



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

July 2015

Committee Members

T. Prendergast, Chair

F. Ferrer

R. Bickford

A. Cappelli

S. Metzger

J. Molloy

M. Pally

J. Sedore

V. Tessitore

C. Wortendyke

N. Zuckerman

Capital Program Oversight Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 7/20/2015

1:45 - 2:45 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES JUNE 22, 2015

- Minutes from June '15 - Page 3

3. COMMITTEE WORK PLAN

- 2015-2016 CPOC Work Plan - Page 7

4. NYCT CAPITAL PROGRAM UPDATE

- NYCT Capital Sandy Recovery & Resiliency - Page 9

- IEC South Ferry Station Complex Project Review - Page 33

- NYCT CBTC Signals & Train Control Division, CBTC QBL - Risk Assessment - Page 36

- Appendix - Risk Assessment - Page 40

- IEC CBTC QBL Risk Assessment Review - Page 43

5. UPDATE ON MINORITY, WOMEN AND DISADVANTAGED BUSINESS PARTICIPATION

- MWDBE Participation to CPOC January - June 2015 - Federal - Page 45

- MWDBE Participation to CPOC January - June 2015 - State - Page 46

6. UPDATE ON SMALL BUSINESS DEVELOPMENT PROGRAMS

- MTA Small Business Development Program - Page 47

7. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 79

Date of next meeting: Monday, September 21, 2015 at 1:15 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
June 22, 2015
New York, New York
1:45 P.M.

MTA CPOC members present:

Hon. Fernando Ferrer
Hon. Robert Bickford
Hon. Susan Metzger
Hon. John Molloy
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke
Hon. Neal Zuckerman

MTA CPOC members not present:

Hon. Alan Cappelli
Hon. Thomas Prendergast
Hon. Andrew Saul
Hon. Vincent Tessitore

MTA Board members present:

Hon. Andrew Albert
Hon. Ira Greenberg

MTA staff present:

Craig Stewart
Michael Wetherell

LIRR staff present:

Chris Calvagna

MNR staff present:

Glen Hayden

MTACC staff present:

Uday Durg
Bill Goodrich
Shawn Kildare
Anil Parikh

Independent Engineering Consultant staff present:

Patrick Askew
Joe DeVito
Kurt Egger
Gerry Gardvits
Kent Haggas
Darlene Rivera

* * *

Acting Chair Metzger called the June 22, 2015 meeting of the Capital Program Oversight Committee to order at 1:40 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 18, 2015.

Committee Work Plan

Mr. Stewart announced that there were no changes to the CPOC Work Plan.

LIRR and MNR Positive Train Control (PTC) Update

Mr. Calvagna reported on progress on the Positive Train Control (PTC) initiative since the last report to CPOC in February, 2015. He stated that the Railroads' current estimated project cost remains \$968 million. With respect to schedule, Mr. Calvagna reported that the System Integrator has indicated that intermediate milestones may be delayed by several months, but the Railroads are confident that they will meet the improved December 2017 completion dates and the December 2018 full implementation date. In its Project Review, the IEC reported that there have been no cost issues nor has there been a change to the overall project schedule since the February 2015 report to CPOC. However, the IEC noted that both Railroads will need to start implementation of on-board equipment for their fleets by September 2015 to meet commitments for the 2015 units installations. In addition, the IEC notes that interoperability issues, i.e., coordination of train movements across host and tenant boundaries, are numerous. 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. Kildare reported that all construction activities and systems testing required to support revenue service have been progressing well and are expected to be completed by June 30, 2015, with revenue service itself expected to occur in the third quarter. In addition, Mr. Kildare reported that the project is forecast to be completed within budget. In its Project Review, the IEC concurred with the budget figure cited by the agency, but cited its concern that integrated test contingency for critical systems required for revenue service has been reduced due to rework and retest requirements. The IEC then noted that endurance testing of escalators and elevators needs to be completed prior to revenue service, and that while progress is being made to address code items and non-critical items required for revenue service, items continue to be added as NYCT acceptance testing, integrated testing and inspections are ongoing. The IEC then stated that -- based on the work that remains to be completed -- it is the IEC's opinion that revenue service will begin no earlier than August 2015. 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 agreed that the project is on budget, and with respect to schedule, the IEC reported that the 86th Street Station is now on the critical path, and that it is the IEC's opinion that the project's schedule contingency is now exhausted. The IEC then stated that monthly expenditures will need to increase from the current \$35 million per month to \$45 million per month to support the schedule to complete the project by December 2016. 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

Mr. Goodrich reported that the project is on schedule for a December 2022 revenue service date and that the project remains within its \$10.178 billion budget. In its Project Review, the IEC confirmed MTACC's budget and schedule figures. The IEC then expressed concern that MTACC and the contractor need to correct the logic and activity durations for local testing in the contractor's baseline schedule, and that a detailed integrated systems testing (IST) schedule will not be available until the completion of the systems design in March 2016, which increases schedule risk. The IEC then cited its concerns regarding the Harold Interlocking, noting that delays to 3rd party construction create schedule pressure to the completion of Harold work required for revenue service, which if not addressed will create a construction sequence in Harold that cannot be supported by railroad operations. The IEC then recommended that the Systems Package 1 contractor provide an IST framework that shows proper logic and high-level durations until a detailed IST schedule is available. 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 Cortland Street #1 Line

Mr. Durg reported that project completion is 40 months from the April 22, 2015 award, pending results of the risk assessment (the workshop for which was held on June 18-19, 2015). In addition, pending results of the risk assessment, the estimated project budget is \$158 million. Mr. Durg then reported that the assignment agreement between MTA, PANYNJ and Downtown Design Partnership was signed in May 2015. In its Project Review, the IEC concurred with the budget figure cited by the agency, and concurred with MTACC on two critical schedule milestones. The IEC then cited its concern that the current budgeted contingency contains a substantial amount of un-negotiated commitment change orders, as well as concerns regarding logistical challenges and complexities of the site, which could pose additional cost and schedule risks. The IEC then recommended that a cost and schedule recovery plan be developed in the event of delays associated with the demolition of the Path Station North Temporary Access, or other logistical conflicts with PANYNJ. 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 reported that in 2015 agencies plan to commit a total of \$3.1 billion dollars, including 34 major commitments that will be tracked throughout the year. Agencies committed a total of \$1.5 billion through May, versus a \$1.7 billion year-to-date goal. With respect to Completions, the agencies plan a total of \$2.6 billion in 2015, including 25 major completions. Agencies completed \$756 million through May, versus a \$1.1 billion year-to-date goal.

Quarterly Traffic Light Report

Mr. Stewart brought the Committee's attention to the Traffic Light Reports for the 1st Quarter 2015 and invited Committee Members' questions, of which there was none.

Quarterly Capital Change Order Report (for information only)

Mr. Stewart brought the Committee's attention to the Quarterly Capital Change Order Report for the 1st Quarter 2015 and invited Committee Members' questions, of which there was none.

Adjournment

Upon motion duly made and seconded, Acting Chair Metzger adjourned the June 22, 2015 meeting of the MTA Capital Program Oversight Committee at 2:40 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2015-2016 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

September 2015

Quarterly MTACC Capital Program Update

- Cortlandt Street Station
- East Side Access
- No. 7-Line Extension
- Second Avenue Subway

Quarterly Positive Train Control (PTC) Update

Quarterly Change Order Report

Quarterly Traffic Light Reports

October 2015

NYCT Capital Program Update

- Signals and Train Control Division
 - CBTC Flushing Line
 - CBTC Queens Boulevard Line
 - Culver Line CBTC Integrated Test Facility
 - Modernization of Various Interlockings
- Systems and Security Division
 - ISIM-B
 - VHF Radio
 - Bus Command Center and Bus Radio System

NYCT, LIRR, MNR Update on New Fare Payment System

Update on Capital Program Security Projects (in Exec Session)

November 2015

LIRR and MNR Capital Programs Update

- Quarterly Positive Train Control (PTC) Update

December 2015

Quarterly MTACC Capital Program Update

Quarterly Change Order Report

Quarterly Traffic Light Reports

January 2016

NYCT Capital Program Update
Update on Minority, Women and Disadvantaged Business Participation

February 2016

B&T Capital Program Update
Quarterly LIRR and MNR Positive Train Control (PTC) Update

March 2016

Quarterly MTACC Capital Program Update
Quarterly Change Order Report
Quarterly Traffic Light Reports

April 2016

NYCT Capital Program Update
NYCT, LIRR, MNR Update on New Fare Payment System

May 2016

LIRR and MNR Capital Programs Update

- Quarterly Positive Train Control (PTC) Update

June 2016

Quarterly MTACC Capital Program Update
Quarterly Change Order Report
Quarterly Traffic Light Reports

July 2016

NYCT Capital Program Update
Update on Minority, Women and Disadvantaged Business Participation



New York City Transit Sandy Recovery & Resiliency

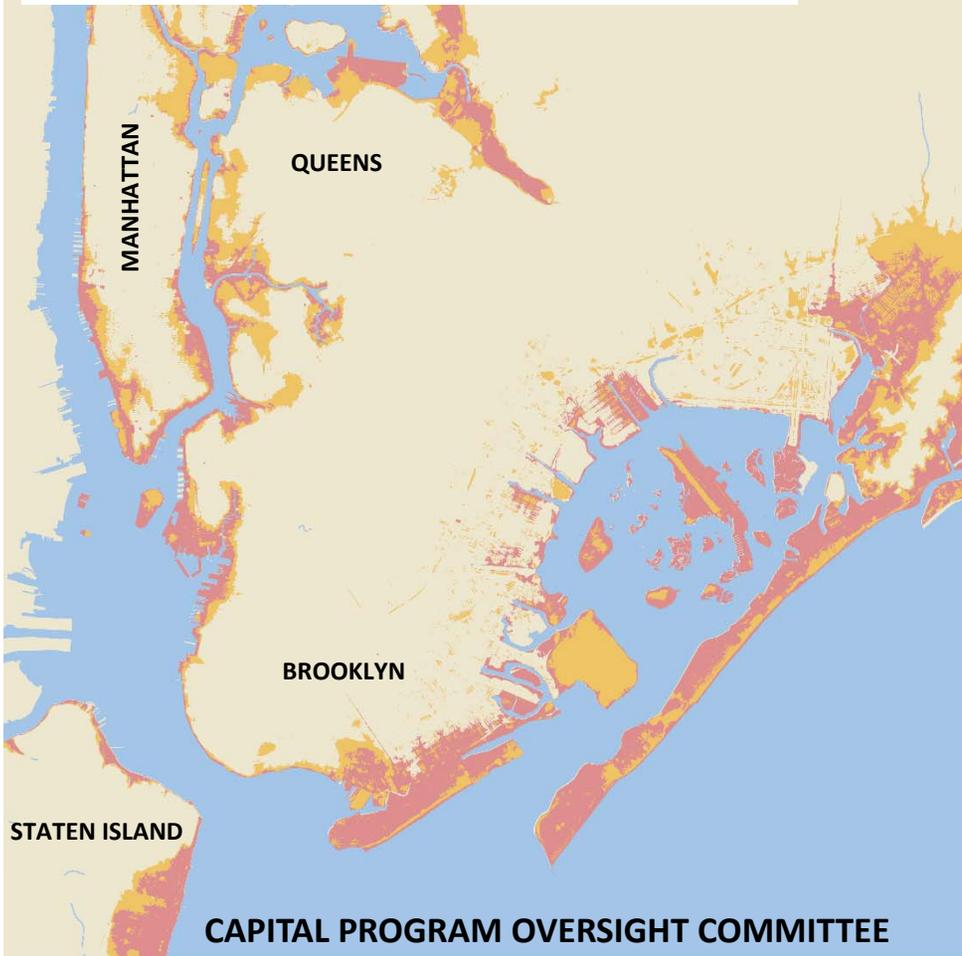
CAPITAL PROGRAM OVERSIGHT COMMITTEE – JULY 2015

NYCT

Sandy Recovery & Resiliency

BRONX

Vulnerable Assets



ASSET OVERVIEW

- 9 Under River Tunnels
- 32 Stations
- 31 Fan Plants
- 4 Yards
- 4 Bus Depots
- 29 Power Substations
- 17 Circuit Breaker Houses
- 78 Pump Rooms
- 66 Signal Rooms
- St. George Terminal
- Clifton Shop & Yard
- 3 Critical Facilities
- 5,600 Ingress Points



NYCT

Sandy Recovery & Resiliency



Stations



Under-River Tunnels



Yards, Terminals & Shops



Resiliency

CAPITAL PROGRAM OVERSIGHT COMMITTEE



NYCT
Sandy Recovery & Resiliency

Commitments

Performance
(\$ billion)



* Competitive Resiliency funding allocation September 2014

CAPITAL PROGRAM OVERSIGHT COMMITTEE



NYCT

Sandy Recovery & Resiliency

2015 Commitments

Actuals

<input type="checkbox"/> 53 rd Street Tube Rehabilitation	\$93 M
<input type="checkbox"/> Resiliency – Stair Covers	\$18 M
<input type="checkbox"/> 5 Resiliency Projects – Small Business Federal Program (SBFP)	\$19 M
<input type="checkbox"/> Joralemon Tube Rehabilitation	\$113 M

Planned

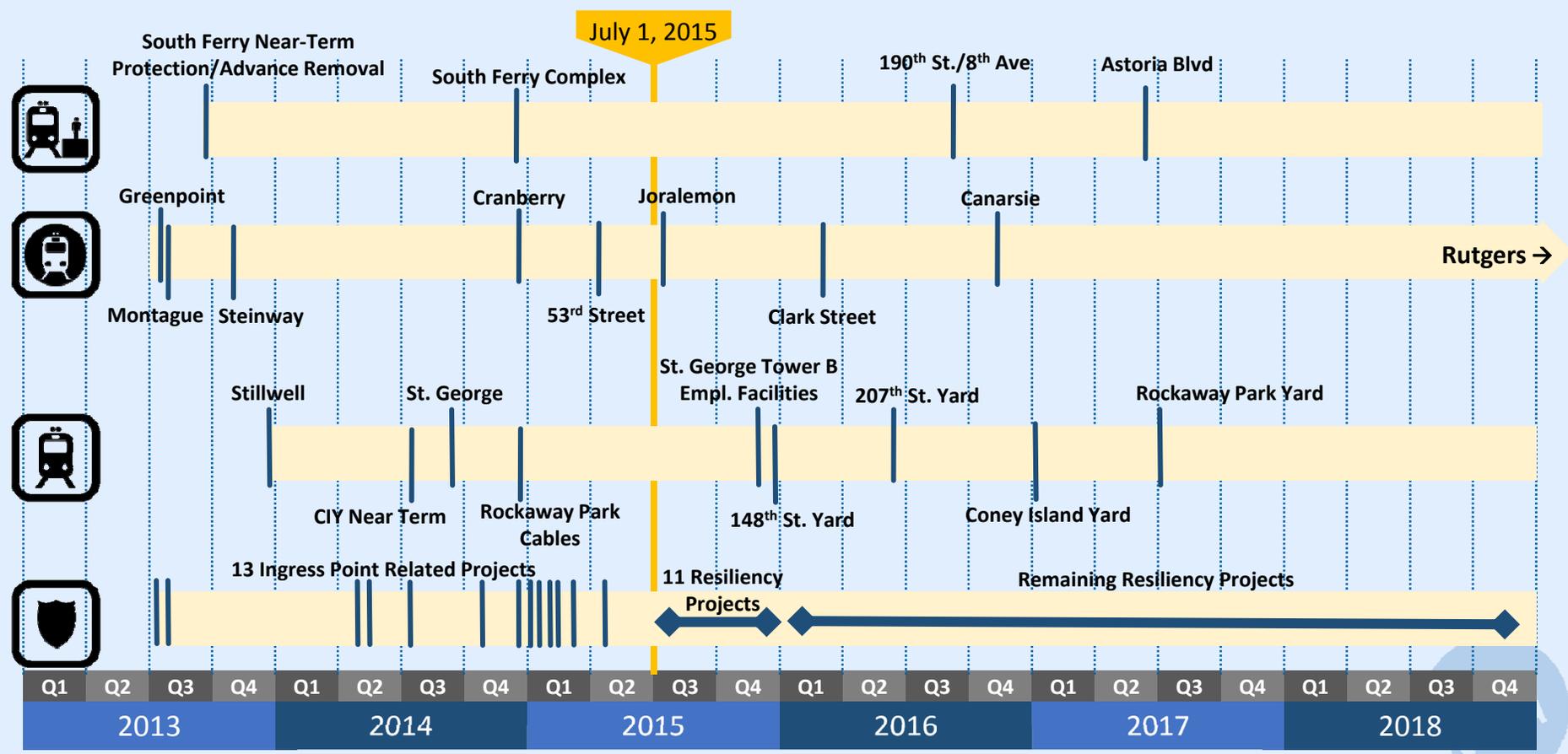
<input type="checkbox"/> 5 Ingress Point Protection Projects	\$86 M
<input type="checkbox"/> St. George Tower B Employee Facilities	\$ 2 M
<input type="checkbox"/> 2 Critical Rooms, Marine Doors, and MCDs Projects	\$40 M
<input type="checkbox"/> Ingress Points-9 Stations and 1 Fan Plant	\$100 M
<input type="checkbox"/> Ingress Point-7 Stations and 1 Fan Plant	\$90 M
<input type="checkbox"/> 148 th Street Yard	\$135 M
<input type="checkbox"/> 2 Resiliency Projects – Small Business Federal Program (SBFP)	\$ 7 M

