



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

November 2017

Committee Members

J. Lhota, Chair

F. Ferrer

A. Albert

N. Brown

I. Greenberg

S. Metzger

J. Molloy

M. Pally

L. Schwartz

P. Trottenberg

J. Vitiello

P. Ward

C. Weisbrod

C. Wortendyke

N. Zuckerman

Capital Program Oversight Committee Meeting

2 Broadway, 20th Floor Board Room New York, NY 10004

Monday, 11/13/2017

1:45 - 2:45 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES OCTOBER 23, 2017

- Minutes from October '17 - Page 3

3. COMMITTEE WORK PLAN

- 2017-2018 CPOC Committee Work Plan - Page 7

4. NYCT CAPITAL PROGRAM UPDATE

- Progress Report on Enhanced Stations Initiative - Page 9

- IEC's Project Review on Enhanced Stations Initiative - Page 29

- Progress Report on Systems and Security Division: Bus Radio System and Bus Command Center - Page 35

- IEC's Project Review on Bus Radio System - Page 43

- IEC's Project Review on Bus Command Center - Page 46

5. NYCT STATIONS DIVISION UPDATE

- Progress Report on Stations Division Update - Page 49

- IEC's Project Review on Sea Beach Stations - Page 68

6. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 73

7. CPOC COMMITTEE CHARTER REVIEW

- CPOC Committee Charter - Page 84

8. UPDATE ON CAPITAL PROGRAM SECURITY PROJECTS (to be presented at the CPOC in Executive Session)

Date of next meeting: Monday, December 11, 2017 at 1:15 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
October 23, 2017
New York, New York
1:15 P.M.

MTA CPOC members present:

Hon. Joseph Lhota
Hon. Andrew Albert
Hon. Norman Brown
Hon. Fernando Ferrer
Hon. Ira Greenberg
Hon. Susan Metzger
Hon. John Molloy
Hon. Mitchell Pally
Hon. Peter Ward
Hon. Carl Wortendyke
Hon. Neal Zuckerman

MTA CPOC members not present:

Hon. Lawrence Schwartz
Hon. Polly Trottenberg
Hon. James Vitiello
Hon. Carl Weisbrod

MTA staff present:

Veronique Hakim
Janno Lieber
Donald Spero
Michael Wetherell

MNR staff present:

Anthony Forcina
Glenn Hayden
John Kennard
Cathy Rinaldi

LIRR staff present:

Debbie Chin
Paul Dietlin
Dave Kubicek
Pat Nowakowski

Independent Engineering Consultant staff present:

Chris Adams
Mark Cosmedy
Joe DeVito
Nabil Ghaly
Mohammad Mohammadinia
Richard Trabucco

* * *

Chairman Lhota called the October 23, 2017 meeting of the Capital Program Oversight Committee to order at 2:10 P.M.

Public Comments Period

There were two public speakers in the public comments portion of the meeting: Murray Bodin and Jason Pineiro. In reference to a comment made during the Public Comments Period of an earlier Committee Meeting, Commissioner Ward requested that Public Speakers be required to conduct themselves in a decorous manner, including limiting their remarks to the allotted time. The Chairman concurred.

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on September 25, 2017.

Committee Work Plan

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

MTACC East Side Access Overview

Mr. Lieber provided an overview of the East Side Access project that addressed the following key questions: What is East Side Access?; What does the project mean for New York City, Long Island Rail Road, and The Region?; Where does the project currently stand?; What is left to do?; and – most importantly – What are the challenges the project faces and what are the key solutions? In lieu of a formal Project Review, the IEC issued an oral statement generally endorsing MTACC's proposed approach to managing the project, while also citing its continued concern with project risks, including overall project cost and delays to key construction activities. The statement concluded with the IEC citing its understanding that future MTACC project updates will contain data on cost and schedule status, upon which the IEC will provide the Committee its evaluation of project performance. Further details of the presentation and statement, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

LIRR and MNR Positive Train Control (PTC) Update

Ms. Chin reported on progress on the Positive Train Control (PTC) initiative including the fact that the project budget remains \$968M and that the project is on schedule to achieve FRA Compliance by December 31, 2018. She then cited the criteria governing FRA Compliance, which if met, according to the new law, will provide the Railroads the opportunity to request an alternate schedule to test and fully commission their entire networks with PTC operation. Ms. Chin then outlined the Railroads' New PTC Approach (which is based on the project having realized three key project risks in August and September), as well as Project Highlights from June to September 2017. Commissioner Zuckerman then expressed his disappointment and deep concern with the progress of the project, including the fact that December 2018 does not represent the date by which PTC will be in full operation, but rather it is the date by which the Railroads will be in FRA Compliance. He then implored those whom he was addressing to find a way to reach project completion. Ms. Rinaldi responded with the assurance that, in the face of significant challenges, the Railroads are working diligently to achieve full implementation by December 2018 -- while maintaining focus on achieving the stated FRA Compliance Factors. She then underscored the significance of MNR achieving Civil Speed Enforcement across the entire territory, a major milestone with very important safety implications. In its Project Review, the IEC stated that while the project budget remains \$968M, as a result of delays to design completion and project deliverables, the IEC anticipates that the Railroads will be reviewing the budget to determine if additional funds are needed. In its Schedule Review, the IEC opined that while the Railroads are forecasting achieving FRA Compliance by December 2018, meeting this date is challenging, as the time allocated to remaining activities has been compressed; the IEC further stated that achieving this date is dependent on the System Integrator (SI) progressing and completing software development and testing activities while finalizing requirements and detailed design. The IEC then offered the following Observations:

the Factory Acceptance Test (FAT) results since June indicate the need for improvements in requirements traceability, dry-run testing, test case coverage and related documents; the SI has encountered challenges in progressing field data base verification and, in the IEC's opinion, additional time is needed to complete this task; in order to meet the December 2018 goal, multiple Revenue Service Demonstrations (RSD) would be required within a short period of time, which would be difficult due to constraints on resources and track access. The IEC then outlined the following Project Risks: the critical path on the common schedule is through office software development, and system integration Pre-FAT and FAT; progressing multiple system development activities and testing in parallel are stretching Railroad and SI resources (and experienced resources are required to mitigate schedule delays); field verification of vital data remains an issue, having impacted the delivery of transponders for LIRR installation, and could impact completion of the data configuration for the back-office servers; and finally, the design for LIRR's Roadway Worker Protection System (RWPS) must be completed prior to the start of RSD on the pilot line. 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.

