Metro-North M-8 Car Procurement



- \$1.1 billion contract with Kawasaki Rail Car.
- Funded by the State of Connecticut and Metro-North
- 405 M-8 cars; 380 in married pair configuration and 25 single cars
- Provides service on New Haven Line and Shore Line East
- Allows for retirement of M-2, M-4 and M-6 car fleets

MTA Long Island Rail Road
MTA Metro-North Railroad



Metro-North M-8 Car Procurement



- 356 M-8 Cars in service
 - Provides 77% of revenue service
- MDBF of 182,117 miles YTD through May, 2014
- Customer reaction has been extremely positive
- Customers have commented positively on the interior, the amount of space on the cars and the seats, outlets at every seat, etc.

MTA Long Island Rail Road
MTA Metro-North Railroad



M-8 Issues

- **Car Performance:**

- As is common in new car procurements, especially with a car as complex as the M-8 car, a number of initial issues have to be resolved and are being addressed with the car builder. Some include:
 - Auxiliary Power Supply Cooling Fan
 - Automatic Train Control Relay Circuit Board
 - Pantograph Control Valves
 - Transducers and Speed Sensors
- KRC has been using the New Haven CSR Shop which has been leased to them for on-site field modifications as required.



Appendix A

LIRR Rolling Stock Summary

Type of Car	Average Age as of July 2014	# of Cars	Planned Replacement
M-3	29 years	170	2017-2018
M-7	9.5 years	836	2044- 2047
C-3 Coaches	16.5 years	134	2034
DE Locos	16.5 years	24	2024
DM Locos	15.5 years	21	2024

M-7s are married pair configuration, they share:

- Air Supply Unit
- Storage Battery
- Event Recorder Equipment
- Low Voltage Distribution Network Equipment
- ADA Compliant Toilet



Appendix B

Metro-North Rolling Stock Summary

Type of Car	Average Age as of July 2014	# of Cars	Planned Replacement
M-2/4/6*	31	115	<i>ongoing</i>
M-3	30	142	2019
M-7	9	336	2047-2050
M-8	1	356	2050-2053
DM Locos	14	31	2025
DE Locos	13	27	2025
Coaches	18	278	2025-2030

* M-2/4/6 fleet will be removed from daily service as M-8 delivery is completed



July 2014 CPOC IEC Project Review



M-9 Car Procurement

July 28, 2014



Schedule & Budget Review

- **SCHEDULE:**
 - The Initial Design Review phase has been delayed by approximately 3 months, the IEC will monitor and report on impact to the overall schedule.
- **BUDGET:**
 - The approved 2010-2014 Capital Program budget is \$355M. LIRR current budget is \$366M for base order.



Issues

- Carbody Structure
 - Carbuilder investigating stronger B-End configurations
- Weight – current estimated weight per pair is 2% above specification and has been trending upward.



Recommendations

- Car Design Reviews – LIRR and MNR should have a mechanism in place to facilitate the review of car design submittals and other documentation in a timely manner to prevent any effect on the project schedule.
- MNR cars, M-9 vs. Coaches – expedite decision on fleet requirements in order to inform the decision on M-9 Option.
- M-9A Delivery – to ensure required availability, all M-9A cars should be delivered no later than one year prior to ESA opening date.



July 2014 CPOC IEC Project Review



MTA Metro-North Railroad M-8 Procurement



July 28, 2014

M-8 Car Procurement

- **SCHEDULE:** The last car delivery will be the single car order currently forecast for 3rd quarter 2015.
- **BUDGET:** Project is on budget.
- **OTHER CRITICAL ISSUES:** The IEC agrees with the M-8 issues and performance numbers noted in the presentation.
- The IEC notes the major outstanding commercial issues relate to car weight and late deliveries. These should be addressed as soon as feasible due to the length of time that has passed.



NYCT Subway Car Program Progress Update to CPOC

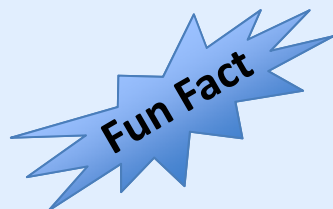
Joseph Bromfield
Vice President and Chief Mechanical Officer
Department of Subways

July 28, 2014



Current Subway Car Fleet

Div	Car Class	No. of Cars	Placed in Service	Average Age (Yrs)	Lines Served (June 2014)
'A'	R62	315	1984 - 1985	30	1 3
	R62A	824	1985 - 1987	28	1 6 7 S
	R142	1,030	2000 - 2003	13	2 4 5
	R142A	560	2000 - 2005	12	4 6
	R188 (converted)	40	2000 - 2005	12	7
	R188 (new)	92	2013 - 2014	1	7
	Subtotal	2,861		18	
'B'	R32	222	1964 - 1965	50	C J Z
	R42	50	1969 - 1970	45	J Z
	R46	752	1975 - 1977	38	A F S
	R68	425	1986 - 1988	27	B D G S
	R68A	200	1988 - 1989	26	B
	R143	212	2002 - 2003	12	L
	R160	1,662	2007 - 2010	6	C E F J Z L M N O R
	Subtotal	3,523		19	
	Grand Total	6,384		19	



In May 2014, NYCT Subway cars traveled over 28 million miles, enough to circle Earth over 1,100 times.

R188 Project Overview

Overall Status

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

Highlights

Progress

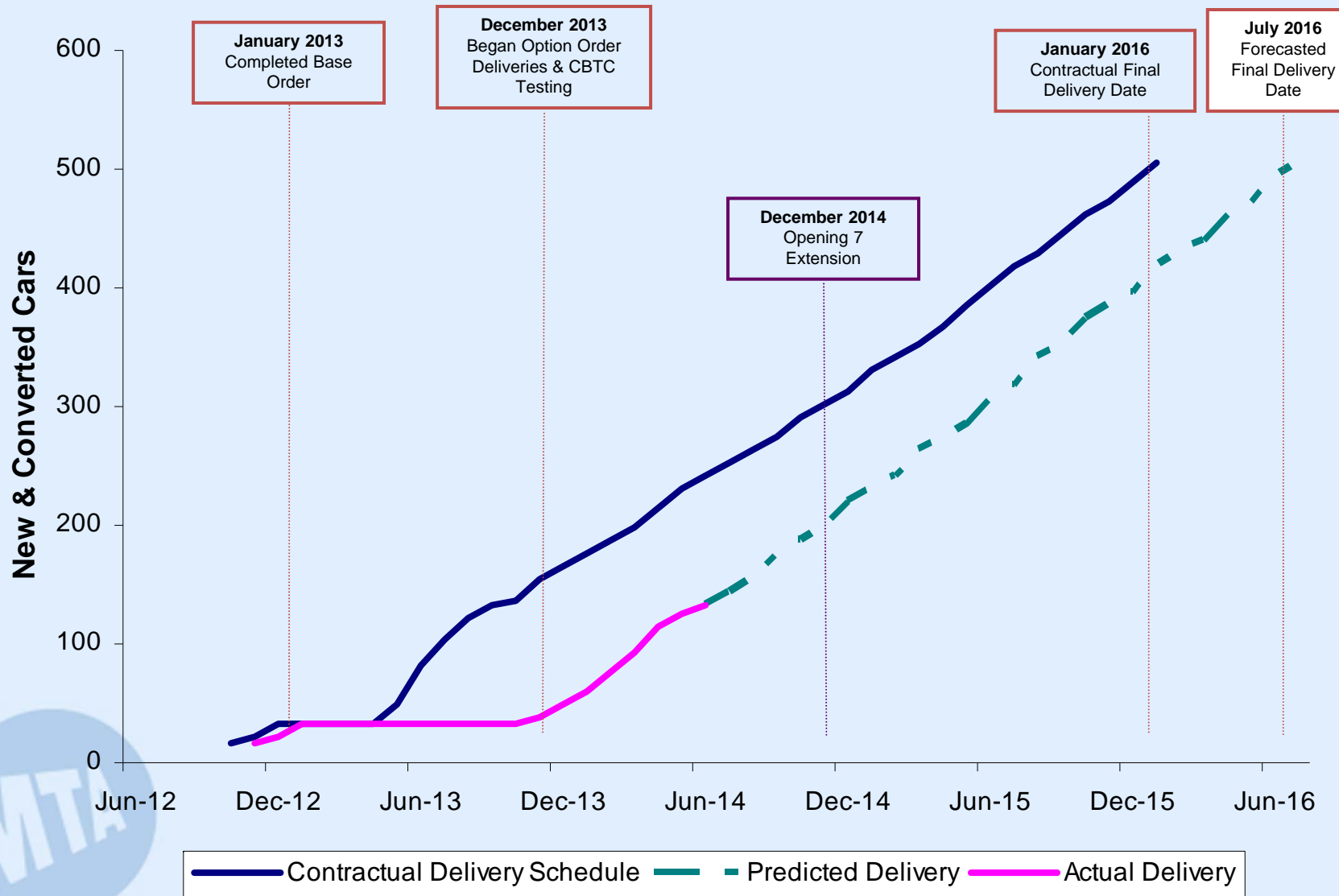
- Base Order deliveries completed in January 2013.
- As of July 21, 2014:
 - 12 trains conditionally accepted (8 new + 4 converted)
- Car Qualification Tests completed