CAPITAL PROGRAM OVERSIGHT COMMITTEE



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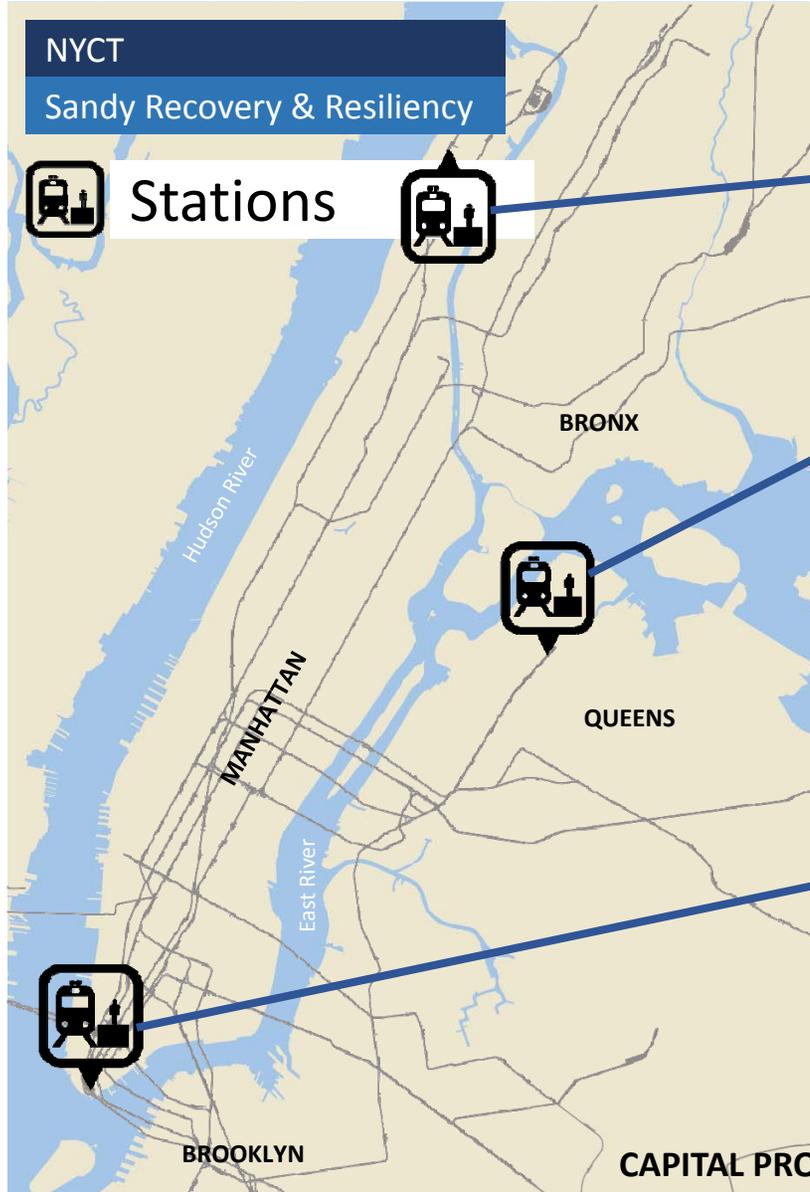
Timeline



CAPITAL PROGRAM OVERSIGHT COMMITTEE

NYCT
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 Stations 



190th Street

IN DESIGN

Restoration of historic station control building roof, parapet and exterior walls. Construction contract coordinated with station work in 2017.



Astoria Blvd

IN DESIGN

Restoration of station canopies & roof. Award coordinated with the planned Station ADA work in 2016 to minimize service impact.



South Ferry

COMPLETED

Near Term Protection and Advance Removal Contracts completed prior to award of Station Complex Restoration Contract.

IN CONSTRUCTION

Station complex rehabilitation contract awarded November 26, 2014. Contract on schedule for completion on June 26, 2017. Project cost of \$343.96 million including \$22.9 million in Risk Reserve.



NYCT

Sandy Recovery & Resiliency



Stations – South Ferry Station Complex: Grouting

- **Alternate means, methods & materials to improve process**
- **Positive and Negative side grouting completed early**
- **3 month observation period in progress**
- **Positive results in all areas**

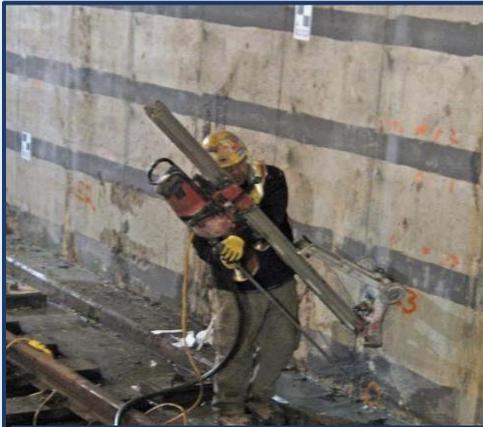


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 Stations – South Ferry Station Complex: Grouting



Drilling

Over 1,200 Positive Side drillings



Installation

Positive Side Grout Injection



Inspection

Performed by design and construction management teams





TUNNELS OVERVIEW

9 Tunnels Damaged

2 Completed

- Montague R
- Greenpoint G

4 In Construction

- Steinway 7
- Cranberry A C
- 53rd Street E M
- Joralemon 4 5

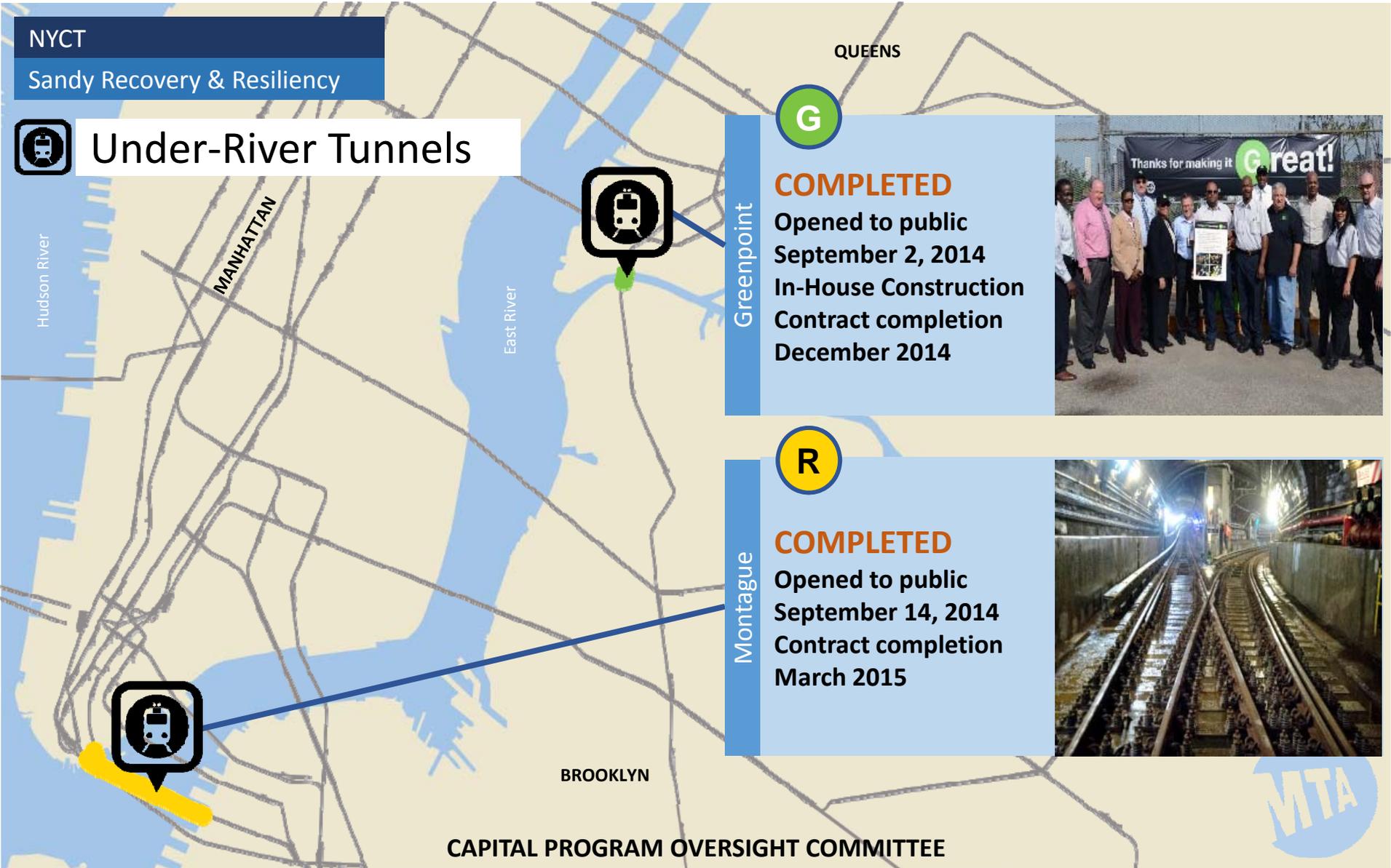
3 In Design

- Clark 2 3
- Canarsie L
- Rutgers F



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Under-River Tunnels



G

Greenpoint

COMPLETED
Opened to public
September 2, 2014
In-House Construction
Contract completion
December 2014

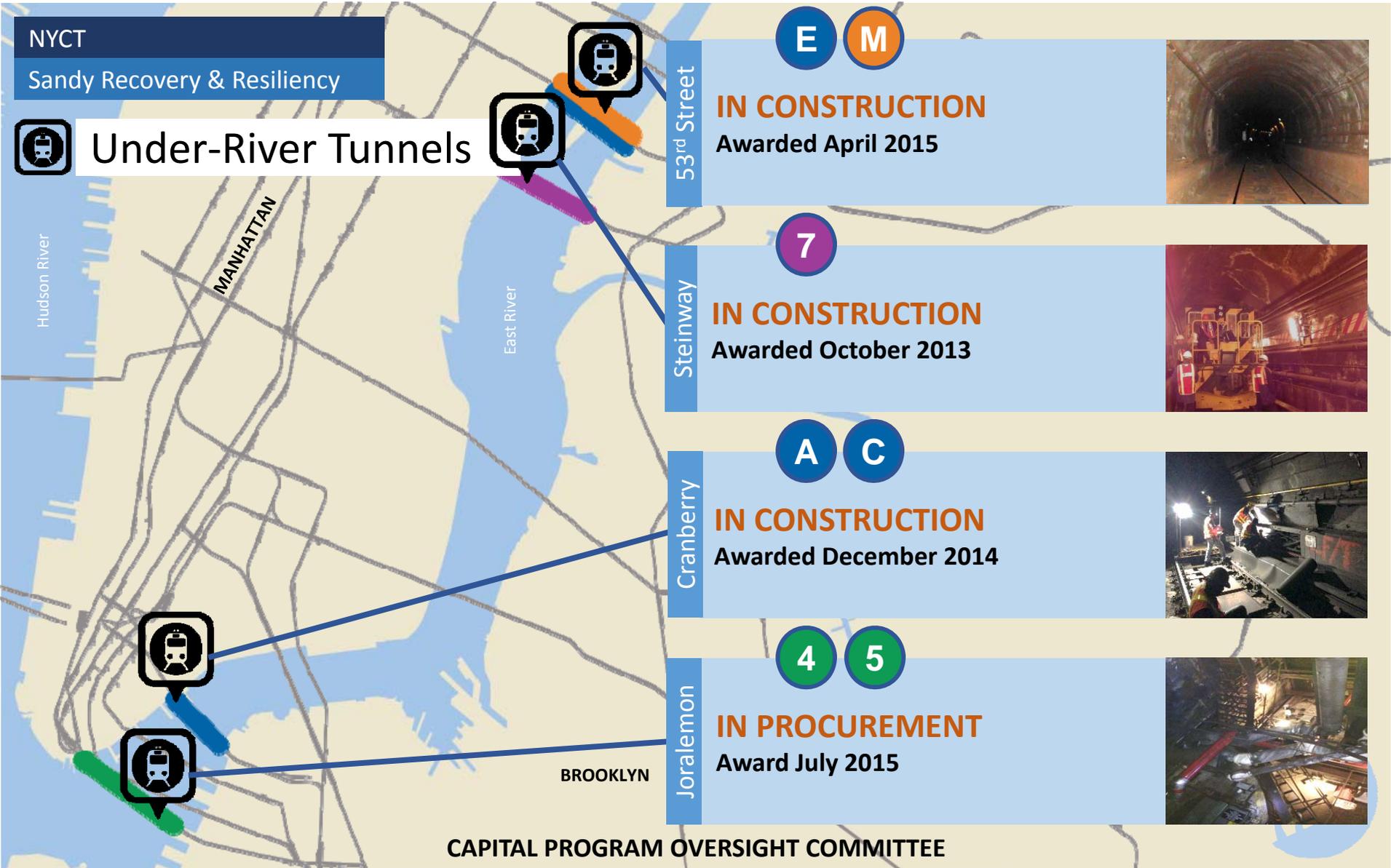


R

Montague

COMPLETED
Opened to public
September 14, 2014
Contract completion
March 2015





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Under-River Tunnels

E M

53rd Street

IN CONSTRUCTION
Awarded April 2015



7

Steinway

IN CONSTRUCTION
Awarded October 2013



A C

Cranberry

IN CONSTRUCTION
Awarded December 2014



4 5

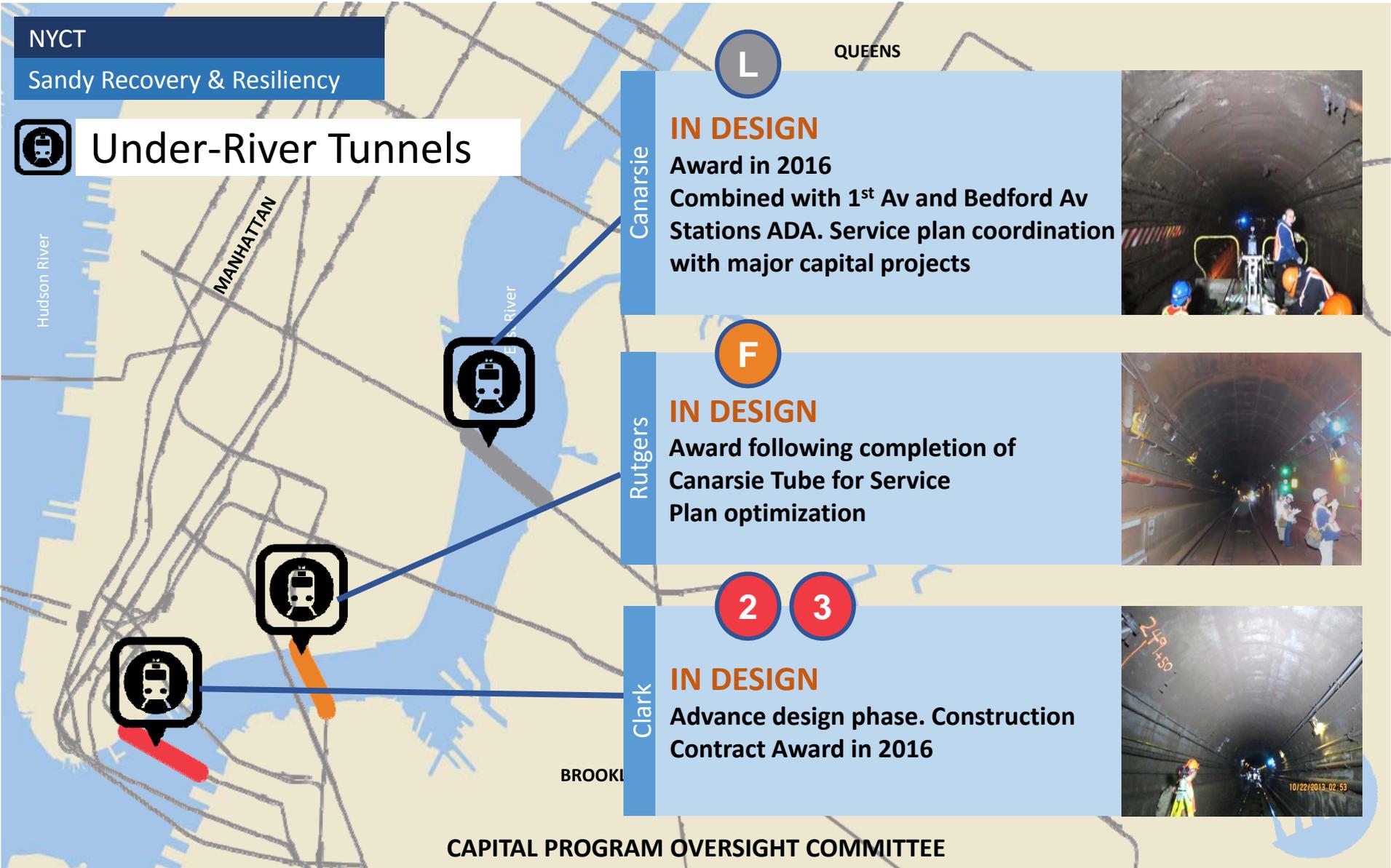
Joralemon

IN PROCUREMENT
Award July 2015



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Under-River Tunnels



L QUEENS

Canarsie

IN DESIGN
 Award in 2016
 Combined with 1st Av and Bedford Av Stations ADA. Service plan coordination with major capital projects