MNR Capital Program Update

Mr. Kennard cited MNR's 2017 Capital Program Goals and progress against these goals as of September 2017. He then provided details on the Superstorm Sandy Restoration/Resiliency Projects, Customer Service Initiatives, as well as the Harmon Shop Replacement Design-Build Phase V – Stage I and Stage II Project. In its Project Review of the Hudson Line Sandy Restoration, the IEC agreed with MNR's assessment of the project schedule, as well as with MNR's position that the existing budget will need to be increased. In its Schedule and Budget Review of the Harmon Consist Shop Replacement, Phase V, Stage 1, the IEC stated that the project is under budget, with sufficient money in the budget to cover executed and projected change orders. With respect to schedule, the IEC stated that, as reported by the agency, the latest schedule update indicates a 3-month delay to completion. Regarding Stage 2, the IEC stated that the project is on schedule to be awarded by July 2018. In its Schedule and Budget Review of the Customer Service Initiatives, the IEC cited the risk-informed duration as being 4 months longer than the base schedule of 32 months; the IEC also stated that the budget of \$198M should be sufficient for the current scope -- assuming effective mitigations are implemented. The IEC then recommended that MNR bring a Construction Manager on board as soon as possible to establish an integrated program plan. 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.

LIRR Capital Program Update

Mr. Dietlin provided an overview of LIRR's 2017 Capital Program Goals, including commitment, start, completion and closeout goals. He then cited several active construction projects, including the Morris Park Locomotive Shop and Employee Facility, Jamaica Capacity Improvements (JCI) Phase I, and Main Line Double Track. In its Project Review of JCI Phase I, the IEC reported that the project is on schedule and budget. The IEC then stated its opinion that the project is managed well and the appropriate steps are being taken to mitigate cost and schedule risks. In its Project Review of the Main Line Double Track, the IEC stated that while the project is on budget, in its opinion -- based on the anticipated contingency expenditures -- the project contingency and risk reserves may need to be increased. The IEC then observed that the LIRR Project Management Team continues to implement innovative ideas to accelerate the schedule, such as holding over-the-shoulder design meetings between agency and contractor senior designers, allowing comments and approvals to be given at that point, instead of the standard 30-day turnaround time. 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.

LIRR and MNR Joint Update on Rolling Stock

Mr. Kubicek updated the Committee on LIRR's and MNR's M-9 car procurements, including Contract Information, Progress to Date, and a Major Milestone Look-Ahead. He then narrated photos from Kawasaki facilities in Japan, as well as Lincoln, Nebraska and Yonkers, New York. In

its Project Review, the IEC stated that the project remains 6 months late, with a projected delivery completion date of March 2019. The IEC then commented that the project is within budget and, based on cost estimates from the current change order log and assuming no further design changes, the IEC projects that the contingency is adequate for the remainder of the project. Among its Observations, the IEC stated that the delay in the start of pilot car qualification testing represents a continued risk to the schedule, and that LIRR and the carbuilder are correctly prioritizing issues that impact the start of qualification testing to avoid further delay. Finally, the IEC recognized that LIRR and the carbuilder have achieved the contractual goal of 40% for Commercial-off-the-Shelf (COTS) components. 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.

Risk Assessment Briefs: LIRR Morris Park Diesel Shop; MTA New Fare Payment System

Mr. Wetherell brought the Committee's attention to Risk Assessment Briefs for LIRR Morris Park Diesel Shop and MTA New Fare Payment System, and stated that details of the LIRR Morris Park Diesel Shop had just been presented in Mr. Dietlin's earlier report, and that the MTA New Fare Payment System project team had discussed this risk assessment at an earlier Committee Meeting. He then invited Committee Members' questions, of which there was none.

MTA Capital Program Commitments & Completions and Funding

Ms. Hakim brought the Committee's attention to the MTA Capital Program Commitments & Completions and Funding Report and invited Committee Members' questions, of which there was none.

Adjournment

Upon motion duly made and seconded, Chairman Lhota adjourned the October 23, 2017 meeting of the MTA Capital Program Oversight Committee at 4:00 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2017-2018 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

December

Quarterly MTACC Capital Program Update

- Cortlandt Street Station
- East Side Access
- Second Avenue Subway
- Penn Station Access

NYCT Update on Signals & Train Control, and Systems & Security

Quarterly Change Order Report

Quarterly Traffic Light Reports

January

NYCT Capital Program Update

- Canarsie Tube Restoration
- Reconstruction of Clifton Shop
- St. George Signal Restoration
- Update on Rolling Stock Procurement Program

February

B&T Capital Program Update

- Verrazano–Narrows Bridge Program Update
- Tunnel Program Update
- Robert F. Kennedy Bridge Program Update

LIRR and MNR Update on Positive Train Control (PTC)

Update on Minority, Women and Disadvantaged Business Participation

March

Quarterly MTACC Capital Program Update

Quarterly Change Order Report

Quarterly Traffic Light Reports

April

NYCT Capital Program Update
Update on Capital Program Security Projects (in Executive Session)

May

LIRR and MNR Capital Programs Update
NYCT, LIRR, MNR Update on New Fare Payment System

June

Quarterly MTACC Capital Program Update
LIRR and MNR Update on Positive Train Control (PTC)
Quarterly Change Order Report
Quarterly Traffic Light Reports

July

NYCT Capital Program Update

September

Quarterly MTACC Capital Program Update
Update on Minority, Women and Disadvantaged Business Participation
Update on Small Business Development Program
Quarterly Change Order Report
Quarterly Traffic Light Reports

October

LIRR and MNR Capital Programs Update
LIRR and MNR Joint Update on Rolling Stock
LIRR and MNR Update on Positive Train Control (PTC)
Update on Capital Program Security Projects (in Executive Session)