180 Day Look Ahead

- New Single Car Production & Delivery ongoing
- Car Conversions ongoing

R188 Delivery Schedule

R188 Deliveries (Cumulative) Contractual, Actual/Forecasted



R188 Production Photos



Conversion Work Ongoing



#7265 Cab Wiring - Conversion Work



Option Conv. 7th unit (#7251-#7255), through
Option Conv. 9th unit (#7261-#7265)



Delivery of Single C cars

R179 Project Overview

Overall Status

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

Highlights

Progress

- Critical Design Reviews Completed
- Qualification and First Article Phase of Contract
- Welding issues (hot cracking) discovered by Bombardier (forecast 6 – 11 months delivery delay).

180 Day Look Ahead

- Welding process review, quality testing, mitigation of delay

R211 Future Project Overview

Overall Status

Item	Comments
Scope	New R211 'B' Division cars to replace 752 R46 cars – Additional fleet growth cars (current forecast approx. 11% increase)
Description	Next Generation design to address NYCT's goals
Schedule	Design Phase ongoing with support from consultant CH2M-Hill Car Purchase Award proposed for the 2015 – 2019 Capital Program

July 2014 CPOC IEC Project Review



Subway Car Procurements



July 28, 2014

Schedule & Budget Review

- **SCHEDULE:**
 - R188 – the IEC forecasts the schedule as being 6 months late.
 - R179 – the IEC agrees with the progress of the schedule as reported by NYCT.
- **BUDGET**
 - There are no budget issues for either the R188 or the R179 car procurements.



Issues

- R188:
 - Delivery delays caused by Super Storm Sandy and car conversion ramp-up has impacted the CBTC car installation schedule.
- R179:
 - Welding issues with pilot cars has delayed the schedule. The carbuilder has developed a mitigation plan. The IEC will monitor the effectiveness of the plan.



Bus Procurement Update

Capital Program Oversight Committee
July 2014

John Higgins
Chief Maintenance Officer
Bus Operations



Agenda

- Bus Buy Goals
- Bus Fleet Purchase Plan and Mix
- Buses Delivered
- Upcoming Bus Awards



Current Bus Fleet

	NYCT DOB	MTA Bus	TOTAL
Standard 40'			
Diesel	1,341	127	1,468
CNG	534	213	747
Hybrid	1,287	388	1,675
Std Subtotal	3,162	728	3,890
Articulated 60'	764	33	797
Express 45'	500	505	1,005
TOTAL:	4,426	1,266	5,692

Based on Spring 2014 fleet assignment

Fun Fact

**Parked bumper-to-bumper, the bus fleet is 47 miles long.
This line of buses would encircle Manhattan Island 1-and-a-half times.**



Goals of our Procurement Program

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



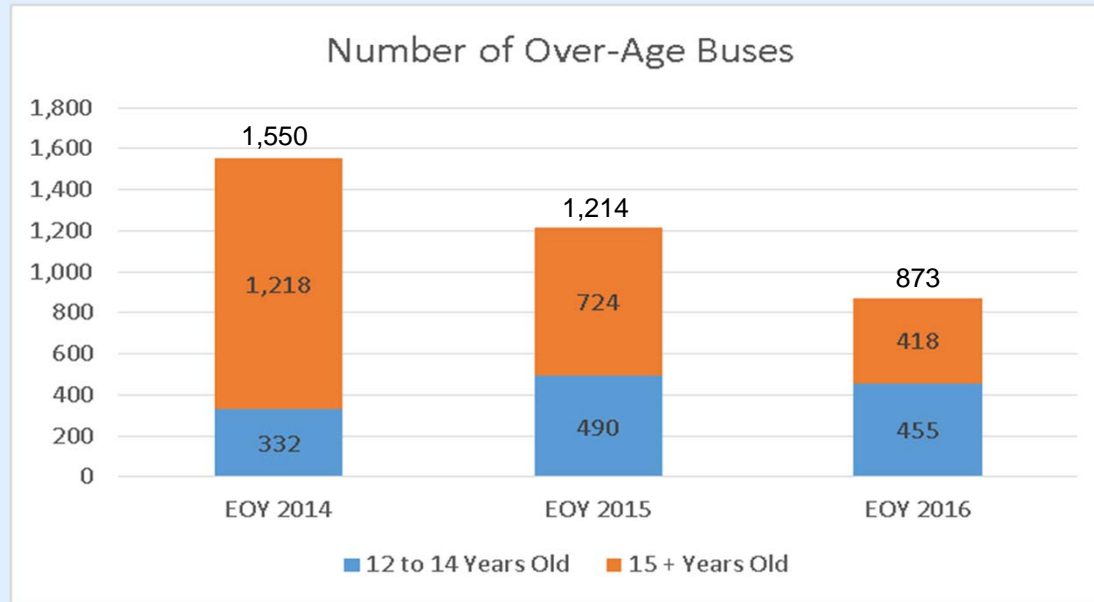
2010-2014 Capital Program Bus Procurements Summary *

Fleet	Type	Agency	Total Order	# Delivered (as of 5/31/14)	Status
Nova 40-ft Diesel	Standard	DOB	90	90	Complete
Orion 40-ft Diesel	Standard	DOB	90	90	Complete
New Flyer 40-ft Diesel	Standard	DOB	90	90	Complete
New Flyer 40-ft CNG	Standard	DOB	171	171	Complete
40-ft Standard Diesel *	Standard	DOB	690	-	In Construction
New Flyer 40-ft CNG	Standard	MTA	89	89	Complete
New Flyer 40-ft CNG	Standard	MTA	79	79	Complete
40-ft Standard Diesel	Standard	MTA	45	-	In Procurement
	Standard Total		1,344	609	
Prevost 45-ft Coach	Express	DOB	90	90	Complete
MCI 45-ft Coach*	Express	DOB	54	54	Complete
Prevost 45-ft Coach	Express	DOB	300	1	In Construction
	Express Total		444	145	
New Flyer 60-ft Artic	Artic	DOB	90	90	Complete
Nova 60-ft Artic	Artic	DOB	328	328	Complete
60-ft Artics	Artic	DOB	256	-	To be Solicited
60-ft Artics	Artic	MTA	75	-	In Procurement
	Artic Total		749	418	
	Grand Total		2,537	1,172	

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



2010-2014 Capital Program Bus Procurement Challenges



- A large number of buses were procured in the 1997-2001 period of rapid ridership increase.
- Spikes in bus procurements cause operational and fiscal challenges.
- A level buying plan for our fleet of 5,692 buses would require approximately 474 buses annually.
- After all buses approved under the 2010-2014 Capital Program are delivered, we will still have almost 900 over-age buses.