F

Rutgers

IN DESIGN
 Award following completion of Canarsie Tube for Service Plan optimization



2 3

Clark

IN DESIGN
 Advance design phase. Construction Contract Award in 2016





YARDS, TERMINALS & SHOPS OVERVIEW

1 Completed

- Coney Island Yard Near Term Protection

3 in Construction

- St. George Terminal Interlocking
- Stillwell Terminal
- Rockaway Park Cables

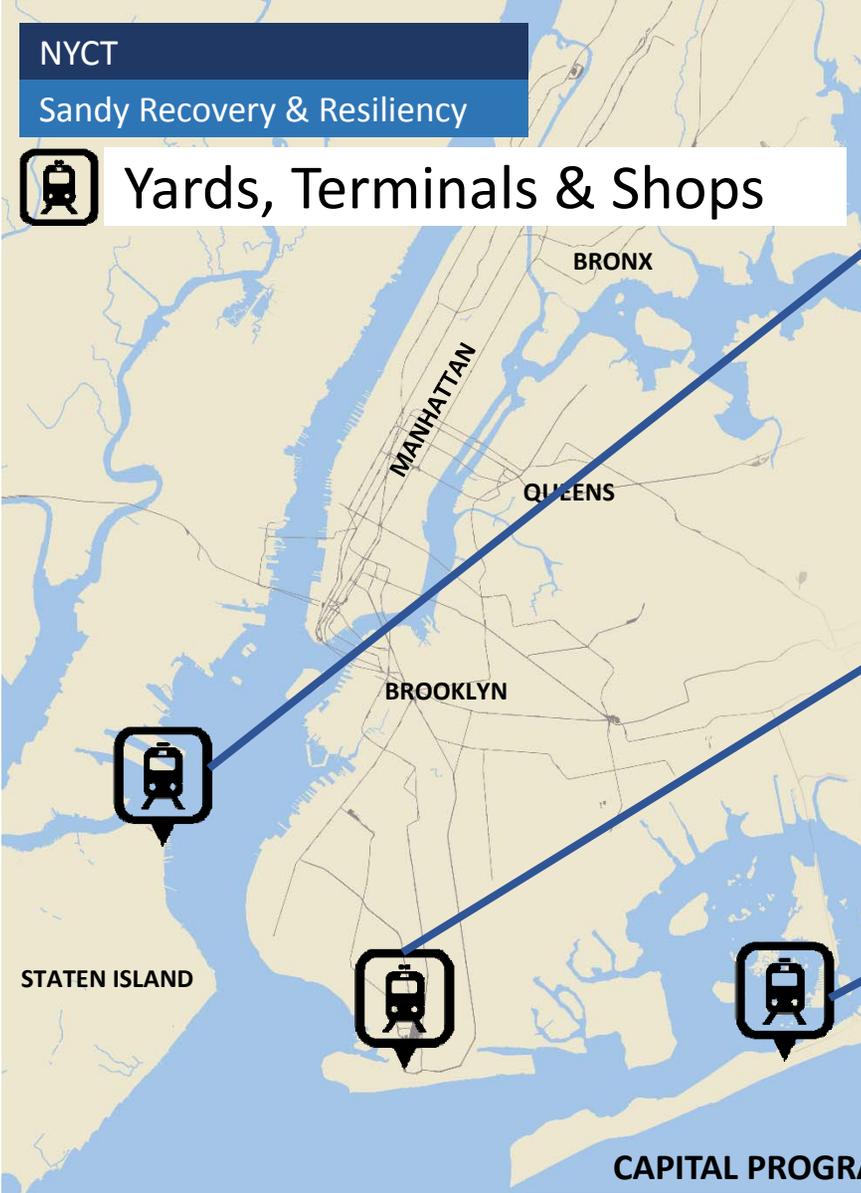
4 in Design

- 207th Street Yard
- 148th Street Yard
- Coney Island Yard
- Rockaway Park Yard



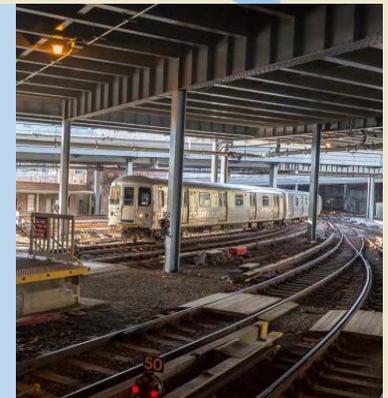
NYCT
Sandy Recovery & Resiliency

 Yards, Terminals & Shops



St. George

IN CONSTRUCTION
Awarded September 2014.
Resiliency design underway
Collaboration with major private
development projects



Stillwell

IN CONSTRUCTION
Awarded December 2013
Employee facilities &
Police District office #34



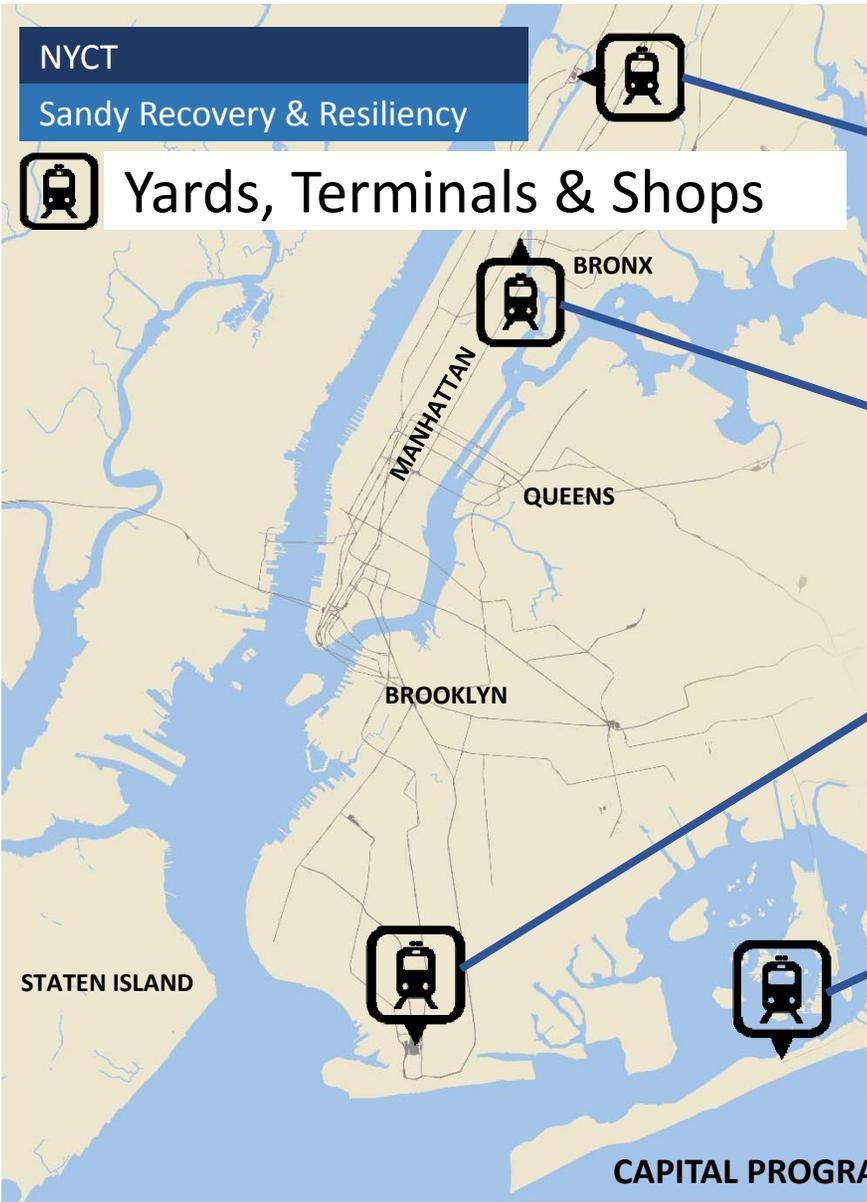
Rockaway Park

IN CONSTRUCTION
Yard Power & Communication
Cables
Awarded December 2014



NYCT
Sandy Recovery & Resiliency

 Yards, Terminals & Shops



207th Street

IN DESIGN
Yard Flood Protection and Cables
Award in 2016



148th Street

IN DESIGN
Yard Flood Protection and Cables
Award in 2015



Coney Island

IN DESIGN
Yard Flood Protection and Cables
Award in 2016
COMPLETED
Near Term Protection March 2015



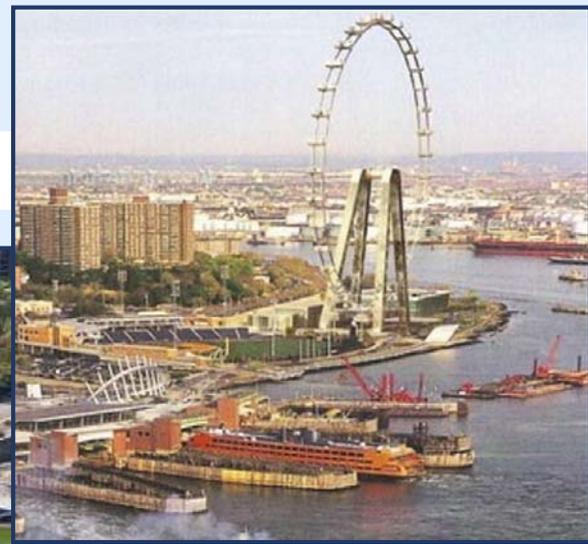
Rockaway Park

IN DESIGN
Yard Flood Protection
Award in 2018



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 Yards, Terminals & Shops – St. George Terminal



Collaboration with private developer projects on construction phasing and site access

- Empire Outlets
- NY Wheel

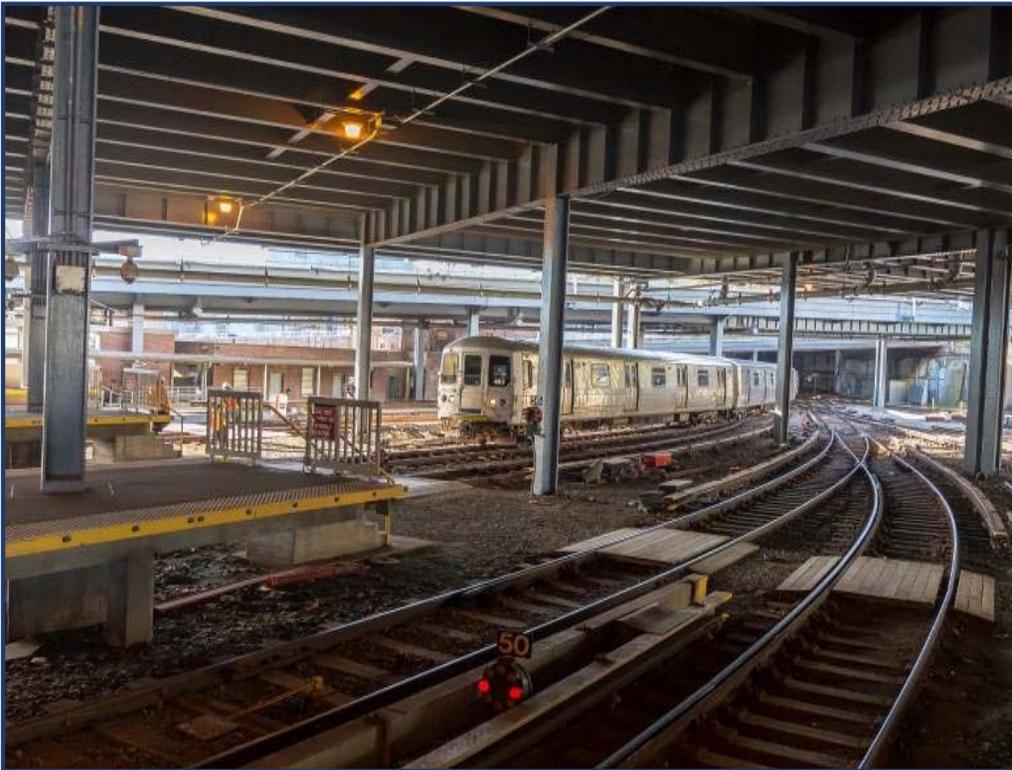


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Yards, Terminals & Shops – St. George Terminal



- Recovery contract awarded in September 2014
- Construction duration is 30 months
- 10 phase construction to minimize service impact
- Replacement of tracks, signals, power, and new drainage system
- Installation of critical wayside equipment on raised platform
- Terminal Flood Protection Project in design



CAPITAL PROGRAM OVERSIGHT COMMITTEE



COMPETITIVE RESILIENCY INITIATIVES

- Protection of Street-Level Openings
- Protection of Tunnel Portals and Internal Tunnel Sealing
- Hardening of Substations
- Flood Mitigation in Yards
- Pumping System Improvements
- ROW Equipment Hardening
- Internal Station Hardening
- Critical Bus Depots
- Rockaway Line Protection
- Emergency Communications Enhancements
- Critical Support Facilities





STREET- LEVEL OPENINGS

5,600 Vulnerable Street Openings

- 109 Street Stairs
- 3,087 Vent Bays (2,087 MCDs)
- 104 Hatches
- 461 Manholes
- Over 1,825 Duct Entries
- 7 Elevators
- 7 Escalators



Resiliency: Solutions for Station Entrances



Flex Gate Stair Cover



Stair closure with watertight door



Deployable Stair Cover



Watertight doors



NYCT
Sandy Recovery & Resiliency

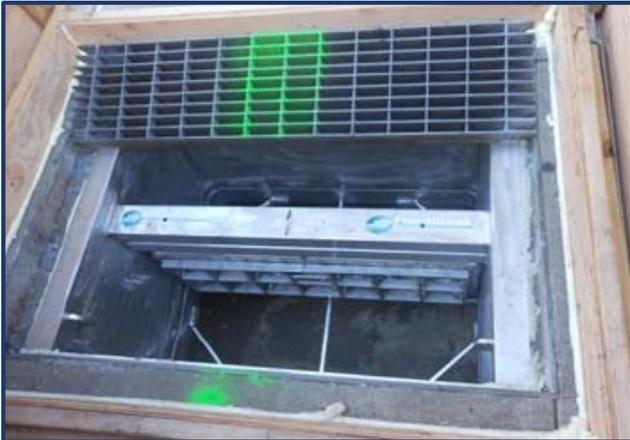
 Resiliency: Solutions for Vent Bays, Hatches & Manholes



Deployable Vent Cover



Watertight Hatch Door



Mechanical Closure Device Vent Cover



Watertight Manhole Insert

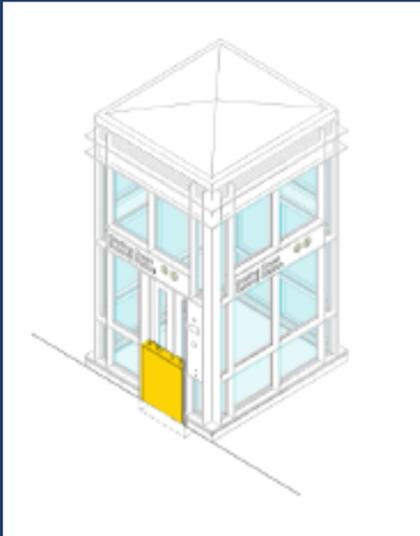


NYCT
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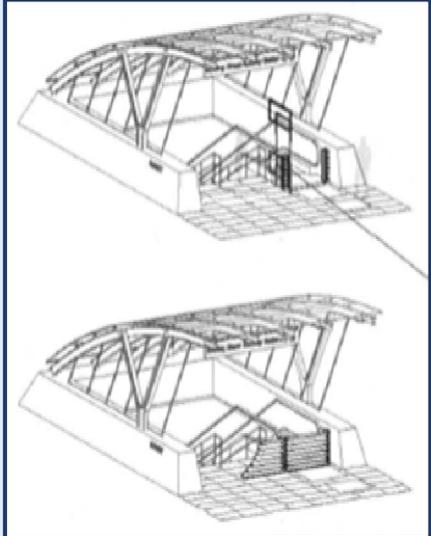
Resiliency: Solutions for Elevators & Escalators



Elevator Storm Resistant Glazing



Stop Log Closures



NYCT
Sandy Recovery & Resiliency

 Resiliency: Flex Gate Tunnel Portal Flood Protection



207th St. Yard Portal



Field mockup and test



Portal Flex Gate closed position



Portal Flex Gate open position



July 2015 CPOC IEC Project Review



Sandy Recovery: South Ferry Station Complex



July 20, 2015

Schedule & Budget Review

Sandy Recovery: South Ferry Station Complex

Schedule:

- The project is progressing as per the approved contractor schedule.