November

NYCT Capital Program Update
NYCT, LIRR, MNR Update on New Fare Payment System
CPOC Committee Charter Review

Stations Division Enhanced Station Initiative

Capital Program Oversight Committee

William Montanile, P.E.
Program Manager

November 2017



Scope and Key Elements

- State of Good Repair
- Proposed Customer-facing Improvements
 - Digital totems and countdown clocks at street level
 - Rebuilt stairs with canopies where appropriate
 - Control areas with consolidated digital information
 - Improved finishes including use of glass
 - Improved wayfinding with clear sight lines
 - Technology – help points, Wi-Fi and cellular
 - Decluttering
- Design-Build contracting
- Get In, Get Done and Get Out



Overview

Package 1

Prospect Avenue
53 Street
Bay Ridge Avenue

Package 2

30 Avenue
Broadway
36 Avenue
39 Avenue

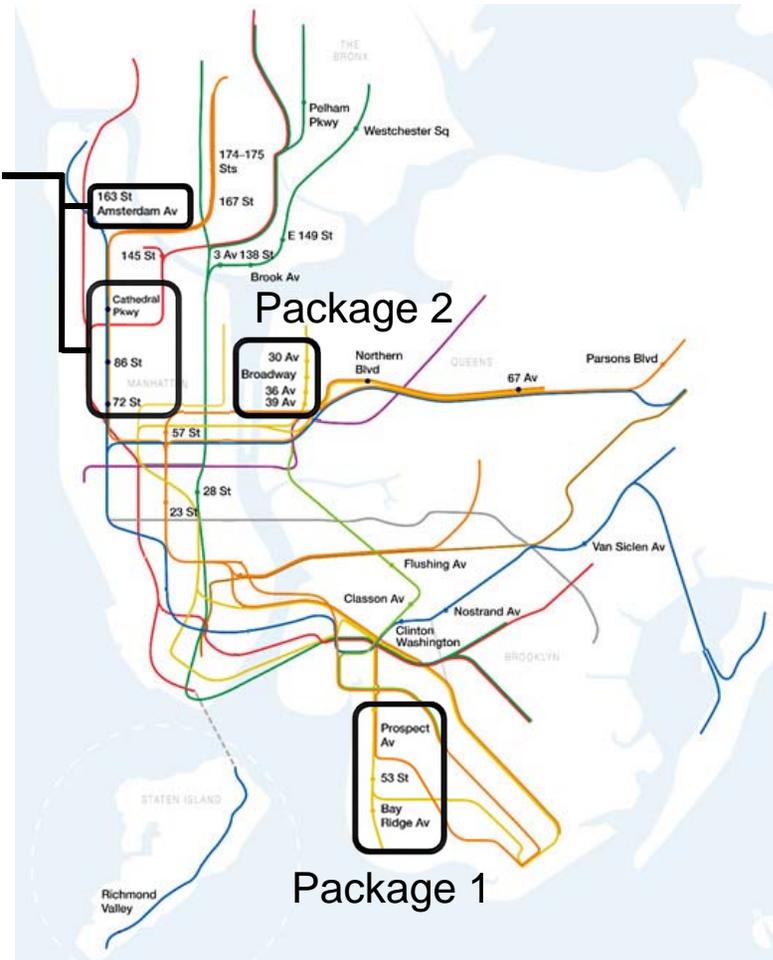
Package 3

163 St - Amsterdam Avenue
Cathedral Pkwy (110 Street)
86 Street
72 Street

Package 3

Package 2

Package 1



Package 1

General Information	
Contractor	Citnalta/Forte with Urbahn/HAKS
Award	November 30, 2016
Stations	Prospect Avenue 53 Street Bay Ridge Avenue R line in Brooklyn



Package 1 Overview

Item	Comments
Schedule	Substantial Completion is November 2017 – contract on schedule
Cost	Current Budget is \$114M – under review

- Pending change orders will require budget modification
- Highlights
 - 53 Street Station reopened September 8
 - Bay Ridge Avenue Station reopened October 13
 - Prospect Avenue Station reopened November 2