2010-2014 Capital Program New Buses



Nova 60-ft Artic



New Flyer 60-ft Artic



MCI 45-ft Coach



Prevost 45-ft Coach



2010-2014 Capital Program New Buses (cont'd)



Orion 40-ft Diesel



New Flyer 40-ft Diesel



Nova 40-ft Diesel



New Flyer 40-ft CNG



Recent Bus Awards

300 Express (NYCT-DOB)

Overall Status

Item	Comments
Scope	300 Express Coaches from Prevost
Schedule	Awarded November, 2013 Pilot bus arrived in NYC in March Production buses expected in 2015/16
Budget	\$188.9 Million

Highlights

- Final assembly takes place at Prevost facility in Plattsburg, NY
- Allows retirement of most of Transit's 1999-2002 coaches (up to 15 years old)



Recent Bus Awards

690 Standard buses (NYCT-DOB)

Overall Status

Item	Comments
Scope	414 buses from Nova 276 buses from New Flyer
Schedule	Awarded December 2013 (Nova) and January 2014 (New Flyer) Bus deliveries expected in 2015/16
Budget	\$368.2 Million

Highlights

- Dual award to 2 vendors allows for an accelerated delivery timeline
- Timely award of 700 option buses in 2015 will improve over-age bus situation



Remaining 2010-2014 Bus Awards

- **45 Standard Clean Diesel Buses (MTA-Bus)**
 - To be awarded in 4th Qtr. 2014
 - To replace buses that have exceeded their useful life
- **75 Artics (MTA-Bus)**
 - To be awarded in 4th Qtr. 2014
 - For converting high volume standard bus routes to artics; replaces associated over-age standards
- **256 Artics (NYCT-DOB)**
 - Expected to award in 2nd Qtr. 2015
 - Replaces the existing fleet at the end of their useful life



2015-2019 Overview

- We have made advances qualifying additional builders and now have multiple bidders for each type of bus we utilize, but the industry still faces challenges.
- We look forward to updating you in the future regarding our program with diesel, CNG, and hybrid / diesel propulsion systems, as well as, exploring the electric vehicle technology.



July 2014 CPOC IEC Project Review



Bus Procurements

July 28, 2014



Schedule & Budget Review

- **SCHEDULE:**

Current Procurements:

- 300 Express buses – on schedule
- 690 Standard Clean Diesel buses – on schedule

Upcoming Procurements:

- 45 Standard + 75 Artics (combined) + 256 Artics – the IEC agrees with the status reported by NYCT.



Schedule & Budget Review

- **BUDGET:**
 - 300 Express buses – project on budget with no significant issues.
 - 690 Standard Diesel buses – project on budget with no significant issues.



Issues & Recommendations

- Continue efforts to drive down average age of buses
- Continue efforts to qualify new bus manufacturers



Annual Update of MTA Small Business Development Programs

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

July 28, 2014 CPOC Meeting

Brian P. Murphy
Deputy Director
Office of Construction Oversight

Nadir A. Jones
Manager
Small Business Development Programs
Department of Diversity and Civil Rights



Small Business Mentoring Program (SBMP) Status

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

- ✓ New York State and local funding
- ✓ Prime Contracts up to \$1 million
- ✓ 129 Prequalified Firms
- ✓ Stair replacements, station improvements, masonry, roofing, HVAC and electrical upgrades, elevators, installation of bus chassis lift and wash equipment, bridge and parking structure painting projects, asphalt, concrete paving, site work, elevator projects, and Help Point intercom systems
- ✓ Contractors participate for a maximum of 4 years

➤ Years 1 – 4 Awards Goal was \$70 Million

➤ Years 1, 2, 3 & 4 Actual	<u># Projects</u>	<u>\$ Amount</u>
▪ Awarded to 88 firms	131	\$82 Million
▪ Substantially Completed/Closed Out	77 (59%)	\$43 Million

➤ Year 5 Award Goal is \$22 Million through 7/14/15



SBMP Status

➤ Process Metrics (4 Years)

	<u>Goal</u> (Days)	<u>Actual</u> (Days)
Payments	10	9
Awards*	10	21
Close Outs*	20	28
Change Orders *	15	18
Submittals	10	< 10
RFI's	5	< 5

*Discussions for Improvement Ongoing



SBDP Goals

- Develop firms with skills to bid on MTA projects
- Growth of these firms will increase the bidding pool for larger projects
- Program participants are receiving MTA awards outside of the program as well



SBMP Accomplishments

- Results for MWBE awards over 4 years is \$60.8 million or 74% of prime contract awards versus the goal of 20%
- Result for DBE awards is 27.5% (\$22.5 million)
- Of the 88 firms that were awarded projects since program inception, 37 firms were awarded 2 or more projects



SBMP Project



- Project awarded to NYS certified MBE firm PSP Construction Inc. for \$1,520,350.11.
- Replacement of manhole covers for existing diesel fuel tanks at Fresh Pond Bus Depot.

SBMP Competitive Bidding

PROGRAM YEAR	# PROJECTS	ENGINEER'S ESTIMATE	CONTRACT AWARDED VALUE	DIFFERENCE
1	25	\$ 15,032,371	\$ 13,537,937	\$ 1,494,434
2	30	\$ 18,338,369	\$ 16,245,560	\$ 2,092,809
3	35	\$ 23,132,406	\$ 22,033,869	\$ 1,098,537
4	41	\$ 28,675,864	\$ 27,693,172	\$ 982,693
TOTAL	131	\$ 85,179,011	\$ 79,510,538	\$ 5,668,472



Small Business Federal Program (SBFP) Status

- **Program launched in August 2012 (Fiscal Year – July to July)**
 - ✓ Federal funded prime contracts up to \$3 million
 - ✓ Participation for a maximum of 3 years
 - ✓ Established MTA Assisted Bond Program
 - ✓ 22 Prequalified Firms
 - ✓ 13 Firms ‘graduated’ from SBMP into the SBFP
- **Years 1 - 2 Cumulative Awards Goal was \$15.0 Million**
- **Year 1 & 2 Actual**

	<u># Projects</u>	<u>\$ Amount</u>
▪ Awarded to 11 firms	16	\$30 Million
▪ Substantially Completed/Closed Out	2 (13%)	\$3 Million
- **Year 3 Award Goal is \$15 million through 7/14/15**