Budget:

- The project is on budget.
- Expenditures to date reflect the actual percentage of project completion.



Findings

Sandy Recovery: South Ferry Station Complex

Grouting: The NYCT's rehabilitation design incorporated modifications to the grouting methodology to improve station waterproofing.

- The IEC has independently reviewed the alternate means and methods of grouting and has verified effectiveness and success to date.



Signals and Train Control Division

CBTC QBL – Risk Assessment Briefing

Nidhish Patel, P.E.
Program Executive

July 2015

Capital Program Oversight Committee

CBTC QBL Line West Contracts S-48004 - Phase I and S-48005 - Phase II



CBTC Operation

- E** Trains operate from Union Turnpike to 50th St. - 8th Ave.
- F** Trains operate from Union Turnpike to 21st St.- Queensbridge
- M** Trains operate from Forest Hills - 71st Ave. to 47th - 50th St.- 6th Ave
- R** Trains operate from Forest Hills - 71st Ave. to Queens Plaza

CBTC QBL Line West Contracts S-48004 - Phase I and S-48005 - Phase II

Scope of Work:

- Contract S-48004 is for design, furnish, testing and in-service of the CBTC, DCS and ATS systems.
- Contract S-48005 is for installation of CBTC, DCS, ATS and for design, furnish, installation, testing and in-service of the AWS equipment. Rehabilitation of the wayside facility to support CBTC and AWS installations.

Project Base Budget: \$548.3 M

Project Base Schedule: 75 Months

Risk Assessment:

- Risk Assessment held: April 2015
- Risk Informed Budget (80%): \$571.3 M Mitigated: \$564.5 M
- Risk Informed Schedule (80%): 77 Months Mitigated: 74 Months

CBTC QBL Line West Contracts S-48004 - Phase I and S-48005 - Phase II

Major Project Activities:

- Design and furnish all CBTC and Signal Equipment
- Installation of CBTC equipment on 309 units (4 and 5 car units, 1486 cars) in 3 different shops by in-house forces
- Installation of wayside equipment on 43 track miles
- Installation of equipment in 7 relay rooms
- Design, furnish and installation of ATS

Top Project Risks

- Delay in award of installation Contract S-48005
- Availability of work trains, work train crews and flaggers
- Coordination between in-house MOW forces and Contractors
 - Taking train out of service for installation and testing of CBTC Equipment
 - In-house track work
- Availability of General Orders

MTA Agency: New York City Transit

Risk Assessment Report Date: April 23, 2015

Project Name: CBTC Queens Blvd. Line West Phase I (Design and Furnish) and Phase II (Installation)

Status of Project when Risk Assessment Was Performed: Final Design

Project Description

The project involves the design, procurement, and supervision of the installation and testing of Communication Based Train Control (CBTC) system equipment and Automatic Train Supervision (ATS) system from suppliers which have been qualified by MTA. The limits of the project include the existing Queens Boulevard Line from Union Turnpike in Queens through the 53rd Street Tunnel to 7th Avenue, and through the 63rd Street Tunnel to 57th Street in Manhattan. Also the yard leads of Jamaica Yard (D5, D6, D7, and D8) are to be CBTC equipped for this project.

Risk Assessment Findings

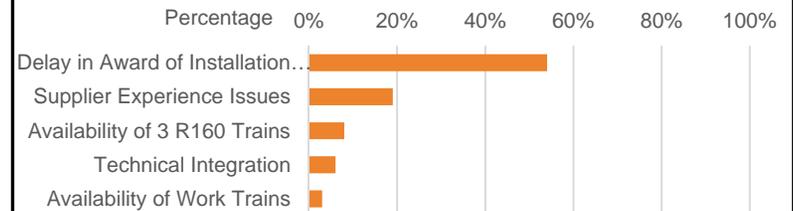
Based upon simulation results at the 80% Confidence Level, the Risk Informed duration is 77 months, adding 2 months to the project baseline schedule duration of 75 months. NYCT has identified mitigation measures that could potentially reduce the schedule to 74 months. The Risk Informed estimate results at the 80% Confidence Level for the total project cost is \$571.3 million. The base project cost estimate is \$548.3 million, which includes contingency, and is \$23 million below the risk informed cost. The mitigated cost estimate is \$564.5 million which is \$16.2 million above the base estimate, and \$6.8 million below the risk informed cost.

Risk Informed Cost and Schedule Results

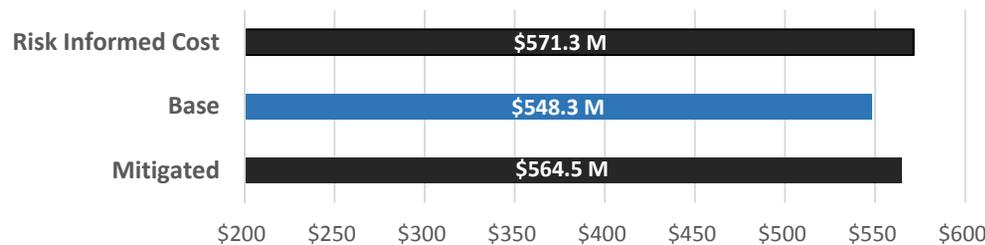
Risk Informed Project Duration @ 80 % vs. Baseline Schedule



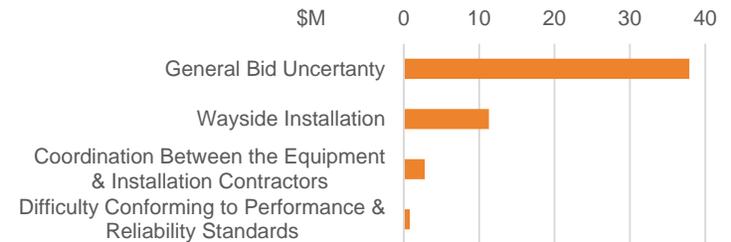
Top Schedule Risks (Relative Contribution)



Overall Project Cost @ 80 % Risk Informed Project Costs



Top Cost Risks (Relative Contribution)





Summary of Major Schedule Risks & Mitigations

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Top Schedule Risks			
Delay in award of Installation Contract S-48005	Ensure the priority of CBTC project to drive the prompt completion of the procurement process	NYCT and Procurement management	Post design to pre-construction award
Availability of work trains and flaggers	The CBTC project receives priority to ensure consistent provision of GOs and related resources.	Work train crews, work train equipment, and flaggers	Project Duration



Summary of Major Cost Risks & Mitigations

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Top Cost Risks			
Coordination between in-house MOW forces and contractors	Weekly construction and coordination review meetings	PM and contractor staff	Project Duration
Availability of flaggers	Priority assignment to project. Staffing adjustment [hiring/OT] to have contingency forces available	Flaggers	Project Duration
Availability of work train crews and work trains	Priority assignment to project. Staffing adjustment [hiring/OT] to have contingency forces available	Work train crews and work train equipment	Project Duration
Availability of GOs	High priority of GO assignment to the project	PM, RTO and operations planning staff	Project Duration

July 2015 CPOC IEC Project Review



**CBTC QUEENS Boulevard Line West Phase I and II
Risk Assessment
July 20, 2015**



Risk Assessment Review

- Methodology – Workshop was comprehensive. It included major design elements of on-car equipment, wayside equipment, site installations and agency support activities. Activity sequences and their links/dependencies assumptions were reasonable.
- Budget and Schedule – Major cost areas and activity durations were assessed for potential budget and schedule opportunities. Where risks were identified, mitigation measures were adopted to reduce uncertainty. Outcomes generated a fair probabilistic cost and schedule distribution picture.
- Remark – A possible issue is the availability of GOs, especially within the last 18 – 24 months of the project. The mitigated risk assessment assumes this project will have a high priority for GOs. The risk assessment did not emphasize the criticality of GOs needed later in the contract period. Contractor work at the end of the project is highly dependent on track access.

**DBE AWARDS ON MTA CAPITAL PROJECTS with GOALS
JANUARY - JUNE 2015
FEDERALLY FUNDED**

FEDERALLY FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			2015 TOTALS (JANUARY-JUNE 2015) (in millions)		
	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)
DBE Participation Goal: 17%									
Construction	\$ 461	\$ 83	18%	\$ 166	\$ 40	24%	\$ 628	\$ 123	20%
Professional Services	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%
Other									
TOTAL	\$ 461	\$ 83	18%	\$ 166	\$ 40	24%	\$ 628	\$ 123	20%
Additional MWBE Participation:	Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards	
Construction	\$ 461	\$ 57		\$ 166	\$ 34		\$ 628	\$ 91	
Professional Services	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Total	\$ 461	\$ 57		\$ 166	\$ 34		\$ 628	\$ 91	

**MWBE AWARDS ON MTA CAPITAL PROJECTS with GOALS
JANUARY - JUNE 2015
STATE FUNDED**

STATE FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			2015 TOTALS (JANUARY-JUNE 2015) (in millions)		
	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)
MBE Participation Goal: 15%*									
Construction	\$ 17	\$ 4	23%	\$ 45	\$ 8	18%	\$ 62	\$ 12	19%
Professional Services	\$ 2	\$ 0.3	13%	\$ 2	\$ 0.3	14%	\$ 5	\$ 0.6	13%
Other	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%
MBE Participation on FTA-funded projects									
TOTAL	\$ 20	\$ 4	22%	\$ 47	\$ 8	18%	\$ 67	\$ 12	19%
WBE Participation Goal: 15%*									
Construction	\$ 17	\$ 2	14%	\$ 45	\$ 4	9%	\$ 62	\$ 6	10%
Professional Services	\$ 2	\$ 0.6	25%	\$ 2	\$ 0.2	10%	\$ 5	\$ 0.8	18%
Other	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%
WBE Participation on FTA-funded projects									
TOTAL	\$ 20	\$ 3	15%	\$ 47	\$ 4	9%	\$ 67	\$ 7	11%
Additional DBE Participation:	Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards	
Construction	\$ 20	\$ 7		\$ 45	\$ 4		\$ 65	\$ 11	
Professional Services	\$ -	\$ -		\$ 0.5	\$ 0.1		\$ 0.5	\$ 0.1	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Additional DBE Participation Total	\$ 20	\$ 7		\$ 45	\$ 4		\$ 65	\$ 11	

*30% MWBE goals effective April 1, 2015

Annual Update of MTA Small Business Development Program

Small Business Mentoring Program-Tier 1 (SBMP-Tier 1)

Small Business Mentoring Program-Tier 2 (SBMP-Tier 2)

Small Business Federal Program (SBFP)

July 20, 2015 CPOC Meeting



Brian P. Murphy
Deputy Director
Office of Construction Oversight
Department of Capital Programs

George Cleary
Deputy Director
Small Business Development Program
Department of Diversity and Civil Rights

Small Business Development Program

Mission Statement

To develop and grow emerging contractors through classes, on-the-job training and technical assistance in prime contracts with MTA Agencies, thereby creating a larger pool of diverse qualified contractors who can compete for, and complete MTA construction projects safely, timely and within budget.



SBMP-Tier 1 Status

SBMP-Tier 1 Launched in July 2010

- **Program Year (PY) – July 15th to July 14th**
 - New York State and local funding
 - Prime contracts up to \$1 million
 - 140 prequalified firms
 - Contractors participate for a maximum of 4 years
 - Bond requirements waived



SBMP-Tier 1 Status

Typical SBMP-Tier 1 Projects

- Stair replacements and station improvements
- Roofing
- HVAC and electrical upgrades
- Installation of bus chassis wash lift equipment
- Bridge and parking structure painting projects
- Masonry, asphalt, concrete paving, and site work
- Elevator projects
- Help Point intercom systems



SBMP-Tier 1 Status

- PY '10 – PY '15 Actual Awards**

	Projects	Goal	Actual
Awarded to 112 Firms	171	\$92M	\$107M
Substantially Completed	125	N/A	\$78M

- PY '16 Award Goal is \$28 Million**



SBMP-Tier 1 Status

Process Metrics (in 5 Yrs.)	Goal (in Days)	Actual (in Days)
Payments	10	9.2
Awards	22	16.9
Closeouts	20	33.3
Change Orders	15	22.3



SBMP-Tier 1 Achievements

- 508 applications received over 5 years
- 255 firms prequalified over 5 years
- 112 firms awarded projects since program inception
- 45 of the 112 firms were awarded 2 or more projects
- Several participants obtained MTA contracts outside of the SBMP



SBMP-Tier 1 Project



Before



After

Red & Blue Construction Corp, a NYS certified MBE firm, was awarded the Jackie Gleason Bus Depot Entrance/Parking Lot Repavement project for \$873,680.