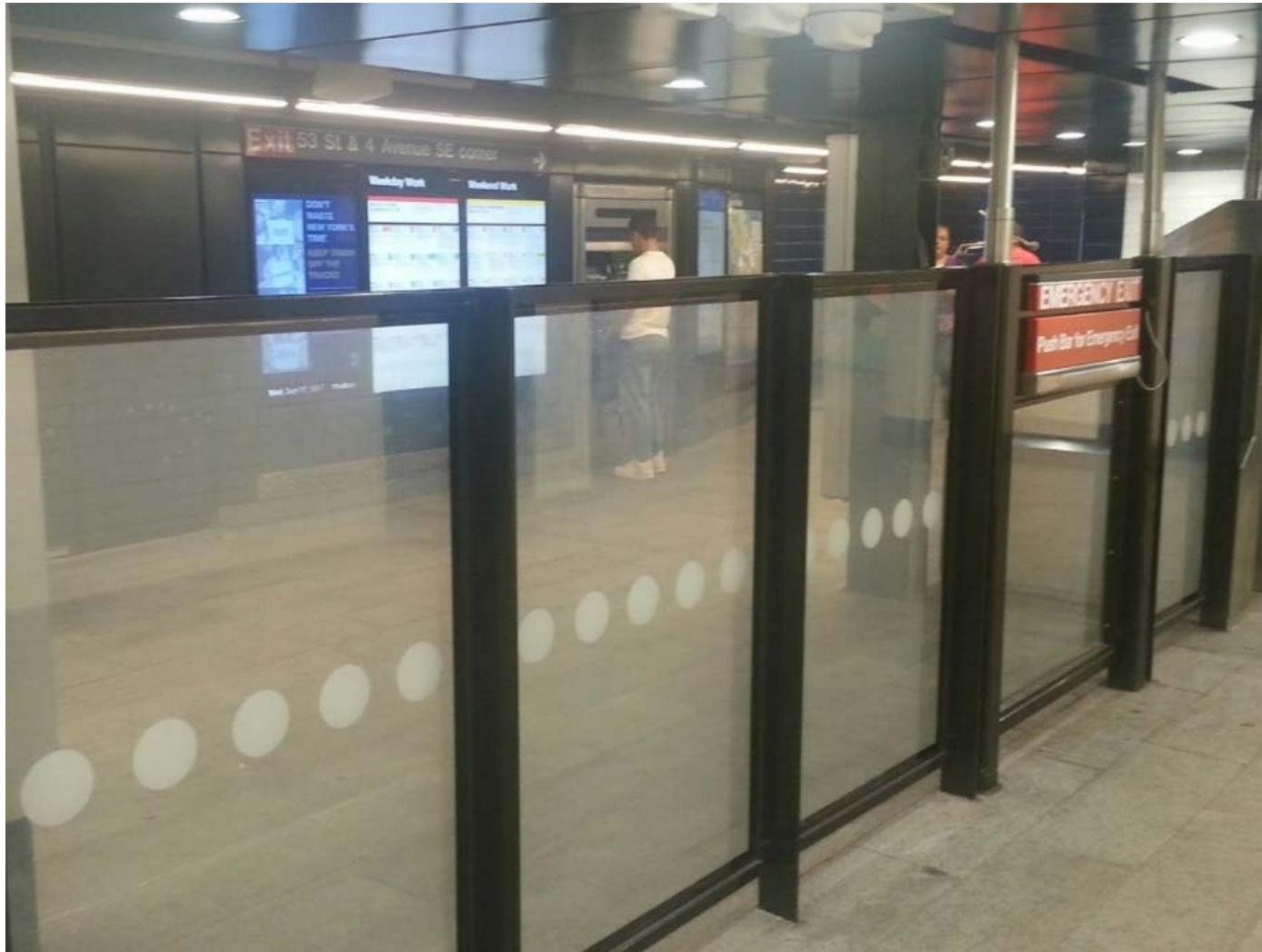
Street Canopy



Countdown Clocks



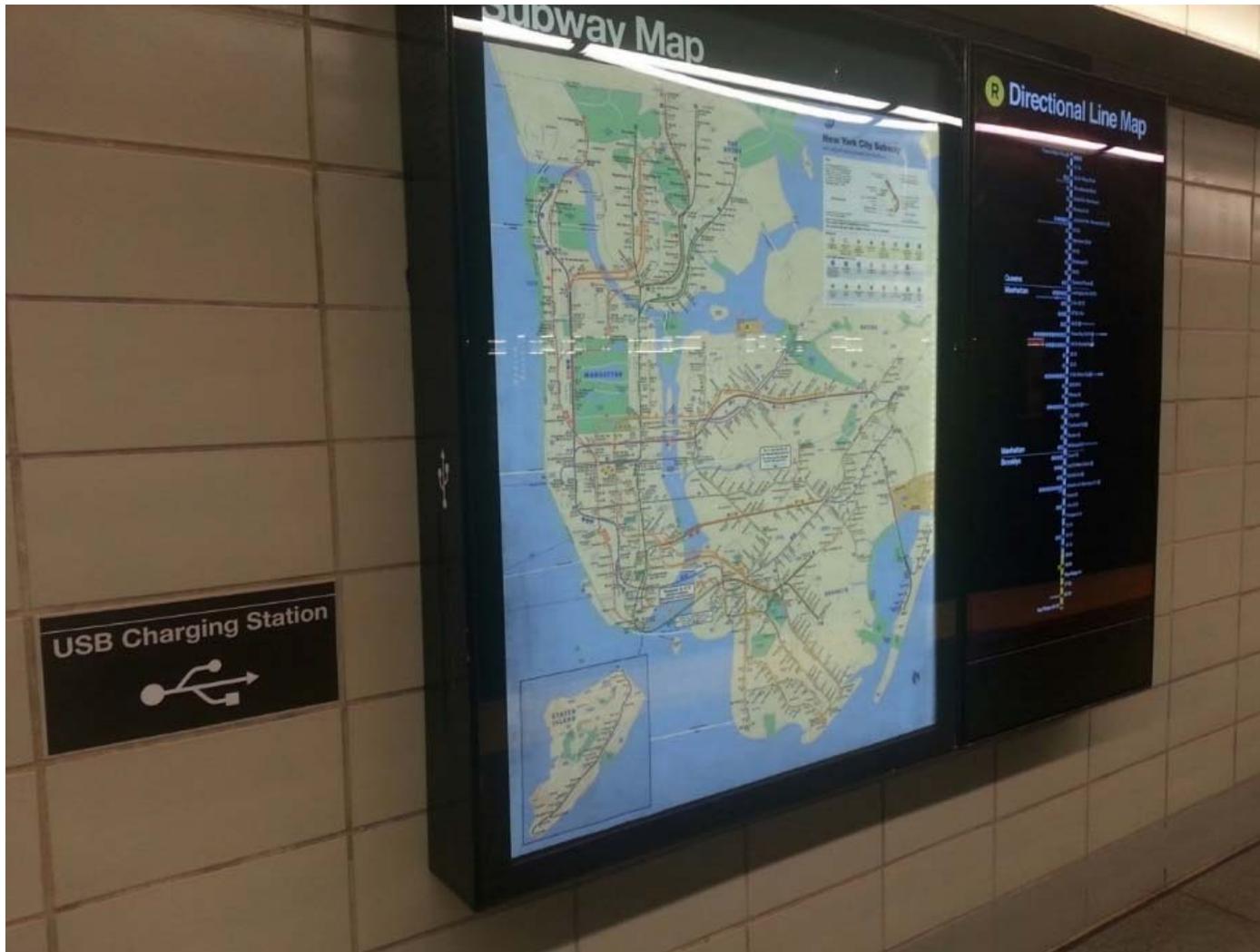
Glass Barrier at Fare Array



Digital Information Wall



USB Charging Station



Countdown Clocks



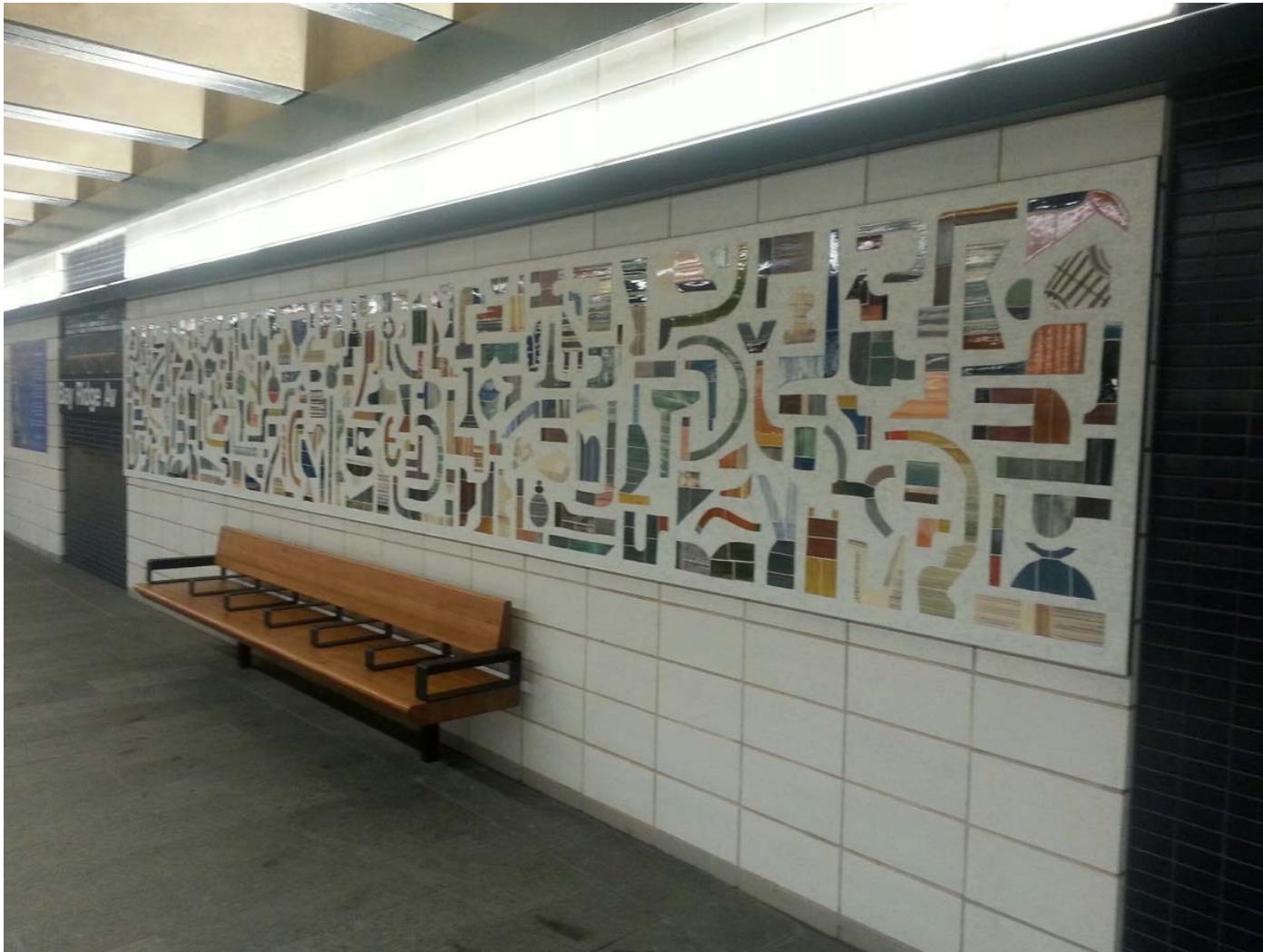
Artwork



Bay Ridge Avenue Station



Bay Ridge Avenue Station



Package 2

General Information	
Contractor	Skanska with AECOM
Award	April 14, 2017
Stations	30 Avenue Broadway 36 Avenue 39 Avenue   line in Queens



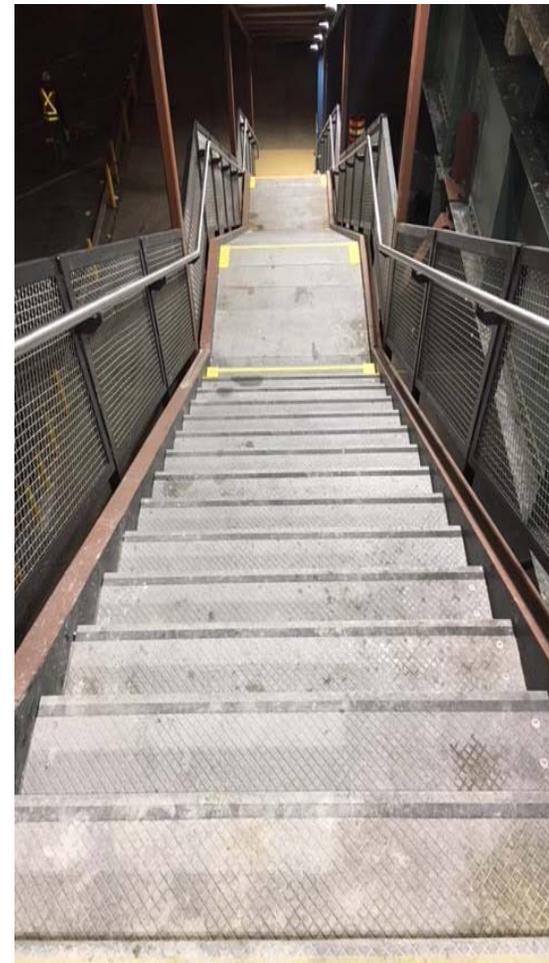
Package 2 Overview

Item	Comments
Schedule	Substantial Completion is January 2019 – contract on schedule
Cost	Current Budget is \$209M – under review

- Pending change orders will require budget modification
- Highlights
 - Phase 1 (30 Ave and 36 Ave) closed October 23 for eight months
 - Northbound exit only street to platform stair installed at Broadway Station



Broadway Station Exit Only Stair



Top Risks

Status	Risk	Mitigation
 Green	Track access	Weekly coordination meetings with ongoing work throughout entire system.
 Green	Unforeseen site conditions	Advanced probes taken to identify substrates. Immediate dispatch of ESI team, Contractor and Design Professional to address unforeseen conditions.
 Green	Material delivery	Early identification and approval of long lead items. Weekly updates on delivery of critical materials.