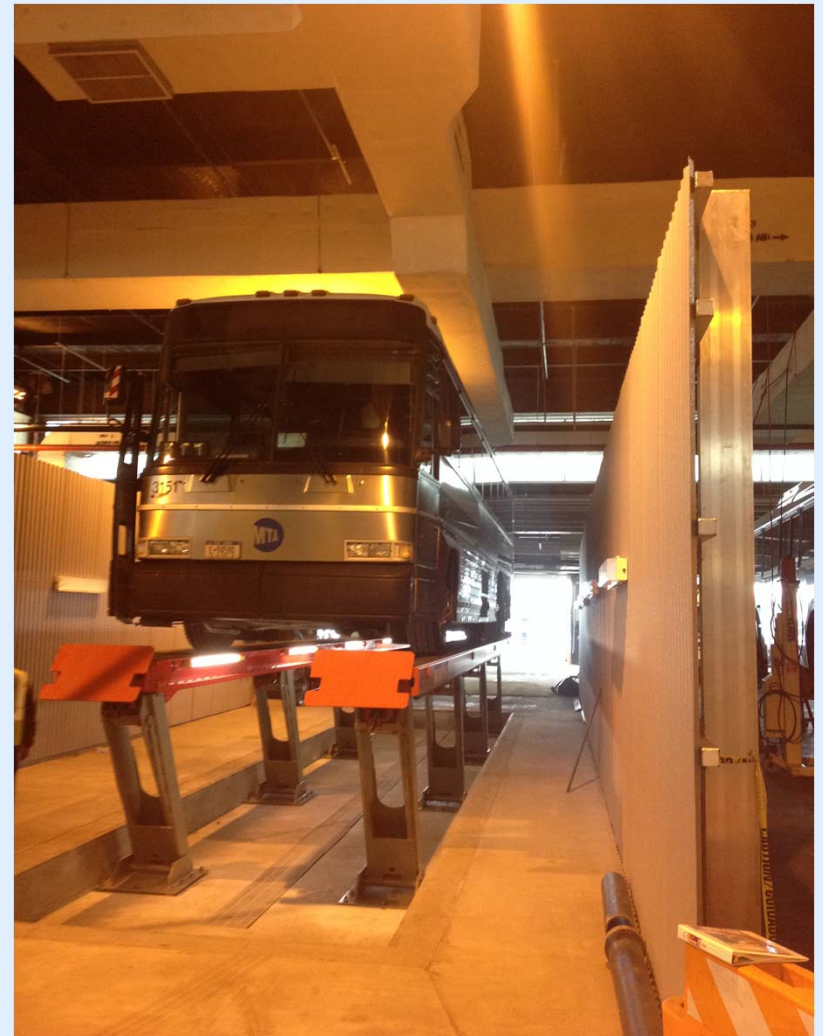


SBFP Accomplishments

- Results for DBE awards for 2 years are \$10 million or 33% of all prime contract awards
- Of the firms awarded projects since program inception, several firms were awarded more than one project



SBFP Project



- Project awarded to NYS certified MBE firm Kunj Construction Corp. for \$1,398,000.
- Installation of new chassis wash lifts for buses at JFK Bus Depot.

SBFP Competitive Bidding

PROGRAM YEAR	# PROJECTS	ENGINEER'S ESTIMATE	CONTRACT AWARDED VALUE	DIFFERENCE
1	6	\$ 9,299,929	\$ 9,233,143	\$ 66,786
2	10	\$ 21,461,646	\$ 20,906,466	\$ 555,180
TOTAL	16	\$ 30,761,575	\$ 30,139,609	\$ 621,966



Outreach and Development

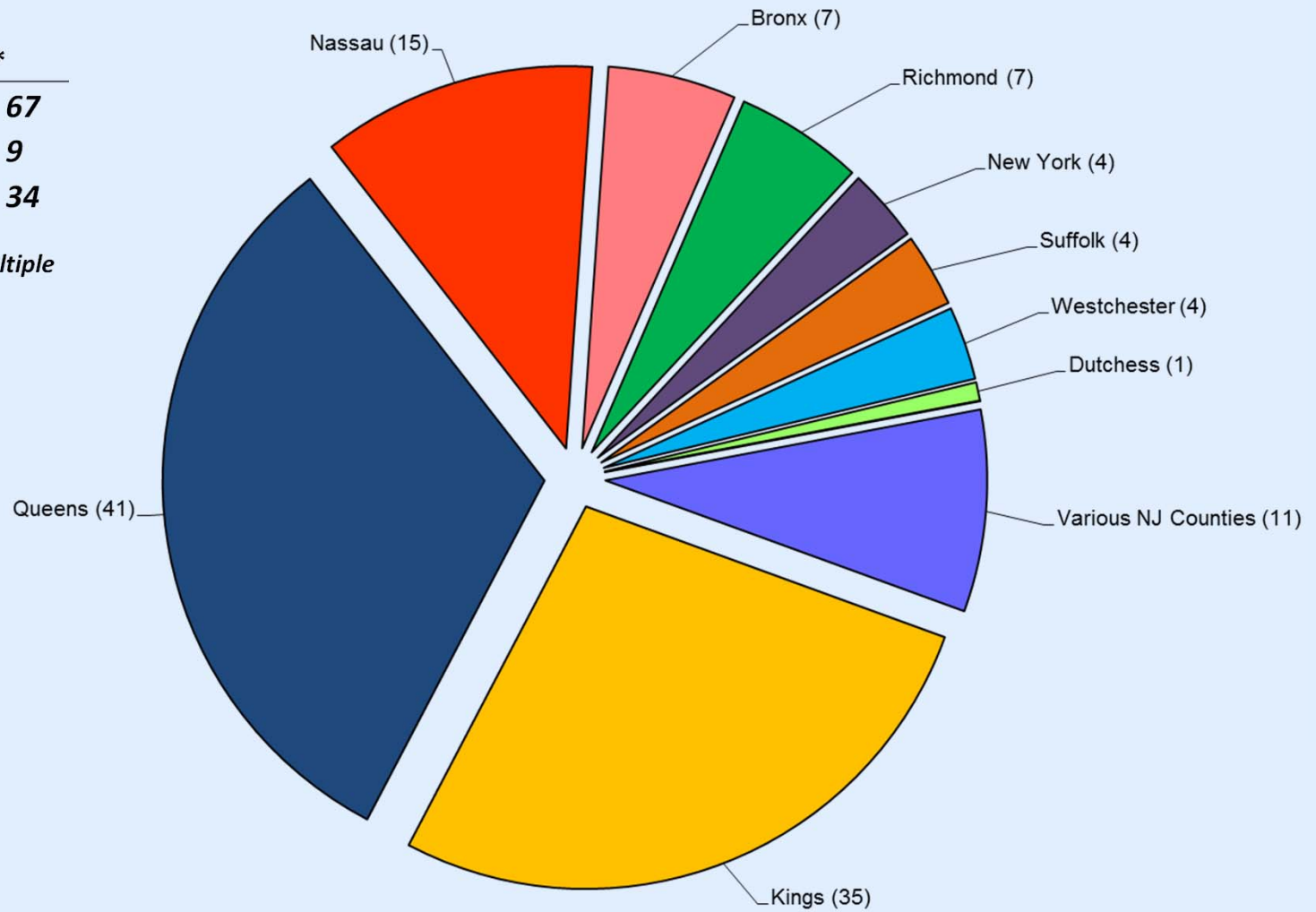


SBMP Outreach

129 Prequalified Firms

Certification*	
MBE	67
WBE	9
DBE	34

** firms may have multiple certifications*



SBDP Loan Program

➤ Carver Bank Small Business Loan Program

- ✓ 38 Loans Approved Since Program Inception
- ✓ Total Approved Loan Amounts: \$4,040,000
- ✓ Current Outstanding Loan Balances: \$643,500
- ✓ Maximum Loan Available:
 - SBMP up to \$150,000
 - SBFP up to \$900,000



SBDP Training Program

➤ Classroom Training

- ✓ 158 firms completed the training program as of Spring 2014
- ✓ 11-Week Technical & Business Development Program:
 - Estimating and Bidding Strategies at the MTA; Project Scheduling at the MTA; Safety & Quality Planning at the MTA; Requisition and Change Order Process
 - Doing Business with the MTA; Construction Law and Contract Review; Marketing Your Business to the NY Construction Industry; Cash Flow and Financial Management; Developing a Profitable Business in the MTA Region; How to Acquire Surety Bonding and Access to Capital; How to be a Prime Contractor
- ✓ Training courses offered two times a year: Spring and Fall
- ✓ Next session starts September 2014



Looking Ahead ...