SBMP-Tier 2 Program

Launched in July 2014

- State funded prime contracts from \$1M to \$3M
- Participation for up to 4 years
- Payment and performance bonds required
- 33 prequalified firms, which are graduates from SBMP-Tier 1



SBMP Tier 2 Status

- PY '15 Actual Awards**

	Projects	Goal	Actual
Awarded to 11 Firms	12	\$15M	\$24M

- PY '16 Award Goal is \$26 Million**



SBMP Tier 2 Project



East 180th Street Maintenance Facility Remediation Project was awarded to SAI Services Inc. valued at \$3,084,455 – Under Construction



Small Business Federal Program

Launched in August 2012

- Federal funded prime contracts up to \$3 million
- Participation for a maximum of 3 years
- Payment and performance bonds required
- 34 prequalified firms; 21 graduated from SBMP-Tier 1
- 16 firms awarded projects since inception
- 10 of the 16 firms were awarded 2 or more projects



Small Business Federal Program Status

- **PY '13 – PY '15 Actual Awards**

	Projects	Goal	Actual
Awarded to 16 Firms	30	\$30M	\$60M
Substantially Completed	15	N/A	\$28M

- **PY '16 Award Goal is \$26 Million**



SBFP Project



Before



After

The Upgrade of Bus Washers at Ulmer Park & Flatbush Bus Depot was awarded to formerly NYS WBE certified firm, Masterpiece U.S. Inc. for \$2,913,000



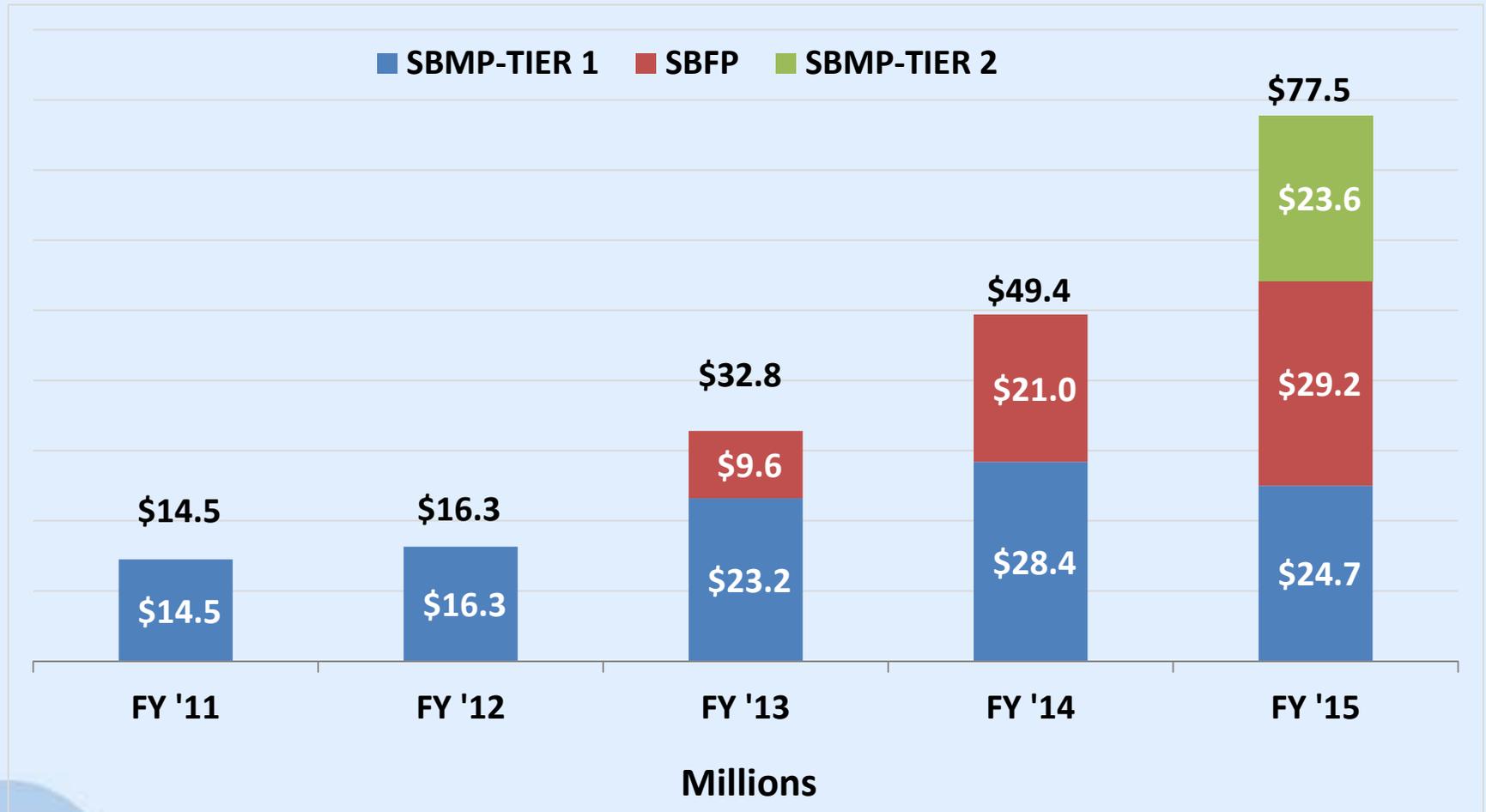
SBDP Competitive Bidding

(\$ in Millions)

Program	Projects	Engineer's Estimate	Contract Awards	Difference
SBMP-Tier 1	171	\$111.9	\$107.2	\$4.7
SBMP-Tier 2	12	\$23.5	\$23.6	\$(-.1)
SBFP	30	\$56.5	\$59.3	\$(-2.8)
Total	213	\$191.9	\$190.1	\$1.8



SBDP Contract Awards* Exceed \$190 Million Over Five Years



*Includes executed change orders in the amount of \$3M (1.5%)



Construction Management Services Contract

- Current Construction Management Services contract expires in July 2016.
- Request for proposal to be issued by the end of 2015.
- Award in second quarter of 2016.

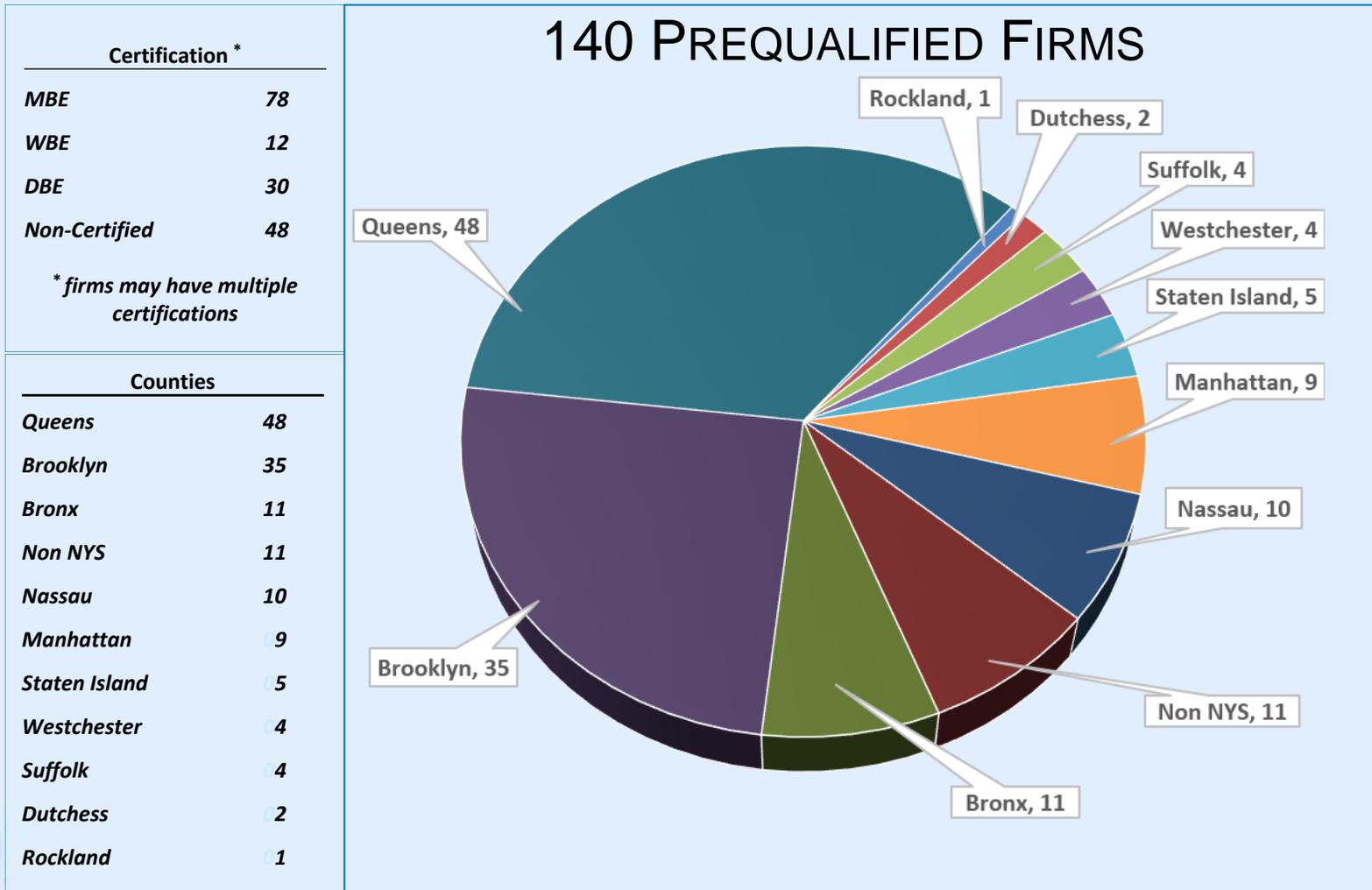


Business Development

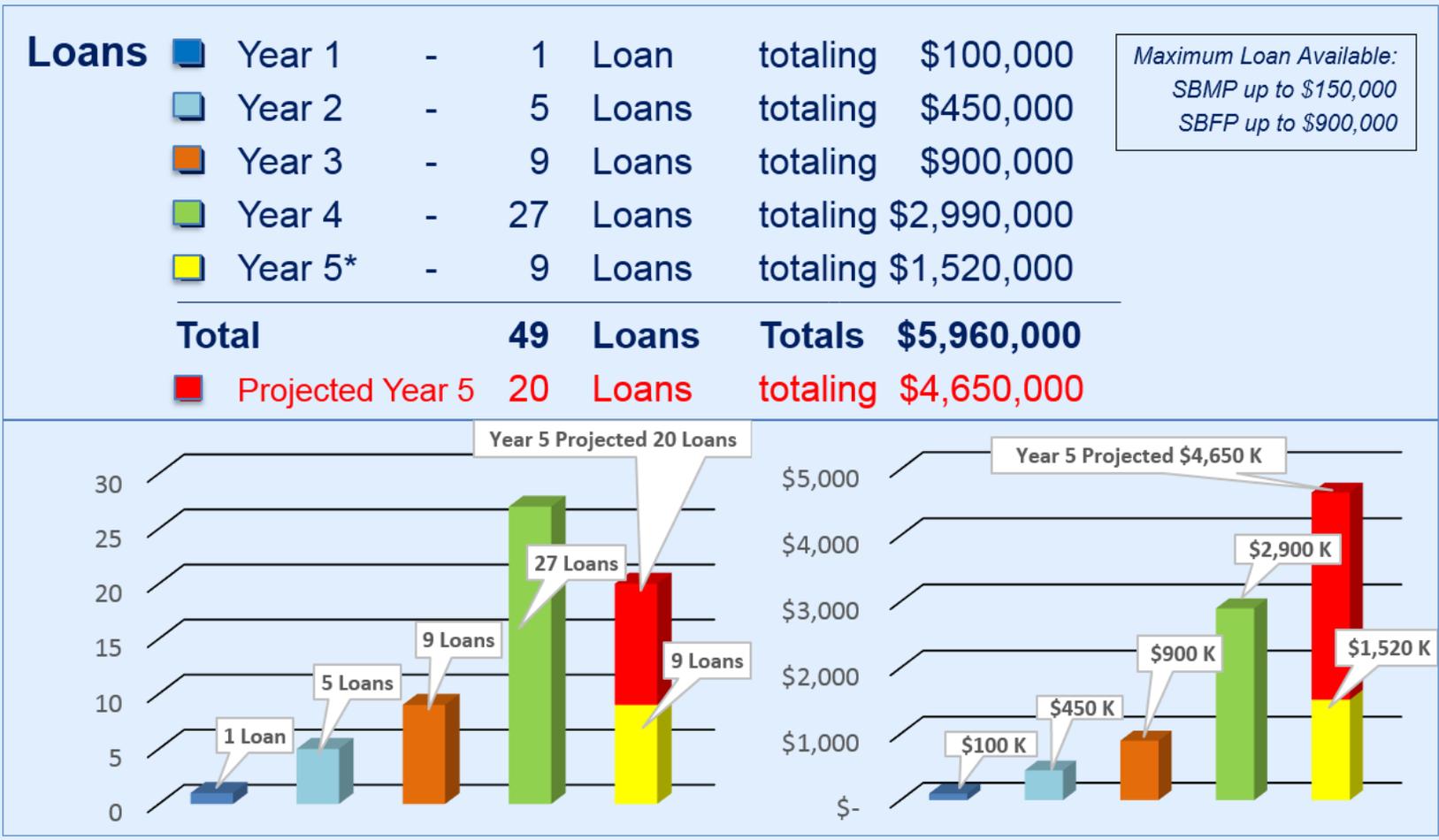


SBDP Outreach

Small Business Mentoring Program Tier 1



SBDP Loan Program

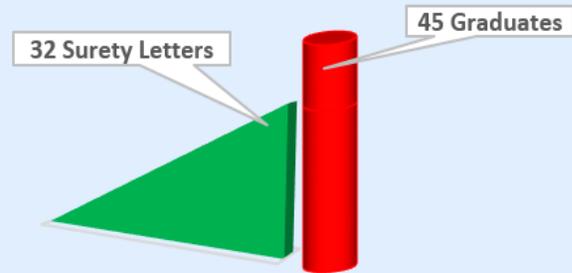


* First 11 Months of Program Year



SBDP Surety Bond Program

- 45 Firms Graduated from Tier 1
- 32 Graduated with Bond Surety Letters



- The MTA SBDP Bonding Program assisted 7 firms in obtaining bond surety letters.
- Surety Bonding capacity for the 7 firms total \$36M aggregate.
- Tier 2 – LaShay’s Construction and Development Inc. was awarded a \$2.6 Million contract. Andrew Simmons secured a Surety Bond of \$3.0 Million for this award.