Upcoming Work

Package 3

Manhattan

163 Street – Amsterdam Avenue 
110 Street (Cathedral Parkway)  
86 Street  
72 Street  

- Approved by October Board
- Awarded October 25, 2017
- Completion December 2018



November 2017 CPOC IEC Program Review

Enhanced Station Initiative



Schedule & Budget Review

□ Package Schedules:

- **Package 1 (BMT Fourth Ave Line)** – All three stations re-opened on schedule.
- **Package 2 (BMT Astoria Line)** – Contractor is forecasting a 2 month slip in completion and the Project Team is evaluating mitigation strategies.
- **Package 3 (IND 8th Ave Line)** – Delayed award in October 2017 has extended completion to December 2018.

□ Package Budgets:

- Actual, Pending and Potential Change Orders to Packages 1 & 2 are running at 10-12% of base contract value against 5% budgeted.



Program Review

- **Program Budget:**

- The current program cost estimate at completion is trending to exceed the approved budget.

- **Program Schedule:**

- The current schedule incorporates a very aggressive work effort for the contract packages yet to be awarded.



IEC Observations

- The Package 1 design process did not keep pace with the needs of the construction schedules. However, the Program Team worked with the contractor to fill in the gaps in design plans and meet the scheduled station re-opening dates.
- The schedule and conditions for the contract packages yet to be awarded have been revised to provide contractors more flexibility in meeting the aggressive construction periods.



Risk Summary

- **NYCT Support:** The management of track access and its coordination with construction activities is working well for the stations that have been in renovation this year.
- **Differing Site Conditions:** This is a particular concern, as the station structures and finishes are quite old, and scope and quantity of the State of Good Repair works necessarily relies upon rough sampling of conditions.
- **Procurement of Materials:** This is a key interface between design and construction activities and has required the constant attention of Program Team to ensure timely completion of the first packages.



Recommendations

- Re-emphasize the instructions for managing the scope of Project Team review and approval of design documents in a Design-Build environment.
- Complete the Project Team's evaluation of furnishing of key ESI enhancement materials such as tile, lights, wireways and display screens to the contractors.
 - Could ensure quality to NYCT Standards
 - Could establish pool of qualified suppliers
 - Likely to remove long lead fabrications from the critical path of individual contracts



Systems & Security Program

Capital Program Oversight Committee

Systems & Security
Mark Bienstock, P.E.
Program Executive

November 2017



Bus Radio System

- ❑ Awarded: March 2, 2016
- ❑ Contractor: Parsons Transportation Group
- ❑ Project Description: This project will design, furnish, and install a new digital radio system for NYCT and MTA Bus.



Bus Radio System

Overall Status

Item	Comments
Schedule	Substantial Completion forecast is January 2, 2021 – on schedule
Cost	Within Budget of \$272M

Highlights

Progress	<ul style="list-style-type: none">• Continued environmental surveys at rollout sites.• Continued review of design drawings for rollout sites.• Continued bus equipment surveys to develop installation plan.• FAT conducted in May 2017.
180 Day Look Ahead	<ul style="list-style-type: none">• Review shop drawings for the pilot sites.• Start construction at 2 Broadway, Transition Center, and other pilot sites.• Finalize bus equipment surveys and installation plan.



Bus Radio System

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Critical Design Review	November 2017	Critical Design Review meeting was held on 02/28/2017. Completion of CDR is pending resolution of remaining technical issues by November 2017.
 Green	Factory Acceptance of Base Stations	June 2018	None
 Yellow	Retrofit and Testing of 200 Buses for Staten Island Pilot	August 2019	Structural remediation needed at East New York Radio Tower to support additional antenna load. Tower foundation analysis has been completed and design is underway.
 Green	Retrofit All Remaining Buses	August 2020	None
 Green	Substantial Completion	January 2021	None

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



Bus Command Center

- ❑ Awarded: June 26, 2015
- ❑ Contractor: MPCC Corp.
- ❑ Project Description: Design and construct a new, modern, secure command center for NYCT and MTA Bus operations.



Bus Command Center

Overall Status

Item	Comments
Schedule	Substantial Completion (SC) forecast is February 28, 2018, 92 calendar days beyond current SC
Cost	Within Budget of \$76.6M

Highlights

Progress	<ul style="list-style-type: none">• Completed all Structural steel and Precast concrete wall panels• Completed all interior CMU walls• Completed roof structure and waterproofing membrane• Installed Roof Top Units, and mechanical, electrical, and plumbing work 90% complete
180 Day Look Ahead	<ul style="list-style-type: none">• Install curtain wall system which will complete the building enclosure• Complete installation of major systems (HVAC, Electrical and Fire Alarm)• Furnish and Install furnishings, fixtures and equipment• Start testing and commissioning



Bus Command Center

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Foundations Complete	September 2016	Foundations completed in September.
 Green	Steel Erection and Floor/Roof Slabs Complete	April 2017	Completed by August 1, 2017.
 Yellow	Building Enclosed and Weather-tight	November 2017	Design issues associated with the elevator shaft, and the curtain wall system have caused a delay in enclosing the building from May to November. We are working with the Contractor to mitigate further delays.
 Red	Substantial Completion (SC)	February 2018	The current contractual SC is November 29, 2017. The SC date is forecast for February 28, 2018 due to delays associated with design issues of the elevator and shaft. An analysis of the schedule is being prepared.

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



Bus Command Center Progress Photo



November 2017 CPOC IEC Project Review

BUS RADIO SYSTEM



Budget and Schedule Review

■ Budget:

- The project budget remains at \$272M.
- Due to the unforeseen conditions of the structural integrity of the East New York Tower, a budget increase is anticipated.

■ Schedule:

- Substantial completion remains at January 2021 and the project is currently on schedule to meet this date.
- The project is working to mitigate lags in interim milestones:
 - Deployment of System Installation Work for Complete Command Center;
 - Deployment of Remaining Radio Base Station Sites.