➤ **SBMP - Tier 2 to rollout in July 2014**

- ✓ Projects up to \$3 million
- ✓ Establish MTA Assisted Bond Program
- ✓ Participation for a maximum of 4 years
- ✓ Qualified Tier 1 firms can 'graduate' to Tier 2
- ✓ Tier 2 firms can also participate in Small Business Federal Program (SBFP)
- ✓ Union Labor Transition Program in development
- ✓ Back Office Support
- ✓ Business Plan



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



MWBE AWARDS ON MTA CAPITAL PROJECTS with GOALS
JANUARY - JUNE 2014

FEDERALLY FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			2014 TOTALS (JANUARY-JUNE 2014) (in millions)		
DBE Participation Goal: 17%	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)
Construction	\$ 639.0	\$ 141.0	22%	\$ 98.4	\$ 13.1	13%	\$ 737.4	\$ 154.1	21%
Professional Services									
Other									
TOTAL	\$ 639.0	\$ 141.0	22%	\$ 98.4	\$ 13.1	13%	\$ 737.4	\$ 154.1	21%
Additional MWBE Participation:	Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards	
Construction	\$ 639.0	\$ 134.0		\$ 98.4	\$ 11.4		\$ 737.4	\$ 145.4	
Professional Services	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Total	\$ 639.0	\$ 134.0		\$ 98.4	\$ 11.4		\$ 737.4	\$ 145.4	

STATE FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			2013 TOTALS (JANUARY-JUNE 2013) (in millions)		
MBE Participation Goal: 10%	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)
Construction	\$ 21.2	\$ 3.8	17.9%	\$ 93.3	\$ 11.5	12.3%	\$ 114.5	\$ 15.3	13.4%
Professional Services	\$ 3.4	\$ 0.1	2.9%	\$ 4.7	\$ 0.6	12.8%	\$ 8.1	\$ 0.7	8.6%
Other	\$ 2.3	\$ 0.3	13.0%	\$ -	\$ -	0.0%	\$ 2.3	\$ 0.30	13.0%
MBE Participation on FTA-funded projects									
TOTAL	\$ 26.9	\$ 4.2	16%	\$ 98.0	\$ 12.1	12%	\$124.9	\$ 16.3	13%
WBE Participation Goal: 10%	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)
Construction	\$ 21.2	\$ 2.8	13.2%	\$ 93.3	\$ 10.9	11.7%	\$ 114.5	\$ 13.7	12.0%
Professional Services	\$ 3.4	\$ 1.6	47.1%	\$ 4.7	\$ 0.5	10.6%	\$ 8.1	\$ 2.1	25.9%
Other	\$ 2.3	\$ 0.2					\$ 2.3	\$ 0.20	
WBE Participation on FTA-funded projects									
TOTAL	\$ 26.9	\$ 4.6	17%	\$ 98.0	\$ 11.4	12%	\$ 124.9	\$ 16.0	13%
Additional DBE Participation:	Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards	
Construction	\$ 21.2	\$ 5.2		\$ 92.4	\$ 13.1		\$ 113.6	\$ 18.3	
Professional Services	\$ 3.4	\$ 1.7		\$ 2.6	\$ 0.4		\$ 6.0	\$ 2.1	
Other	\$ 2.3	\$ 0.5		\$ -	\$ -		\$ 2.3	\$ 0.5	
Additional DBE Participation Total	\$ 26.9	\$ 7.4		\$ 95.0	\$ 13.5		\$ 121.9	\$ 20.9	

Semi-Annual CPOC Capital Program Update

Cost and Schedule Risk Assessment

**Robert F. Kennedy Bridge (Project RK-65A)
and
Hugh L. Carey Tunnel (Project BB-28/54)**



July 28, 2014

RK-65A BRONX PLAZA REHABILITATION LIMITS OF WORK

Schedule and Budget

- ☐ Contract Duration: 54 months
- ☐ Roadway Construction Duration: 36 months
- ☐ Total Project Budget: \$274m

Scope of Work:

- ☐ Complete replacement of Reinforced Concrete Deck
- ☐ Complete Replacement of Toll Plaza Equipment
- ☐ Substructure Rehabilitation
- ☐ Electrical Upgrades



RK-65A Risk Assessment Results - Project Risk Summary

Cost - Risk Assessment Summary

Total Project Budget (millions)	80 th Percentile Risk-Based Cost, Mitigated (millions)
\$274	\$257.3 - \$281.4

- Unmitigated 80th percentile risk is \$281.4M at 70% design
- Risk mitigation reached to date is approximately \$7M
- Additional opportunities for risk reduction identified: \$17M

Schedule - Risk Assessment Summary

- 80th percentile Risk Based Duration had a 17.5 month schedule risk
- 12.5 months of schedule risk has been mitigated
- 5 months have been added to the overall project schedule

Risk Assessment was performed on the 70% Design



RK-65A RISK ASSESSMENT

Major Cost/Schedule Risks & Mitigations

Risk	Mitigation measure
Major claims and Change orders	<ul style="list-style-type: none"> •Value Engineering review •Multiple independent constructability reviews performed •Independent quantity verification •Partnering with project stakeholders
Weather delays	<ul style="list-style-type: none"> •Specifications allow for cold weather work •Contract allows for extended work hours to mitigate delays •Contract Incentive/disincentive clause included
Escalation Rate & cost uncertainties	<ul style="list-style-type: none"> •Current prices and Escalation built into final construction estimate •Allow for payment of materials at time of purchase •Material escalation clause is included in contract

HLC Contract BB-28/54

Scope of Work:

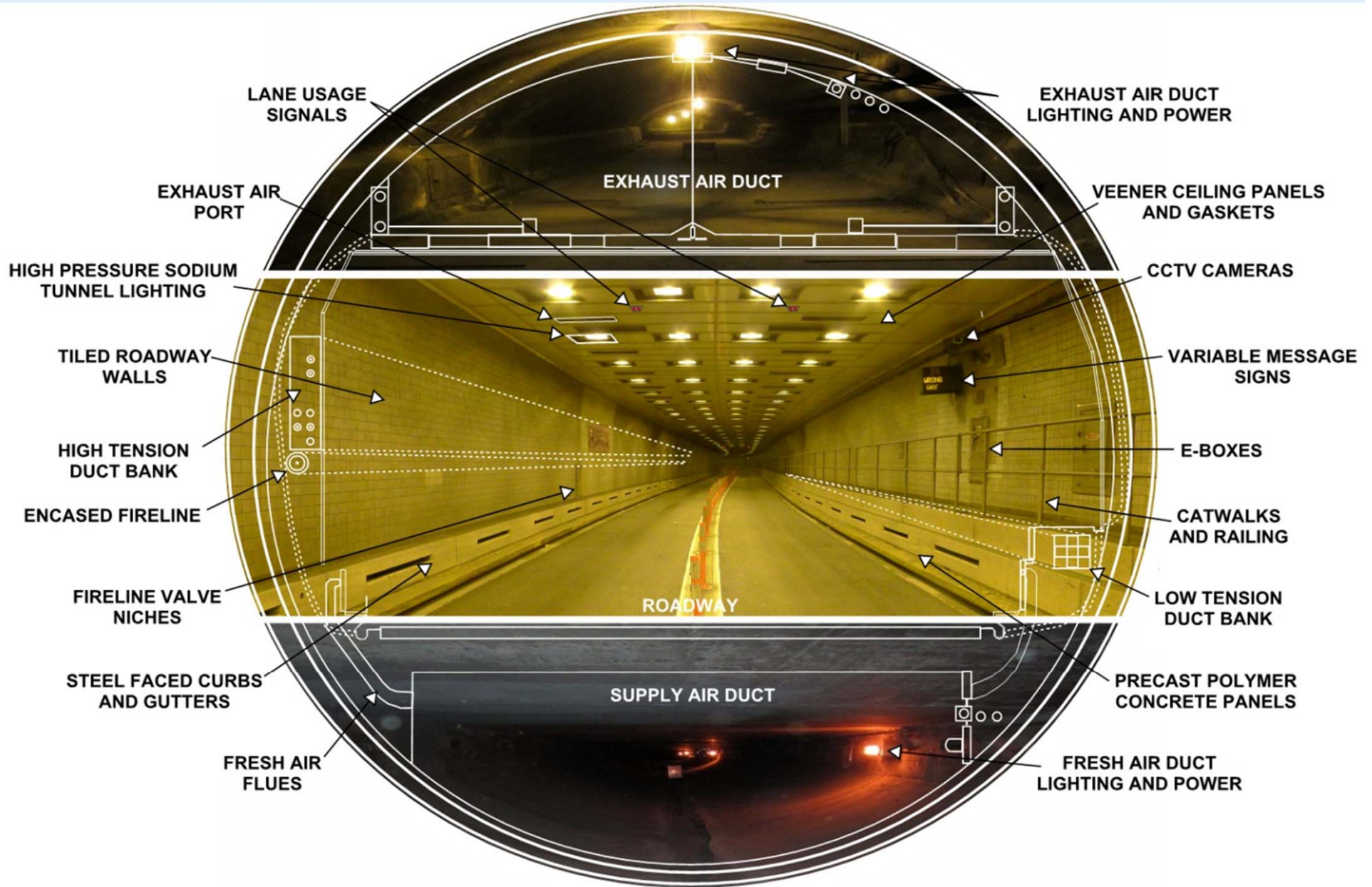
- Replacement of interior finishes
- Rehabilitation/upgrade of Electrical, Communication and Mechanical Systems
- Rehabilitation of plaza structural slab