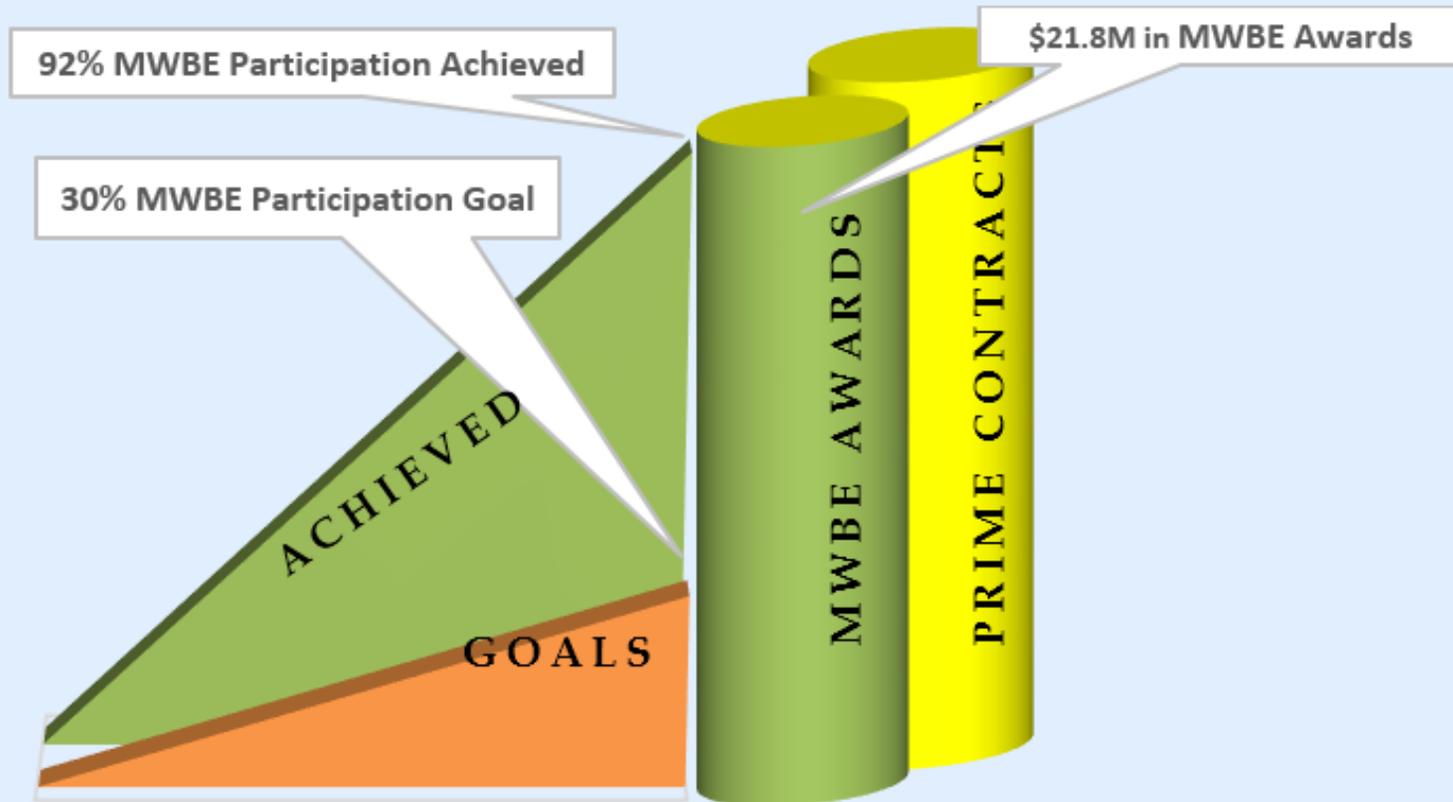
SBMP-Tier 1 MWBE Accomplishments

- 78% of all Contracts were awarded to NYS Certified MWBEs
- MTA 30% MWBE Goal



SBMP-Tier 2 MWBE Accomplishments

- 92% of all Contracts were awarded to NYS Certified MWBEs
- MTA 30% MWBE Goal



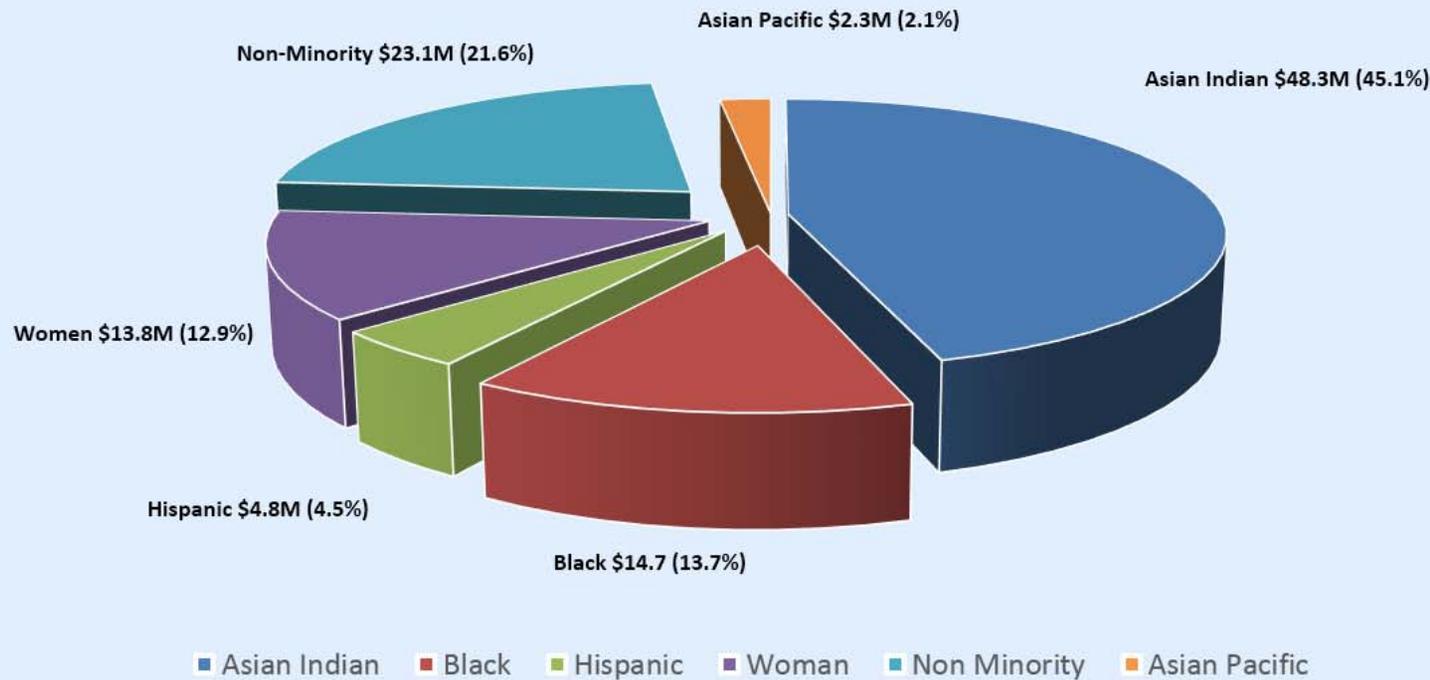
SBFP DBE Accomplishments

- 40% of all Contracts were awarded to Certified DBEs
- MTA 17% DBE Goal



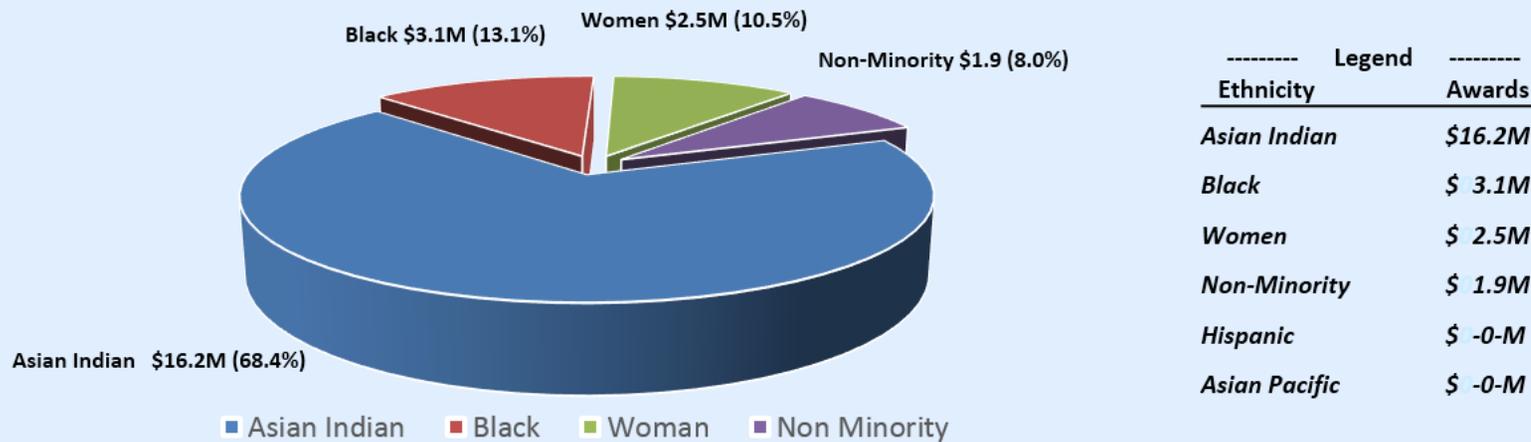
SBDP Contract Awards

Contract Awards in SBMP-Tier 1 by Ethnicity



SBDP Contract Awards

Twelve (12) Contract Awards in SBMP-Tier 2 by Ethnicity



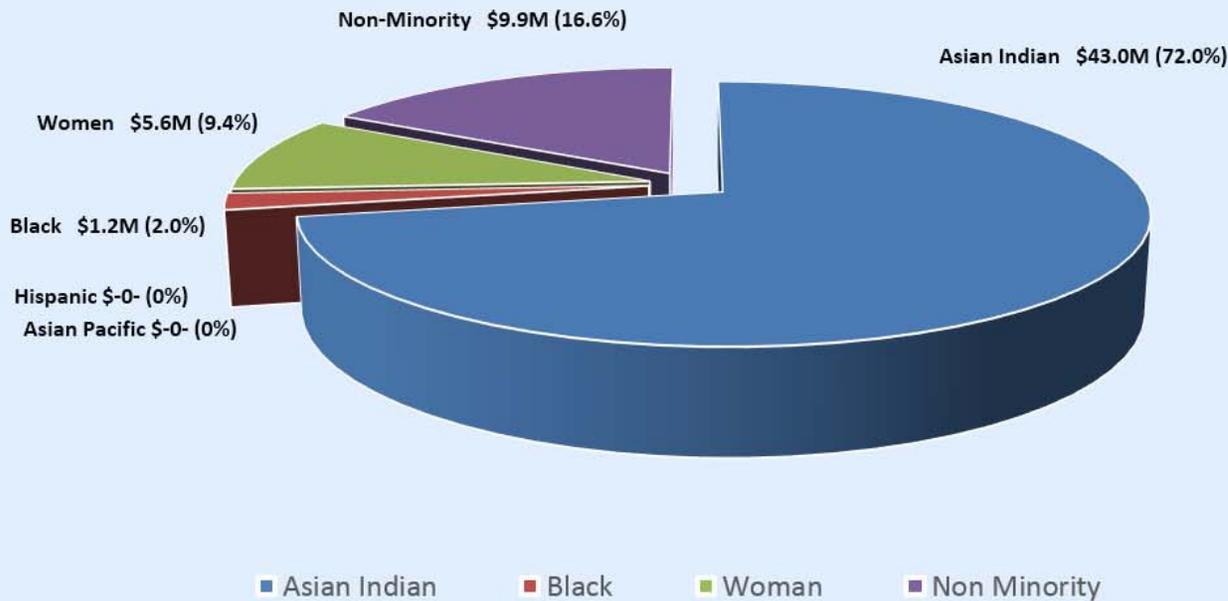
Action Plan

- Target ethnic trades group and associations including Blacks, Hispanic, and Asian Pacific.
- Advertise Program in ethnic group's newspapers, journals, periodicals, and other media outlets.
- Review the prequalification policy



SBDP Contract Awards

Contract Awards In SBFP By Ethnicity



Legend	
Ethnicity	Awards
Asian Indian	\$43.0M
Non-Minority	\$ 9.9M
Women	\$ 5.6M
Black	\$ 1.2M
Hispanic	\$ -0-M
Asian Pacific	\$ -0-M



SBDP Performance Results

- PY'10 – PY'15 SBMP-Tier 1 Awards total \$107 Million
- PY'15 SBMP-Tier 2 Awards total \$24 Million
- PY'13 – PY'15 SBFP Awards total \$60 Million

- Contributed approximately 4,500* jobs to the 14 county service region

*Source: New York State Department of Transportation (NYSDOT)

As an average statewide estimate, the Department has chosen 24 jobs per \$1 million dollars (\$1M) of construction value to calculate the estimated number of direct, indirect and induced jobs created or saved.

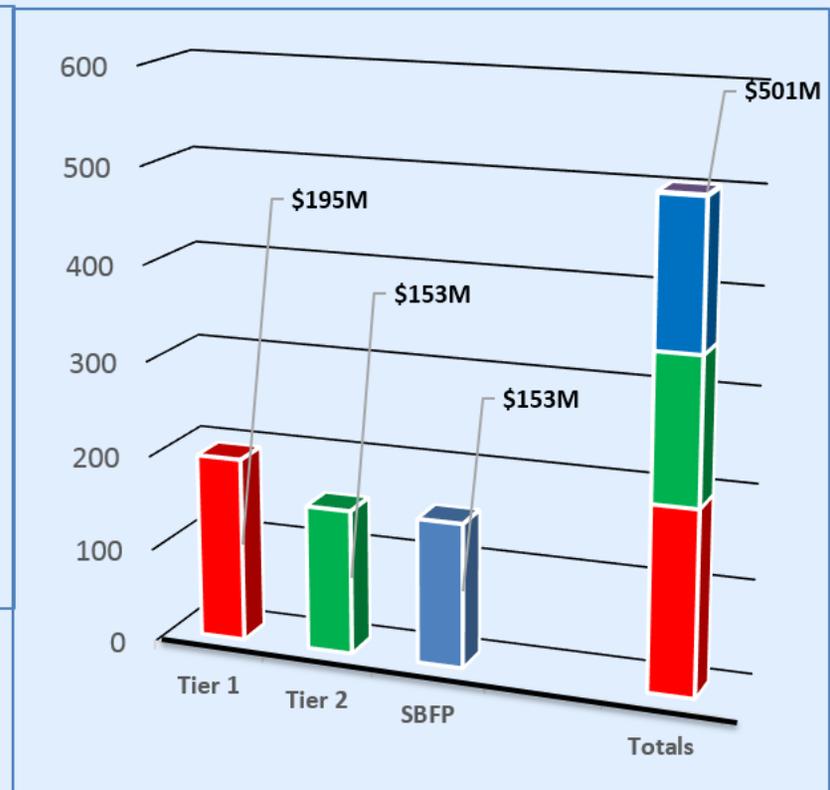
Jobs Created and Employment Reporting (<https://www.dot.ny.gov/recovery/jobs?nd=nysdot>)



SBDP Projections

2015 – 2019 Five Year Capital Program Estimated Project Awards*

Small Business Mentoring Program		# of Projects
■ Tier 1	\$195M	280
■ Tier 2	\$153M	75
Small Business Federal Program		
■ SBFP	\$153M	75
<hr/>		
Totals**		
■ All Programs	\$501M	430
<hr/>		
■	Estimated Job Creation of over 12,000 jobs ***	



*Subject to Approval of Capital Plan

**Based on 10% Growth per Year

***Source: New York State Department of Transportation (NYSDOT)

As an average statewide estimate, the Department has chosen 24 jobs per \$1 million dollars (\$1M) of construction value to calculate the estimated number of direct, indirect and induced jobs created or saved.

Jobs Created and Employment Reporting (<https://www.dot.ny.gov/recovery/jobs?nd=nysdot>)



SBDP Training Program

- 226 firms participated in the training program as of Spring 2015
- 11-Session Technical & Business Development Classroom Training:
 - 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
- In September Fall 2015, two classes will be added to the Training Schedule
 - Prevailing Wages
 - Navigating MTA Contracts and MWBE Compliance



Business Development

Next Steps

- Recruit a more diverse pool (Black, Hispanic, Asian Pacific) of contractors
- Hire Business Plan Consultant
- Hire Back-Office Support Consultant
- Concentrate Outreach Effort in Orange, Suffolk, Nassau, Westchester, Rockland, and Dutchess counties.



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



MTA Capital Program Commitments & Completions

**through
June 30th, 2015**

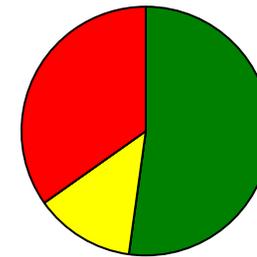
Capital Projects – Major Commitments – June 2015

34 major commitments are planned for 2015, totaling \$3.1 billion. Only projects funded in approved capital plans are included. Projects scheduled for the proposed 15-19 plan will be added subsequent to plan approval. Through June, 23 major commitments are being reported on. Eight commitments are delayed, including NYCT's Integrated Service Information System-Module 2, CBTC Queens Boulevard Phase 1 and CBTC Equipment Supplier for Interoperability. Additional year-to-date commitments will be reported on as the year progresses.

Through June, agencies have committed \$1.6 billion versus a \$1.9 billion YTD goal. The YTD shortfall is predominantly due to the aforementioned slips. By year-end, the MTA forecasts committing 112% of its \$3.1 billion goal due in part to non-goal commitments from MTACC, NYCT and LIRR.

The MTA continues to track 2014 major commitment goals that slipped beyond 2014. These are reported quarterly under a separate section (see attached).

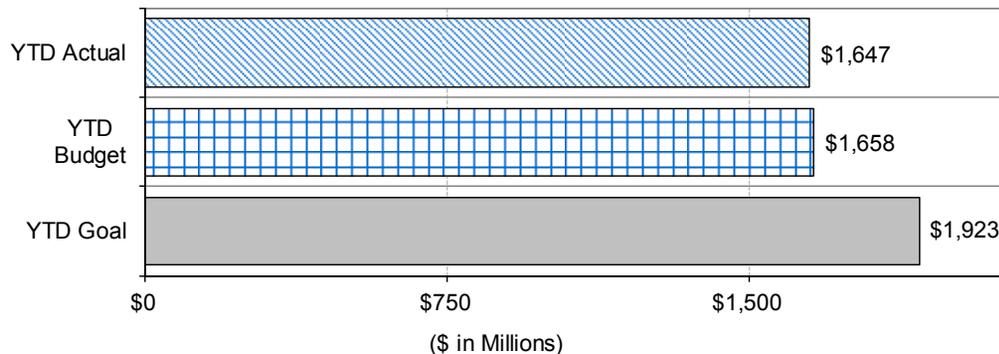
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within Goal	12	52%	-
YELLOW = Commitments delayed beyond Goal (already achieved)	3	13%	-
RED = Commitments delayed beyond Goal (not yet achieved)	8	35%	↑ 6
Total	23	100%	↑ 6

Budget Analysis

2015 Annual Goal	\$3,123	(\$ in millions)
2015 Annual Forecast	112%	of Annual Goal
Forecast left to Commit	53%	(\$1,842)



Year-to-Date Agency Breakdown

2015 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
4 GREEN, 1 YELLOW, 3 RED	----	----	+1 RED
Long Island Rail Road			
3 GREEN, 1 RED	----	----	+1 RED
Metro-North Railroad			
1 GREEN, 1 YELLOW	----	----	----
Bridges and Tunnels			
4 GREEN, 4 RED	----	----	+4 RED
Capital Construction Company			
1 YELLOW	----	----	----
MTA Bus Company			
	----	----	----
MTA Police Department			
	----	----	----

Capital Projects – Major Commitments – June 2015 – Schedule Variances
Actual Results Shaded

Project	Commitment	Goal	Forecast
8 All-Agency Red Commitments (6 new this month)			
NYCT			
<i>Signals & Communications</i>			
CBTC: Equipment Supplier Interoperability	Construction Award	Apr-15 \$38.4M	Jul-15 \$38.4M
Delay due to protracted procurement period to complete negotiations with prospective bidders.			
CBTC: Queens Boulevard Phase 1	Construction Award	Apr-15 \$213.6M	Jul-15 \$213.6M
Delay due to protracted procurement period to complete negotiations with prospective bidders.			
Integrated Service Information & Management B-Div: Module 1 - (New Item)	Construction Award	Jun-15 \$43.2M	Aug-15 \$43.7M
Delay due to scope revisions during final design.			
LIRR			
<i>Sandy Restoration</i>			
Long Beach Substation Replacement - (New Item)	Construction Award	Jun-15 \$18.7M	Nov-15 \$18.7M
\$10.7M of the project was committed in March for in-house support. Commitment of the 3rd party construction (\$8M) has been delayed due to a design change.			
B&T			
<i>RFK Bridge</i>			
Construction of New Harlem River Drive Ramp - RFK Bridge - (New Item)	MOU	Jun-15 \$15.0M	Nov-15 \$15.0M
Delay due to extended negotiations with New York City DOT and their contractor to finalize contract terms.			