IEC Observations and Concerns

- Existing East New York Radio Tower repair:
 - Commencement of work beyond the January 2018 scheduled date could have an adverse impact to the project schedule. Therefore, the required mid-winter construction start increases the risk of weather related delays.
 - Acquiring a structural contractor to perform the work in a timely manner.
- Site conditions may have schedule and cost impacts:
 - Constructability issues.
 - Relocation of existing materials.
 - Site Generators are a long lead procurement item.
 - Finalization of the Critical Design review is progressing slowly.



November 2017 CPOC IEC Project Review

Bus Command Center



Budget and Schedule Review

□ Budget:

- The project budget remains at \$76.6M, which is unchanged since last report.
- Sufficient contingency remains to complete the current scope of work.

□ Schedule:

- Previous report to the committee indicated Substantial Completion in November 2017.
- The latest schedule update #23 indicates the following:
 - February 28, 2018 Substantial Completion.
 - Bus Radio contract work to begin on November 30, 2017.



IEC Observations

- Building Enclosure:
 - Since last report, completion of the building envelope has been delayed six months.
 - Many construction activities are advancing prior to the completion of the building envelope in order to achieve February 2018 Substantial Completion.

- Impact on Bus Radio Project:
 - Delays in completing the Bus Command Center are not expected to impact the scheduled start of the Bus Radio contracts.



Stations Division

Capital Program Oversight Committee

Dilip Kumar Patel, P.E.
Program Executive

November 2017



New York City Transit

Presentation Includes update on:

- ▣ Progress Since November 2016 CPOC Report
- ▣ Status of 2010-14 Stations Program
- ▣ Overview of 2015-19 Stations Program
- ▣ Before and After Photos of Recently Completed Projects



Progress Since November 2016 CPOC Report



Progress Update - Construction

▣ Renewal Projects

- ▣ Sea Beach Line - **9 N/B Platforms Placed in Service** N May 2017 (A)
 - 8 Ave, Fort Hamilton, New Utrecht, 18 Ave, 20 Ave, Bay Pkwy, Kings Highway, Ave U, 86 St
- ▣ Culver Line - **8 S/B Platforms Placed in Service** F May 2017 (A)
 - 18 Ave, Ave I, Bay Pkwy, Ave N, Ave P, Kings Highway, Ave U, Ave X
- ▣ New Lots Line - **3 Stations Completed** 3 May 2017 (A)
 - Sutter Ave-Rutland Rd, Junius St, New Lots Ave
- ▣ Ozone Park Lefferts Blvd Station – Liberty Line A Nov 2017 (F)

▣ Key ADA Accessibility

- ▣ Completed 23 St Station - Lexington Ave Line 6 May 2017 (A)
- ▣ Ozone Park Lefferts Blvd Station – Liberty Line A Nov 2017 (F)



Progress Update - Construction

▣ Elevators

- ▣ Replaced **3 elevators** at July 2017 (A)
Brooklyn Bridge City Hall **4** **5** **6**
- ▣ Replaced **2 elevators** at Oct 2017 (A)
51 St Station – Lex Line **6**



Progress Update - Construction

- Grand Central 42 St Station Access Improvements 4 5 6
 - New P-10 Stair (mezzanine to S/B platform) May 2017 (A)
 - New entrance stair and expansion of mezzanine July 2017 (A)
(from GCT Concourse to Subway Mezzanine)
 - New street entrance and passageway at Mobil Building Dec 2017(F)
(SE corner of 42nd and Lex)

- Reconstruction of S/B Platform edges at 25 St and 45 St Stations – 4th Ave Line utilizing Enhanced Station Initiative GOs - 4th Ave Line R Oct 2017 (A)

- Eastchester Dyre Ave Station platform reconstruction 5 Dec 2017(F)



Progress Update – Completed Design and Advertised Work: 6 Stations

<u>Project Description</u>		<u>Subway Line</u>
1. Key ADA Accessibility at 57 St-7 Ave Station		Broadway Line
2. Key ADA Accessibility at 86 St Station		4 Ave Line
3. Station Renewal at Astoria Ditmas Blvd Station		Astoria Line
4. Reopen 7th Ave Control House at 8 Ave Station		Sea Beach Line
5. Grand Central 42 St Station: Access Improvement – Modification to Hyatt Girders (Developer funded)		Lexington Ave
6. Jay St MetroTech Station Replacement of Escalators		Fulton



Progress Update

Small Business Mentoring Program (SBMP)

- ▣ Awarded work to refurbish 10 stairs
- ▣ Install 35 Help Points at 7 stations
- ▣ Since inception in 2010:
 - ▣ SBMP Contractors refurbished 113 stairs at 40 locations
 - ▣ Installed 209 Help Points at 46 locations



Status of 2010-14 Stations Program



Status of 2010-14 Stations Program

- ▣ In Construction:
 - 9 S/B Platform: Sea Beach Line **N**
 - 8 N/B Platforms: Culver Line **F**
 - 4 Stations: New Lots Line **3**
 - Key ADA: Ozone Park – Lefferts Blvd Station: Liberty Line **A**

- ▣ In Procurement:
 - Key ADA at 57 St 7 Ave **N Q R W**

- ▣ Final Design Completed:
 - Key ADA at 68 St Hunter College **6**

- ▣ In Summary:
 - Under 2010-14 Program, work planned at:
 - 190 Stations vs Committed 175 Stations **(92%)**
 - Budgeted \$1.90B vs Committed \$1.70B **(90%)**