Project Schedule & Budget:

- Contract Duration: 48 months
- Total Project Budget - \$420.5M



Typical Cross Section – Bored Tunnel



HLC Risk Assessment Results

Project Risk Summary

Cost - Risk Assessment Summary

Total Project Budget (millions)	80 th Percentile Risk-Based Cost, Mitigated (millions)
\$420.5M	\$412.7M

Schedule - Risk Assessment Summary

- 80th percentile Risk Based Duration had a 6.5 month schedule risk
- 1.5 months of schedule risk has been mitigated
- 5 months have been added to the overall project schedule

Risk Assessment was performed on the 95% Design



HLC RISK ASSESSMENT

Major Cost/Schedule Risks & Mitigations

Risk	Mitigation measure
Market Conditions/Profit	<ul style="list-style-type: none"> •Value Engineering review •Independent constructability review •Independent cost estimate and schedule review •Contractor Outreach - General Contractors Association
Work delays/Productivity	<ul style="list-style-type: none"> •Coordination with B&T Operations •Performed various prototypes •Flexibility of providing additional weekend tube closures
Coordination with other projects in the area	<ul style="list-style-type: none"> •Public outreach – Community Boards presentations •Regional coordination – NYC/NYS DOT



JULY 2014 CPOC IEC Project Review



RK-65A

**RFK Bridge Bronx Plaza Deck Reconstruction
&**

BB-28/28S, BB-54

Hugh Carey Tunnel Restoration



July 28, 2014

IEC Findings

- **Bronx Toll Plaza (RFK-65A)**
 - B&T made the following adjustments based on the 80 percentile results:
 - **Schedule:** 5 months of unallocated contingency was added to the overall project schedule.
 - **Budget:** Mitigations were identified to bring the project in line with the 80th percentile results.
 - The IEC believes that mitigation strategies proposed by B&T will reduce significant schedule and cost risks identified in the RFK-65A risk assessment.



IEC Findings

- **Hugh Carey Tunnel Restoration (BB-28/28s, BB-54)**
 - B&T performed several mitigation measures prior the HCL risk assessment workshop to minimize construction risks.
 - Based on the 80th percentile results, the IEC finds the following:
 - Schedule Risk: 5 months of unallocated contingency was added to the overall project schedule.
 - Cost risk: The project cost is within the project's budget.



IEC Observations

- **Bronx Toll Plaza RFK-65A** :The IEC concurs with B&T conducting a one-day post award risk workshop to rerun the risk assessment model to include the current cost and schedule risks and assess correlated mitigations.
- **Hugh L Carey**: The IEC concurs with B&T adding 5.0 months of unallocated project contingency to the overall project schedule based on the risk assessment results.



MTA Capital Program Commitments & Completions

through June 30, 2014

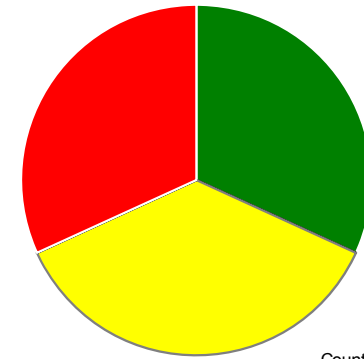
Capital Projects – Major Commitments – June 2014

55 major commitments are planned for 2014; 22 reported through June. There are 15 slips through June, of which seven commitments are late, and eight others were late, but have now been achieved. All slips are discussed on the following pages.

Agencies have committed a total of \$2.3 billion through June, versus a \$3.2 billion goal. The YTD commitment shortfall is primarily due to delays in the W. 4th St. Interlocking project, Cranberry & Rutgers tubes Sandy restoration, and 256 Articulated Buses procurement. Despite a \$850M YTD shortfall, the MTA forecasts meeting its goal in part because of \$379 million in unplanned MTACC commitments.

For YTD commitments, 32% are on time and 86% are within budget. By year-end, 45% of major commitments are forecasted to be achieved on time and 76% are forecasted to be on budget. While a large number of projects are currently experiencing delays, most are still forecast to be committed within 2014.

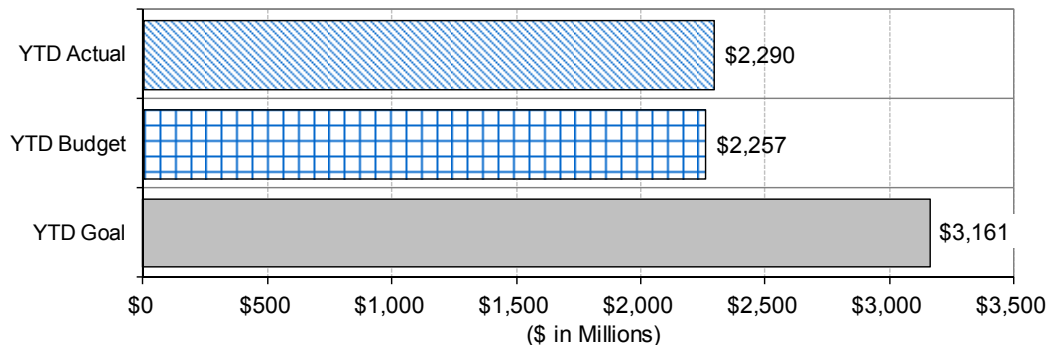
Year-to-Date Major Commitments



GREEN	= Commitments made/forecast within Goal	7	32%	↑ 1
YELLOW	= Commitments delayed beyond Goal (already achieved)	8	36%	↑ 1
RED	= Commitments delayed beyond Goal (not yet achieved)	7	32%	↑ 4
		22	100%	↑ 6

Budget Analysis

2014 Annual Goal	\$6,545	(\$ in millions)
2014 Annual Forecast	101%	of Annual Goal
Left to Complete	65%	(\$4,332)



Year-to-Date Agency Breakdown

	GREEN	YELLOW	RED
New York City Transit			
1 4 6	---	---	+5 RED
Long Island Rail Road			
1 2 1	---	---	---
Metro-North Railroad			
1	---	---	---
Bridges and Tunnels			
3	+1 GREEN	---	---
Capital Construction Company			
1 2	---	+1 YELLOW	-1 RED
MTA Bus Company			
	---	---	---
MTA Police Department			
	---	---	---