Project	Commitment	Goal	Forecast
B&T (cont'd)			
<i>Marine Parkway Bridge</i>			
Miscellaneous Steel Repairs & Structural Rehab - Marine Parkway - (New Item)	Construction Award	Jun-15 \$21.8M	Sep-15 \$21.8M
Delay due to additional time required to prepare bid documents.			
Roadway Structures Painting - (New Item)	Construction Award	Jun-15 \$17.0M	Sep-15 \$17.0M
Delay due to additional time required to prepare bid documents.			
Rehab of Programmable Logic Controller & Mechanical System - (New Item)	Construction Award	Jun-15 \$24.3M	Sep-15 \$24.3M
Delay due to additional time required to prepare bid documents.			

Capital Projects – Major Commitments – June 2015 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
3 All-Agency Yellow Commitments (0 new this month)							
NYCT							
<i>Track & Switches</i>							
2015 Track & Switch Program (11 Projects) - 1st Qtr	Construction Award	Feb-15 \$180.4M	May-15 (A) \$180.4M				
The overall commitment was delayed due to re-scheduling of Jerome Line track work until May (\$1M out of \$180.4M goal). All 10 other projects were committed on-time.							
MNR							
<i>Structures</i>							
Replace/Repair Undergrade Bridges	Construction Award	Apr-15 \$10.1M	May-15 (A) \$9.9M				
Full award delayed due to timing of force account commitment.							
MTACC							
<i>Cortlandt Station</i>							
Cortlandt Station Reconstruction	Construction Award	Mar-15 \$110.0M	Apr-15 (A) \$116.0M				
Delay due to extended negotiations to transfer the contract to the MTA. Cost increase represents executed work orders. Force Account support is not included and will be committed later in the year.							

Capital Projects – Major Commitments – June 2015 – Budget Only* Variances

Actual Results Shaded

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

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
5 All-Agency Budget Only Commitments (0 new this month)							
B&T							
<i>Queens Midtown Tunnel</i>							
Tunnel Wall and Ceiling Repairs and Leak Control - QMT	Construction Award	Apr-15 \$62.0M	Apr-15 (A) \$36.8M				
Cost decrease reflects a favorable bid as part of the QMT Mega-Contract.							
Restore QMT - Structural	Construction Award	Apr-15 \$100.1M	Apr-15 (A) \$87.6M				
Cost decrease reflects a favorable bid as part of the QMT Mega-Contract.							
Restore Control/Comm System, CCTV, Traffic Signals - QMT	Construction Award	Apr-15 \$54.0M	Apr-15 (A) \$90.8M				
Cost increase due to refined estimate and high bid for scope of work. The QMT Mega-contract, however, had an overall net decrease due to a favorable bid.							
Environmental Cleanup - QMT	Construction Award	Apr-15 \$24.1M	Apr-15 (A) \$7.5M				
Cost decrease reflects a favorable bid as part of the QMT Mega-Contract.							
MNR							
<i>Signals & Communications</i>							
Power/C & S Infrastructure Restoration Ph 1	Construction Award	May-15 \$117.4M	May-15 (A) \$141.8M				
The original budget was based on a design concept. As the preliminary design progressed, estimates were refined resulting in an increase to the overall project budget. An analysis of key bid items of the builder's proposal was within acceptable ranges of the engineer's estimate.							

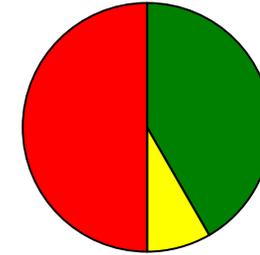
Capital Projects – Major Completions – June 2015

25 major completions are planned for 2015, totaling \$2.6 billion. Through June, 12 projects are being tracked. Six projects are late, including NYCT's 2nd Quarter Track Program, the MNR North White Plains Parking Garage, and ESA's 55th Street Vent Plant. Additional year-to-date completions will be reported on as the year progresses.

Through June, agencies completed \$0.9 billion versus a \$1.4 billion YTD goal. The YTD shortfall is mostly due to delays at NYCT and B&T, nearly all of which are expected to be completed by year-end. By year-end, the MTA forecasts meeting 98% of its \$2.6 billion goal.

The MTA continues to track 2014 major completions goals that slipped beyond 2014. These are reported quarterly under a separate section (see attached).

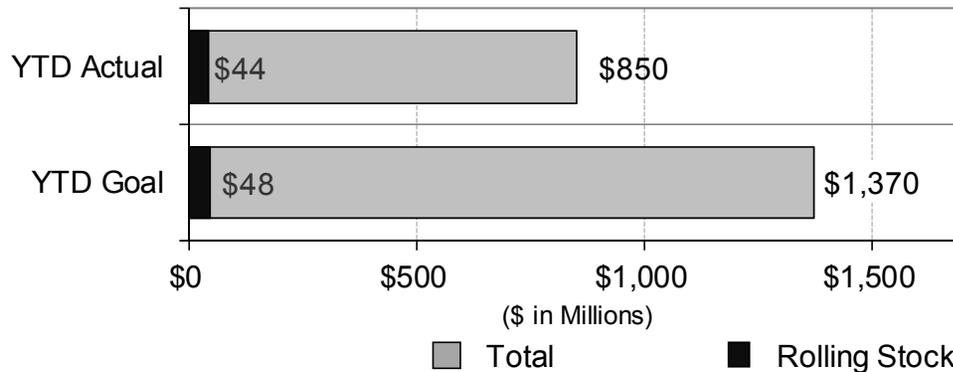
Year-to-Date Major Completions



Color	Description	Count	Percent	Change from Prior Month
GREEN	= Completions made/forecast within Goal	5	42%	↑ 1
YELLOW	= Completions delayed beyond Goal (already achieved)	1	8%	-
RED	= Completions delayed beyond Goal (not yet achieved)	6	50%	↑ 3
		12	100%	↑ 4

Budget Analysis

2015 Annual Goal	\$2,551	(\$ in millions)
2015 Annual Forecast	98%	of Annual Goal
Forecast left to Complete	66%	(\$1,661)



Year-to-Date Agency Breakdown

2015 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
2	-1 GREEN	-1 YELLOW	+3 RED
Long Island Rail Road			
2	+2 GREEN	----	----
Metro-North Railroad			
1 1	----	+1 YELLOW	----
Bridges and Tunnels			
1	----	----	----
Capital Construction Company			
1	----	----	----
MTA Bus Company			
	----	----	----
MTA Police Department			
	----	----	----

Capital Projects – Major Completions – June 2015 – Schedule Variances
Actual Results Shaded

Project	Completion	Goal	Forecast
6 All-Agency Red Completions (4 new this month)			
NYCT			
<i>Buses & Depots</i>			
Bus Time Customer Information System	Completion	Apr-15 \$48.8M	Dec-15 \$47.6M
Delay due to extension to allow for training of in-house forces. Cost decrease reflects refined estimate.			
<i>Track & Switches</i>			
2015 Track & Switch Program (13 Projects) - 2nd Qtr - (New Item)	Completion	Jun-15 \$149.6M	Dec-15 \$164.0M
Delay due to availability of general orders for work on the Lexington and Brighton Lines.			
<i>Security</i>			
Electronic Security - Under River Tunnel Ph 2 - (New Item)	Completion	May-15 \$31.M	Jul-15 \$27.9M
Delay due to contractor staffing constraints, incomplete power work and delayed site acceptance test procedures.			
<i>Sandy Restoration</i>			
Greenpoint Tube Equipment Restoration - (New Item)	Completion	Apr-15 \$37.7M	Jul-15 \$37.7M
Initial delay was due to modification of fan plant remote control system. Additional two month delay due to issues with one of the pumps.			
MNR			
<i>Stations</i>			
North White Plains Parking Garage - (New Item)	Completion	Jun-15 \$41.8M	Aug-15 \$41.8M
Delay due to subcontractor performance issues.			

Project	Completion	Goal	Forecast
MTACC			
<i>East Side Access</i>			
55th Street Vent Plant (CM013A)	Completion	Apr-15 \$58.9M	Oct-15 \$58.9M
Delayed due to extreme cold temperatures, which hindered the productivity of shotcrete activities. Additional 5 month delay due to change in design of hoist system due to unknown site condition.			
1 All-Agency Yellow Completions (1 new this month)			
MNR			
<i>Rolling Stock</i>			
M-8 23 Cars Acceptance - (New Item)	Completion	May-15 \$26.7M	Jun-15 (A) \$26.7M
Seventeen cars were accepted on-time. Remaining six were delayed to June 2015 due to additional car inspections.			

Capital Projects – Major Completions – June 2015 – Budget* Variances

Actual Results Shaded

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

Project	Completion	Goal	Forecast	Project	Commitment	Goal	Forecast
1 All-Agency Budget Only Completions (1 new this month)							
NYCT							
<i>Sandy</i>							
Repairs at Montague Tube - (New Item)	Construction Award	Mar-15	Mar-15 (A)				
		\$220.9M	\$206.0M				
Decrease in forecasted cost due to early completion of contract. Savings realized as part of closeout process.							

MTA Capital Program Commitments & Completions Quarterly Report of 2014 Delays

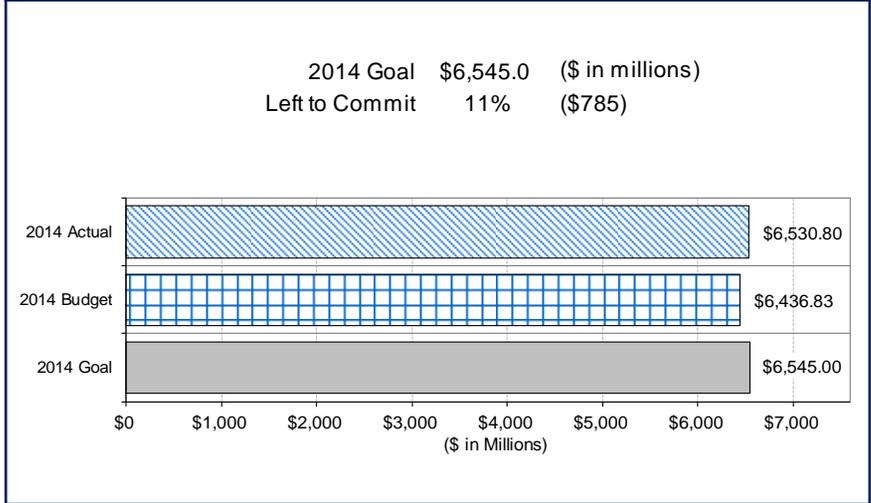
2014 Major Commitments – Quarterly Update – June 2015

Major goals delayed beyond year-end 2014 continue to be tracked until committed. The status of these projects are reported on a quarterly basis. Variances are discussed on the following pages.

Within 2014, \$5.8B was committed, including 39 major commitments. The remaining 16 major commitments slipped beyond year-end, representing a total value of \$1.3 billion. Of these projects, 12 are currently forecasted for commitment within 2015. Two NYCT Sandy goals and one MTA Bus Sandy goal are now forecast for commitment in 2016, along with one NYCT core program commitment that recently slipped to 2016.

Through June, seven of the 16 projects have been committed including MTA PD's Radio Upgrade and construction of the Bus Command Center.

Budget Analysis



Actual	MTA-wide 2014 Major Commitments																								Post 2015
	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	
Goal Total 2014	55																								4
Jan-14	2	2																							
Feb-14	4		1	1	1	1																			
Mar-14	5		1	2	2																				
Apr-14	3				2			1																	
May-14	2				2																				
Jun-14	6					1	1		1	1		1												1	1
Jul-14	6									1	2	1			1										
Aug-14	4																2		1						1
Sep-14	3										1	2													
Oct-14	5											3					1						1		
Nov-14	8											5	1		1										1
Dec-14	7											4										1		1	1

This chart tracks when all 2014 major commitments are forecast/achieved versus original goal, starting with those that were committed within 2014, followed by those that slipped beyond 2014. Green represents projects that were achieved on-time, yellow represents projects that were delayed but have since been completed, and red represents projects that are still delayed. Projects that are red will become yellow when they are committed.

GREEN = Commitments made/forecast within Goal

YELLOW = Commitments delayed beyond Goal (already achieved)

RED = Commitments delayed beyond Goal (not yet achieved)

Prior Year Major Commitments – June 2015 – Schedule Variances
Actual Results Shaded

Project	Commitment	Goal	Forecast
9 All-Agency Red Commitments			
NYCT			
Stations			
ADA: Phase 2; 57th Street/7th Ave	Construction Award	Nov-14 \$35.9M	Oct-16 \$43.4M
Additional delay reflects unforeseen field conditions that needed to be incorporated and, consequently, extended design. Cost increase reflects changes to duct and elevator scope.			
Station Components: 4 Stations (Jamaica)	Construction Award	Dec-14 \$37.8M	Oct-15 \$64.2M
This project originally included 6 stations, but was reduced to 4 during design. The cost increase and initial delay are attributed to scope added to the project to address significant infrastructure issues such as platform slabs, windscreens and girder repairs. Additional delay and cost increase are due to new scope for painting.			
Facilities			
HVAC Repair and Maint. for DCE Facilities Phase 2	Construction Award	Dec-14 \$53.6M	Dec-15 \$46.5M
Initial project delay due to review of impacts stemming from fleet HVAC considerations progresses. Additional delay attributed to specification development for overhead crane for 207th St. location. Cost decrease reflects refined estimates.			
Bus Replacement			
Purchase 231 Articulated Buses	Purchase Award	Jun-14 \$245.5M	Dec-15 \$202.0M
The number of Articulated buses was reduced from 256 to 231 in order to fund the purchase of 72 standard buses. Delay was due to extended negotiations with vendors and an allowance for possible State review prior to award. Cost decrease reflects the reduced number of buses.			
Sandy Restoration			
Rutgers and Cranberry Tubes	Construction Award	Jun-14 \$154.0M	Feb-16 \$165.0M
The Rutgers tube award has been moved to February, 2016 in order to minimize the impact to the public. Previously Rutgers and Cranberry were a single contract, but are now to be split into separate contracts. To allow for repackaging, the Cranberry award slipped to December, 2014. Project cost adjusted to reflect estimates of separated contracts.			

Project	Commitment	Goal	Forecast
Sandy Restoration			
Clark Street Tube Restoration	Construction Award	Aug-14 \$77.4M	Feb-16 \$77.4M
Project has been rescheduled as a result of coordination with other tube projects due to several factors, including programmatic concerns, community impacts and service impacts.			
Power Infrastructure Restoration: 4 Substations	Construction Award	Oct-14 \$48.5M	Nov-15 \$49.2M
Delay due to prioritization of design work on Harlem River Lift Bridge facility houses over design of substations. At this time, \$3.3M is left to commit. Additional delay due to extended negotiation with NYSEG regarding remaining scope of work. Cost increase represents a redesign of Brewster substation to incorporate post-Sandy resiliency standards.			
MTA Bus			
Sandy Restoration			
Depot Rehabilitation at Far Rockaway	Construction Award	Dec-14 \$25.0M	Jan-16 \$15.0M
Delay due to additional time needed for compilation of technical design specifications. Additional one month delay due to pending environmental and code compliance reviews. Reduction in budget reflects a revision in the scope of work for the bus washer relocation.			
MTACC			
East Side Access			
Harold Structures Part 3D (CH057)	Construction Award	Aug-14 \$106.5M	Aug-15 \$122.5M
Award date has been updated to reflect adjustments to the overall Harold schedule and in order to allow for assessment of completed work and resource availability in the area of the Harold interlocking. Cost increase reflects repackaging of Harold work.			