Capital Projects – Major Commitments – June 2014 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast
7 All-Agency Red Commitments (5 new this month; net increase of 4)			
NYCT			
<i>Track & Switch</i>			
Track & Switch Program (4 Projects) - 2nd QTR	Construction Start	May-14 \$39.8M	Aug-14 \$39.8M
Delay was due to track access issues on the Concourse line segment.			
<i>Signals & Communications</i>			
PA/CIS: Furnish & Install Cabinets, 89 Stations (New Item)	Construction Award	Jun-14 \$44.8M	Aug-14 \$46.3M
Award delayed by two months due to additional time required to repackage scope for separate PA and CIS contracts.			
West 4th Interlocking- 6th Avenue - (New Item)	Construction Award	Jun-14 \$221.2M	Jul-14 \$155.3M
Award delayed by a month to resolve concerns of a signals supplier meeting production schedule. Project cost decreased reflecting favorable bid.			
<i>Stations</i>			
Station Renewal: Culver Line, 7 Stations- (New Item)	Construction Award	Jun-14 \$106.1M	Aug-14 \$143.1M
Delay and cost increase reflects additional scope, including component work at two other locations.			
<i>Bus Replacement</i>			
Purchase 256 Articulated Buses - (New Item)	Purchase Award	Jun-14 \$245.5M	Dec-14 \$219.1M
Delay due to extended negotiations with vendors and an allowance for possible State review prior to award. Cost decrease reflects latest market conditions.			
<i>Sandy Restoration</i>			
Rutgers and Cranberry Tubes - (New Item)	Construction Award	Jun-14 \$154.0M	Feb-16 \$148.5M
Previously Rutgers and Cranberry were a single contract, but are now to be split into separate contracts. To allow for repackaging, the Cranberry award has consequently slipped to December, 2014. The Rutgers tube award has been moved to February, 2016 in order to minimize the impact to the public.			

Project	Commitment	Goal	Forecast
LIRR			
<i>Stations</i>			
Escalator Program	Construction Award	Apr-14 \$11.2M	Jul-14 \$11.2M
Delays being experienced in finalizing procurement as the Vendor is experiencing difficulty in satisfying its MWDBE requirement.			
8 All-Agency Yellow Commitments (1 new this month)			
NYCT			
<i>Signals & Communication</i>			
34th Street Interlocking/ 6th Ave	Construction Award	Feb-14 \$226.9M	Apr-14 (A) \$170.0M
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.			
Passenger Station LAN: 30 Stations	Construction Award	Mar-14 \$28.1M	May-14 (A) \$26.5M
Project award was delayed 2 months as a result of bid period extension to address proposers' questions. The forecast cost has decreased reflecting a low bid.			
<i>Stations</i>			
Ozone Park - Lefferts Blvd Station Renewal and ADA Liberty	Construction Award	Apr-14 \$28.0M	May-14 (A) \$23.9M
Award delayed due to a review of a supplier which was required due to prior adverse finding. The supplier was cleared. The forecast cost has decreased due to good bid savings.			
<i>Track & Switch</i>			
Track & Switch Program (18 Projects) - 1st QTR	Construction Start	Mar-14 \$174.1M	May-14 (A) \$174.1M
All but one of the 18 projects was awarded in the first quarter. Track work on White Plains Road (\$20M) was rescheduled to May, 2014. Construction was delayed due to General Orders availability and issues related to track access.			

Capital Projects – Major Commitments – June 2014 – Schedule Variances

Actual Results Shaded

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

8 All-Agency Yellow Commitments (1 new this month) (cont'd)

LIRR

Track

2014 Annual Track Program	Construction Award	Apr-14 \$50.9M	May-14 (A) \$50.6M
The overall award slipped one month as a result of delays in processing the final track program commitments.			
Jamaica Capacity Improvements - Johnson Yard	Design-Build Award	Feb-14 \$56.6M	May-14 (A) \$46.6M
Delay was due to contract addenda, requests for extensions from vendors, evaluation of Means and Methods and Value Engineering opportunities. Forecast reflects good bid savings.			

MTACC

East Side Access

System Package 1 (CS179)	Construction Award	Feb-14 \$366.9M	Mar-14 (A) \$366.9M
Delay was due to additional time needed to finalize contract award documentation.			
System Package 3 (VS086) - (New Item)	Construction Award	Feb-14 \$21.8M	Jun-14 (A) \$21.8M
Delay was due to additional time needed to finalize contract award documentation.			

Capital Projects – Major Commitments – June 2014 – Budget Only* Variances

Actual Results Shaded

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

Project	Commitment	Goal	Forecast
2 All-Agency Budget only variance (1 new this month)			
Bridges & Tunnels			
<i>Roadways & Decks</i>			
Deck Replacement - Bronx		Jun-14	Jun-14 (A)
Toll Plaza - Training Facility, Design/Build (New Item)	Construction Administration	\$11.7M	\$13.1M
Increase in actual value reflects additional scope and bid at award.			
<i>Sandy Restoration</i>			
Hugh Carey Tunnel- Structural	Construction Administration	May-14	May-14 (A)
		\$11.7M	\$8.5M
Decrease in actual value reflects good bid savings.			

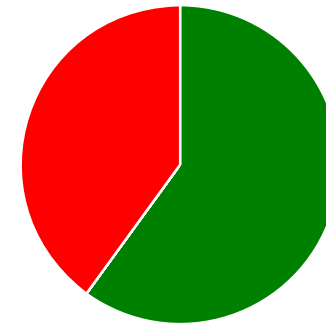
Capital Projects – Major Completions – June 2014

46 major completions are planned for 2014; 20 reported on through June. Eleven completions were on time, eight are forecast as late and one additional project was completed early. These variances are explained on the following pages.

Agencies have completed \$2.4 billion through June versus a \$3.3 billion year-to-date goal. The shortfall is due partly to the above-mentioned slips, which collectively represent \$804 million. The MTA forecasts a 99% overall result versus goal because nearly all delays are expected to be completed within the year.

For YTD completions, 60% are on time and 85% are on budget. By year-end, currently 70% of major completions are forecasted to be on time and 83% are forecasted to be on budget.

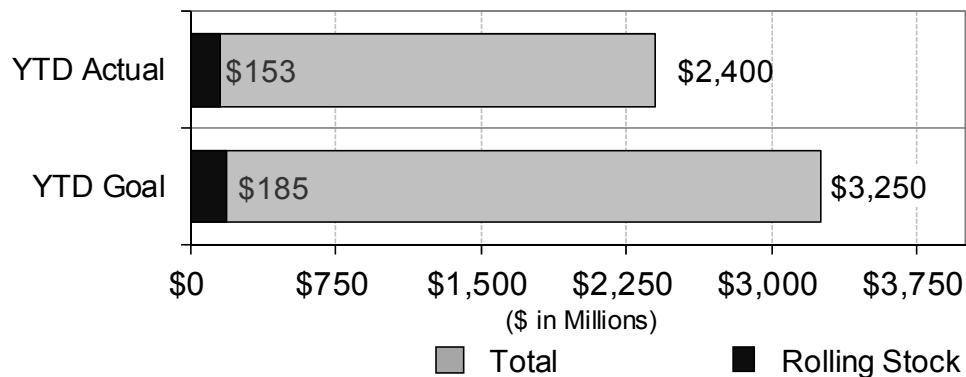
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	12	60%	↑ 1
YELLOW = Completions delayed beyond Goal (already achieved)	0	-	-
RED = Completions delayed beyond Goal (not yet achieved)	8	40%	↑ 4
	20	100%	↑ 5