Prior Year Major Commitments – June 2015 – Schedule Variances
Actual Results Shaded

Project	Commitment	Goal	Forecast
7 All-Agency Yellow Commitments (5 new this quarter)			
NYCT			
<i>Stations</i>			
Sea Beach Line: 3 Stations and Retaining Walls	Construction Award	Nov-14 \$124.3M	Jan-15 (A) \$111.8M
Delay was due to extended advertisement in order to increase competition. Additional one month delay was attributed to approval of DBE goals. Cost decrease reflects budget at award.			
<i>Depots</i>			
Bus Command Center - (New Item)	Construction Award	Aug-14 \$50.9M	Jun-15 (A) \$51.4M
Initial delay was due to additional scope added to the contract, which required additional drawings and specifications. Delay beyond year-end due to additional scope addressing comments on structural and foundation design. Final recent delay was due to disqualification of low bidder. Cost reflects Memorandum of Understanding with MTA Bus and selected bid.			
<i>Sandy Restoration</i>			
53rd St. Tube - (New Item)	Construction Award	Nov-14 \$77.6M	Apr-15 (A) \$92.6M
Award schedule had slipped due to protracted advertisement and procurement period. Cost increased reflecting a refined engineer's estimate at time of advertisement.			
MNR			
<i>Track</i>			
2014 Cyclical Track Program - (New Item)	Construction Award	Oct-14 \$12.7M	Jun-15 (A) \$12.8M
Due to other competing priorities, including the Bronx Remediation Project, work was delayed. \$1.2M was committed in December 2014 for purchase of materials, and \$11.6M is left to commit in 2015.			

Project	Commitment	Goal	Forecast
MTA Bus			
<i>Depots</i>			
Bus Command Center - (New Item)	Construction Award	Aug-14 \$8.7M	Jun-15 (A) \$17.1M
The project award was delayed due to additional scope added to the contract, such as ADA compliance and electrical work, which require additional drawings and specifications. Final delay was due to disqualification of low bidder. Cost reflects Memorandum of Understanding with NYCT and selected bid.			
MTACC			
<i>East Side Access</i>			
GCT Concourse & Cavern Finishes (CM014B)	Construction Award	Jul-14 \$195.5M	Feb-15 (A) \$427.7M
There was an additional two-month slip from December to February due to extended procurement process. The initial delay was due to a change in the procurement methodology to an RFP process. Forecast value increased due to the decision to include option in base contract and impact of an unfavorable bid.			
MTA Police Department			
<i>PD Communications</i>			
MTA Police Radio Project - (New Item)	Design-Build Award	Jul-14 \$90.3M	Jun-15 (A) \$50.4M
Initial delay was due to late start of procurement process. Additional delays were attributable to the pace of the procurement process. Cost decrease reflects good bid savings and is inclusive of base award plus support costs.			

2014 Major Completions – Quarterly Update – June 2015

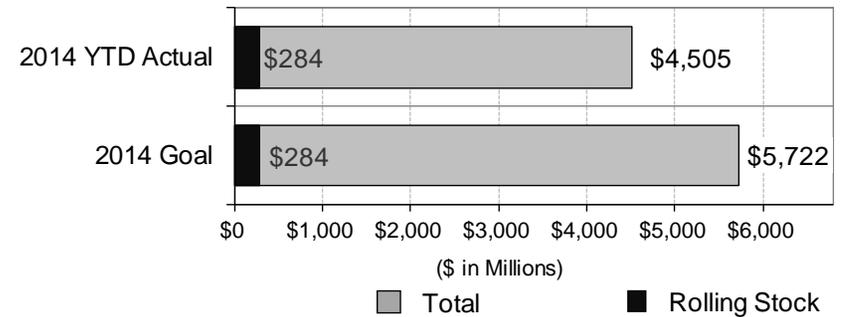
Major goals delayed beyond year-end continue to be tracked until substantially complete. The status of these projects are reported on a quarterly basis. Variances are discussed on the following pages.

Within 2014, \$4.5B was completed, including 28 major completions. The remaining 18 major completions slipped beyond year-end, representing a total value of \$1.8 billion. Of these projects, 16 are currently forecast for completion within 2015, with one Metro-North completion and one LIRR completion forecast for 2016.

Three projects were completed in the first quarter and no additional projects were completed in the second quarter.

Budget Analysis

2014 Annual Goal \$5,722 (\$ in millions)
 Left to Complete 25% (\$1,509)



Actual Goal	MTA-wide 2014 Major Completions																								Post 2015
	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	
Total 2014 46	4	3	1	2	1	1	2	4	2	3	2	3	2	0	1	0	0	0	3	2	4	2	0	2	2
Jan-14	4	4																							
Feb-14	4		3								1														
Mar-14	2			1								1													
Apr-14	2				1																1				
May-14	2					1																			
Jun-14	5						1						1			1									1
Jul-14	5			1										1						1	1				1
Aug-14	4						1	1					1								1				
Sep-14	4								2											1					
Oct-14	5							1		1									1			2			
Nov-14	4							2			1														1
Dec-14	5										2	1									1				1

This chart tracks when all 2014 major completions are forecast/achieved versus original goal, starting with those that were completed within 2014, followed by those that slipped beyond 2014. Green represents projects that were achieved on-time, yellow represents projects that were delayed but have since been completed, and red represents projects that are still delayed. Projects that are red will become yellow when they are completed.

- GREEN = Completions made/forecast w ithin Goal
- YELLOW = Completions delayed beyond Goal (already achieved)
- RED = Completions delayed beyond Goal (not yet achieved)

Prior Year Major Completions – June 2015 – Schedule Variances
Actual Results Shaded

Project	Completion	Goal	Forecast
15 All-Agency Red Completions			
NYCT			
<i>Track</i>			
Track & Switch Program (4 projects) 3rd Quarter	Construction	Sep-14 \$33.7M	Jul-15 \$36.5M
Completion of work on the Jerome Line has been postponed due to track access and availability of General Orders. These issues have increased project cost.			
Track & Switch Program (6 projects) 4th Quarter	Construction	Dec-14 \$33.3M	Sep-15 \$33.3M
With the exception of Yard Track and Switch, representing \$3M of the total project cost, the balance of work was completed in 2014. Additional delay due to sever winter weather, which affected work in the Car Wash facilities.			
<i>Stations</i>			
Station Rehab: Smith-9th St & 4th Ave	Construction	Jul-14 \$40.7M	Jul-15 \$44.2M
Due to work coordination issues, completion of rehab work was completed in 2014, excluding manuals, as-built drawings and other deliverables. Additional delay due to pending submission of deliverables by Surety. Cost increase reflects extended project duration.			
<i>Line Structures</i>			
Culver Viaduct Rehab Ph 3	Construction	Oct-14 \$49.8M	Oct-15 \$63.0M
Delay attributed to a number of factors including additional steel and concrete needed due to unforeseen site conditions. Cost increase reflects additional quantities and additional scaffolding necessary to protect the public from work through project duration.			
<i>Buses</i>			
AVLM: Paratransit Vehicles	Procurement	Dec-14 \$35.8M	Dec-15 \$37.0M
Delay and cost increase due to pre-wiring of an additional 433 vehicles.			
LIRR			
<i>Power</i>			
F Circuit Breaker House	Construction	Oct-14 \$7.2M	Oct-15 \$7.2M
Delay due to a re-evaluation of the project's need to be informed by a power load study.			

Project	Completion	Goal	Forecast
LIRR			
<i>Line Structures</i>			
Atlantic Avenue Tunnel Lighting	Construction	Nov-14 \$7.0M	Mar-16 \$7.0M
Delayed due to an unforeseen issue in tunnel ducts that requires additional abatement efforts.			
MNR			
<i>Track</i>			
West of Hudson Track Program	Construction	Jul-14 \$21.2M	Jan-16 \$19.4M
Work on this project has been delayed due to re-deployment of resources for other MNR priority projects. Budget decrease reflects revised cost to complete.			
MTA Bus Company			
<i>Depots</i>			
Relocate Fuel Tanks at Eastchester Depot	Construction	Sep-14 \$12.9M	Sep-15 \$13.8M
Delay and cost increase attributed to additional scope, inclusive of demolition of bus washer due to unforeseen issue with depot wall. Additional delays due to contractor staffing issues and inclement weather.			
MTACC			
<i>East Side Access</i>			
GCT Concourse Finishes Early Work, CM014A	Construction	Apr-14 \$56.7M	Sep-15 \$56.4M
Delay due to the need to re-design the Supervisory Control and Data Acquisition (SCADA) system and delays in delivery of medium voltage switchgear. Additional delay due to mitigation work for leak in facility control room that recently developed.			
Harold Structures Part 2A (CH054A)	Construction	Jun-14 \$80.0M	Sep-15 \$67.4M
Delay due to re-design of the 12 kV feeder duct bank and change order work for storm sewer construction. Budget reduced to reflect final approval of outstanding change orders.			

Prior Year Major Completions – June 2015 – Schedule Variances
Actual Results Shaded

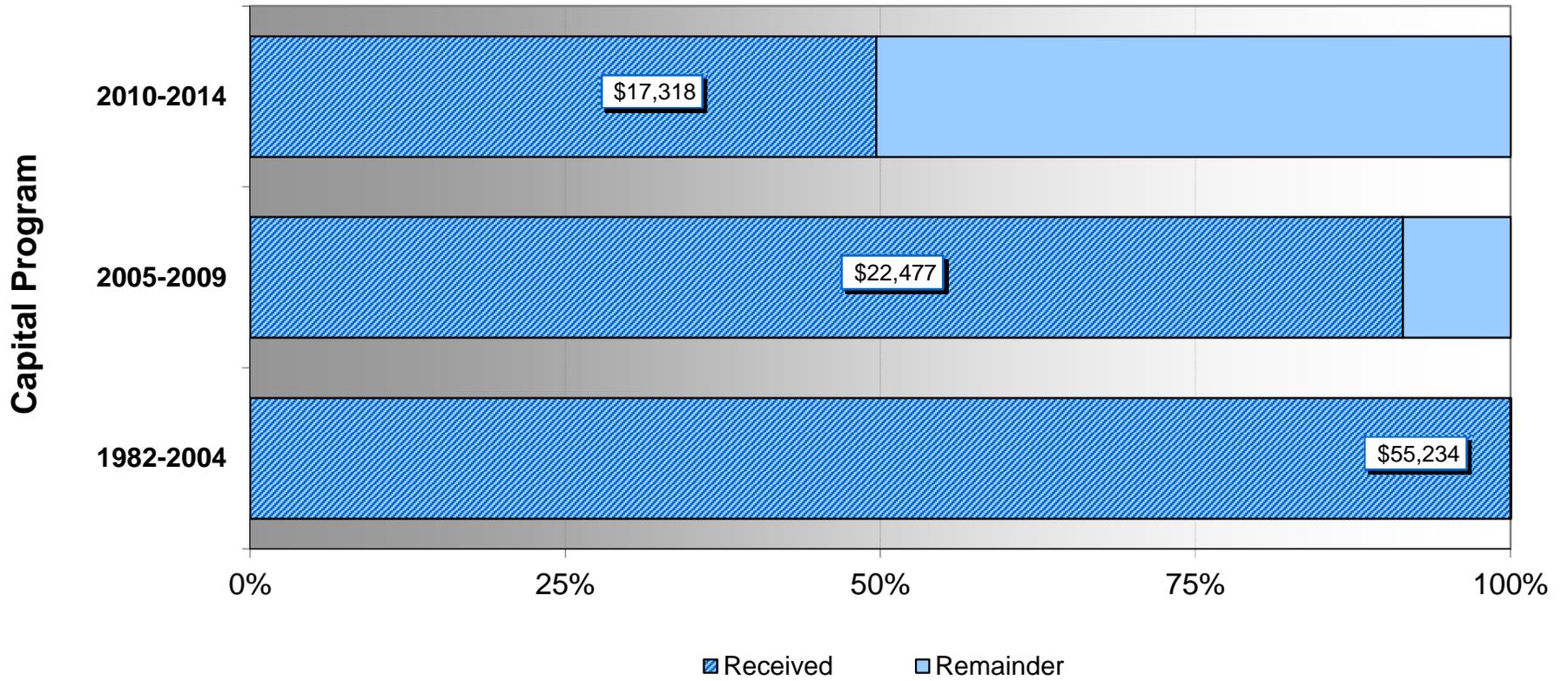
Project	Completion	Goal	Forecast
15 All-Agency Red Completions (cont'd)			
MTACC			
<i>East Side Access</i>			
Harold Structures - Part 1(CH053)	Construction	Aug-14 \$326.1M	Aug-15 \$316.5M
Delays resulting from the cutover of the new duct bank and resource issues have impacted contract and pushed substantial completion beyond 2014. Cost decreased due to change order.			
<i>Fulton Center</i>			
Transit Center Building (4F)	Construction	Jun-14 \$241.7M	Dec-15 \$256.0M
Substantial completion of this contract has been delayed due to extended testing and commissioning and subsequent punchlist items. Additional delay and cost increase due to security camera work added to contract.			
<i>#7 Extension</i>			
Systems, Finishes, and Core & Shell of Site A (Vent Building)	Construction	Oct-14 \$580.1M	Jul-15 \$594.3M
Contract completion has been delayed due to testing and commissioning of vent fans, inclined elevators and escalators. Cost increase reflects negotiated settlement agreement with contractor.			
MTA Police Department			
<i>Facilities</i>			
K-9 Training Facility	Construction	Jul-14 \$15.0M	Aug-15 \$15.5M
Delay due to unforeseen field conditions at the construction site, which also increased the forecast value.			

Project	Completion	Goal	Forecast
3 All-Agency Yellow Completions (0 new this quarter)			
NYCT			
<i>Track & Switches</i>			
Track & Switch Program (19 Projects) - 2nd QTR	Construction	Jun-14 \$193.3M	Mar-15 (A) \$189.1M
2nd Quarter completions had been impacted by scheduling conflicts, particularly on the 7th Ave and Concourse Lines. In addition, coordination for piggybacking opportunities for remaining work on the Myrtle Ave Line resulted in delays. The value of the projects delayed beyond 2014 was \$24M of the \$193M goal. \$4M in savings comes mostly from savings in the 2013 Jamaica switches project.			
MNR			
<i>Revenue Cars</i>			
Acceptance of M8 Cars	Procurement	Dec-14 \$77.4M	Jan-15 (A) \$77.4M
Eighty-six of the eighty-eight were accepted in 2014 (\$75.7M). The remaining two cars were accepted in January 2015 (\$1.8M).			
MTA Bus Company			
<i>Depots</i>			
Upgrade Parking Lot: JFK and Baisley Park	Construction	Jul-14 \$9.2M	Jan-15 (A) \$9.2M
Delay was due to requirement from Department of Environmental Protection to reconfigure the connection to the sewer main.			

Status of MTA Capital Program Funding

Capital Funding (June 30, 2015)

\$ in millions



Capital Funding Detail (June 30, 2015)

\$ in millions

	Funding Plan		Receipts	
	Current	Thru May	This month	Received to date
2005-2009 Program				
Federal Formula and Flexible Funds	\$5,186	\$5,186	\$ -	\$5,186
Federal New Start	2,810	2,018	-	2,018
Federal Security	323	262	-	262
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	2,157	-	2,157
MTA Bus Federal and City Match	149	142	-	142
Asset Sales and Program Income	1,186	565	-	565
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	126	-	126
Total	24,577	22,477	-	22,477

	Funding Plan		Receipts	
	Current	Thru May	This month	Received to date
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,835	\$5,389	\$ -	\$5,389
Federal High Speed Rail	295	295	-	295
Federal Security	206	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	778	378	-	378
State Assistance	770	150	-	150
MTA Bus Federal and City Match	132	51	1	52
MTA Bonds (Payroll Mobility Tax)	12,703	6,645	-	6,645
Other (Including Operating to Capital)	1,529	585	0.3	585
B&T Bonds	2,079	835	-	835
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	9,431	2,729	-	2,729
PAYGO	160	160	-	160
<i>Sandy Recovery MTA Bonds</i>	758	-	-	-
<i>Sandy Recovery B&T Bonds</i>	175	-	-	-
Total	34,851	17,317	2	17,318