Budget Analysis

2014 Annual Goal	\$5,721	(\$ in millions)
2014 Annual Forecast	99%	of Annual Goal
Left to Complete	58%	(\$3,255)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – June 2014 – Schedule Variances

Actual Results Shaded

Project	Completion	Goal	Forecast
8 All-Agency Red Commitments (4 new this month)			
NYCT			
<i>Track & Switch</i>			
Track & Switch Program (9 Projects) - 1st QTR	Construction	Mar-14 \$58.5M	Aug-14 \$61.1M
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. General Orders for remaining work were not available until June 2014.			
Track & Switch Program (19 Projects) - 2nd QTR (New Item)	Construction	Jun-14 \$193.3M	Mar-15 \$198.6M
2nd quarter completions were impacted by scheduling conflicts on the 7th Avenue Line and the Concourse Line. In addition, coordination for piggybacking opportunities for the remaining work on the Myrtle Avenue Line has resulted in delays. The value of the three delayed projects represents \$22 million of the \$193 million goal.			
<i>Service Vehicles</i>			
Purchase 28 Diesel-Electric Locomotives	Purchase	May-14 \$109.3M	Sep-14 \$109.3M
Majority of units have been accepted and released for service. Final unit is scheduled for delivery in July, after which it must undergo acceptance testing.			
MNR			
<i>Structures</i>			
Moodna/Woodbury Viaducts Priority Repairs - (New Item)	Construction	Jun-14 \$9.0M	Oct-14 \$9.0M
Delay due to additional rehabilitation work necessitated by significant cracking discovered in concrete foundation of Woodbury Viaduct.			
MTACC			
<i>East Side Access</i>			
44th Street Fan Plant and 245 Park Ave Entrance (CM004)	Construction	Feb-14 \$55.5M	Jul-14 \$55.5M
The completion of this contract has been delayed due to slower construction progress resulting from winter weather impacts and coordination issues with ongoing utility work on adjacent street.			

Project	Completion	Goal	Forecast
MTA CC (cont'd)			
<i>East Side Access (cont'd)</i>			
GCT Concourse Finishes Early Work, CM014A	Construction	Apr-14 \$56.7M	Dec-14 \$56.7M
Delay is due to the need to re-design the Supervisory Control and Data Acquisition (SCADA) system.			
Harold Structures Part 2A (CH054A) - (New Item)	Construction	Jun-14 \$80.0M	Dec-14 \$67.4M
Delay due to re-design of the 12 kV feeder duct bank and on-going resolution of change order work for storm sewer construction. Budget decrease reflects final approval of previously outstanding change order.			
<i>Fulton Center</i>			
Transit Center Building (4F) - (New Item)	Construction	Jun-14 \$241.7M	Dec-14 \$241.7M
Substantial completion of this contract is now forecasted for December due to extended time needed for testing and commissioning critical systems including the fire alarm, public address and CCTV.			

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

Actual Results Shaded

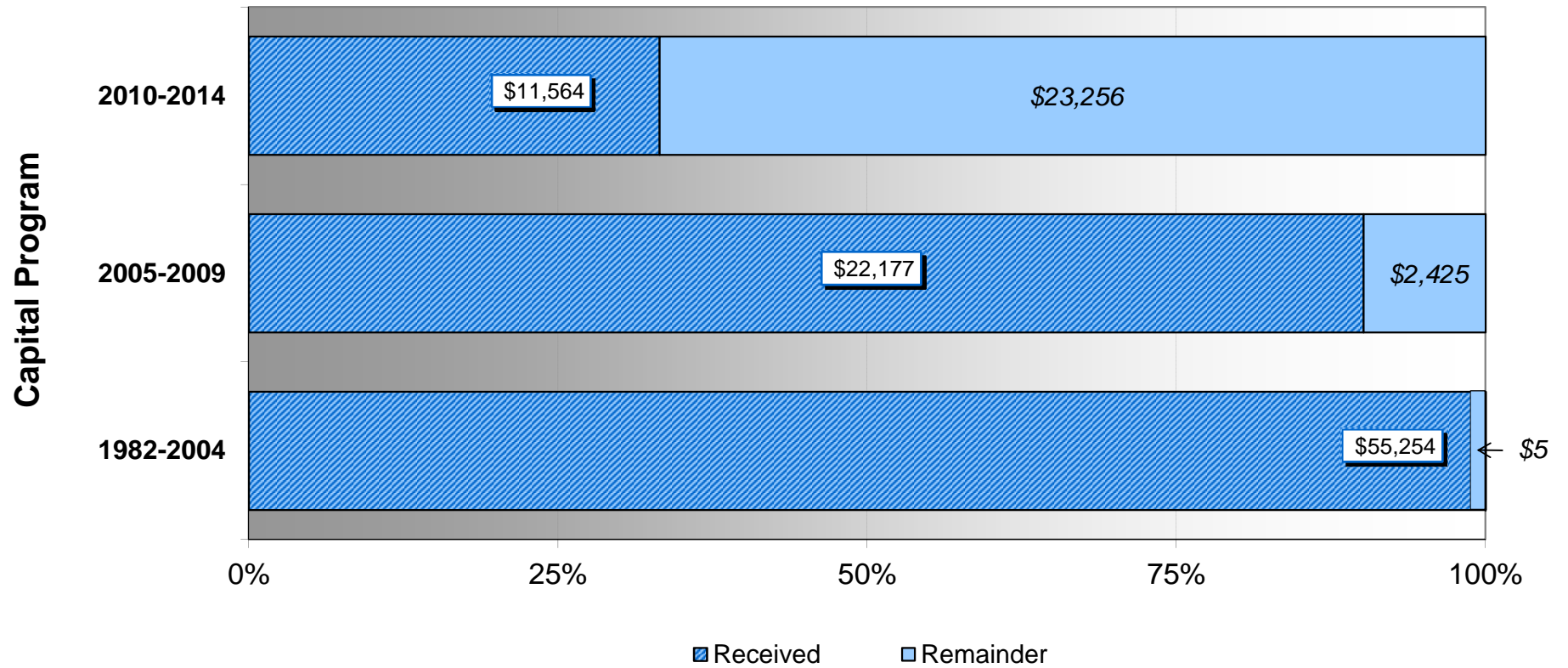
**for variances of more than \$5 million or 10%*

Project	Completion	Goal	Forecast
1 All-Agency Budget Only Commitments (0 new this month)			
MTACC			
<i>East Side Access</i>			
Queens Bored Tunnel and Structures (CQ031)	Construction Award	Apr-14 \$801.6M	Apr-14 (A) \$777.0M
Budget decrease reflects the final contract value, including all approved change orders and scope transfers.			

Status of MTA Capital Program Funding

Capital Funding (June 30, 2014)

\$ in millions



Capital Funding Detail (June 30, 2014)

\$ in millions

2005-2009 Program

	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru May</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	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	2,038	-	2,038
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	22,177	-	22,177

2010-2014 Program

	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru May</u>	<u>This month</u>	<u>Received to date</u>
Federal Formula, Flexible, Misc	\$5,836	\$4,029	\$ -	\$4,029
Federal High Speed Rail	295	295	-	295
Federal Security	206	100	-	100
Federal RIFF Loan	2,200	-	-	-
City Capital Funds	778	350	-	350
State Assistance	770	150	-	150
MTA Bus Federal and City Match	132	20	-	20
MTA Bonds (Payroll Mobility Tax)	10,503	4,665	-	4,665
Other (Including Operating to Capital)	1,497	409	0.03	409
B&T Bonds	2,079	634	-	634
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	9,431	912	-	912
PAYGO	160	-	-	-
<i>Sandy Recovery MTA Bonds</i>	758	-	-	-
<i>Sandy Recovery B&T Bonds</i>	175	-	-	-
Total	34,821	11,564	0.03	11,564