Overview of 2015-19 Stations Program



2015-2019 Stations Program

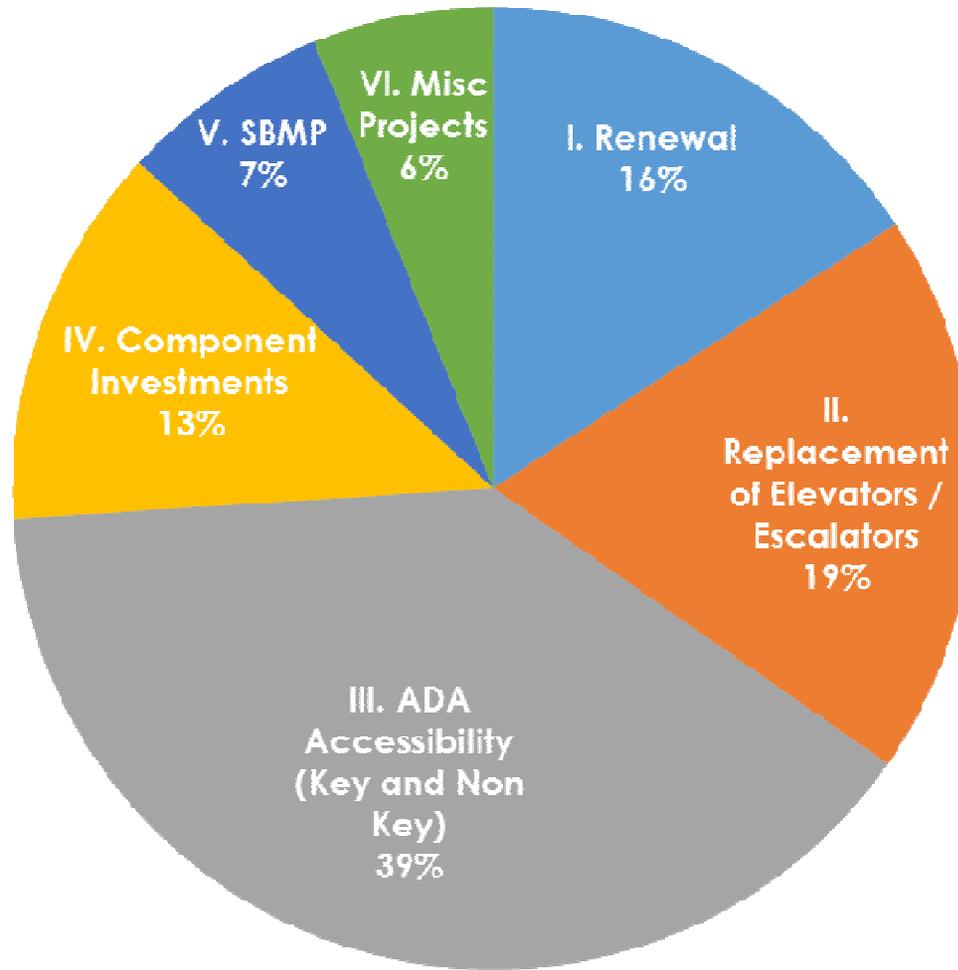
Category	# of Stations	Budget (in \$M)
I. Renewal	15	\$ 355.3
II. Replacement of Elevators / Escalators	32	\$ 427.2
III. ADA Accessibility (Key and Non Key)	17	\$ 884.8
IV. Component Investments	150	\$ 289.7
V. Small Business Mentoring Program	included above	\$ 160.3
VI. Misc Projects	included above	\$ 136.6
Grand Total	214	\$ 2,254

Note:

- Total budget does not include cost for Enhanced Station Initiative (ESI) Projects, and Sandy Program managed projects.



2015-2019 Stations Program



Note: Total budget does not include cost for Enhanced Station Initiative (ESI) Projects, and Sandy Program managed projects.



2015-19 Stations Program

Overview of Major Categories:

I. Renewals: 15 Stations

- Astoria Ditmars Blvd Station (Bids were received)
- Remaining are in design

II. Replace Elevators: (All are in design)

- Traction elevators: **26 elevators** at 9 stations
- Hydraulic elevators: **18 elevators** at 9 stations

Replace Escalators: (All are in design)

- **32 escalators** at 14 Stations



2015-19 Stations Program

III. ADA Accessibility

System-wide Accessibility Status

- 117 stations are accessible, out of 493 total (NYCT/SIR)
- Includes 86 Key Stations (out of 100 designated) and 31 additional (non-key)
- These stations serve more than 44% of subway ridership.

Accessibility Projects Underway in the Capital Program

- 14 Key Stations
 - **10 stations** in 2015-19 Stations Program
 - 1 station in 2015-19 Sandy Program (Bedford Av / Canarsie)
 - 3 stations in 2010-14 Program
- 12 Non-Key Stations
 - **7 stations** in 2015-19 Stations Program
 - 1 station in 2015-19 Sandy program (1 Av / Canarsie)
 - 4 stations in 2010-14 Program



Overall Status of 100 Key ADA Stations

▣ Completed: 86 Stations

▣ Remaining: 14 Stations

▣ In Construction: 2 Stations

▣ In Procurement: 3 Stations

▣ In Design: 9 Stations

Total: 100 Stations



Status of 14 Remaining Key ADA Stations

	Line	Stations	Status
1		Bedford Ave / Canarsie	In Construction
2		Ozone Park -Lefferts -LIB	In Construction
3		57 St - 7th Av - BWY	In Procurement
4		86 St / 4AV	In Procurement
5		Gun Hill Rd / Dyre	In Procurement
6		68 St - Hunter College-LEX	In Design
7		Bedford Pk Blvd / Concourse	In Design
8		E. Pkwy-Bklyn Museum / EPK	In Design
9		Times Sq / 42S	In Design
10		Greenpoint Ave / BCT	In Design
11		Astoria Blvd / AST	In Design
12		Rock Pkwy / CNR	In Design
13		59 St / 4AV	In Design
14		Chambers St /NAS	In Design



2015-19 Stations Program

IV. Component/SBMP: 150 Stations

* 50% are in design

In Summary:

- Under 2015-19 Program, work at 214 Stations is planned with a budget of \$2.25B.



Project Risk Log – Sea Beach Line

Risks	Mitigations
1. At 8 Ave Station, emergency repairs to work on LIRR structure has been committed to the project scope but construction has not started. <i>(Potential Cost and Schedule impacts)</i>	<ul style="list-style-type: none"> Cost for this added work is funded outside the project budget. AWO process is being expedited to mitigate schedule impact.
2. 2 new ADA compliant elevators at N/B & S/B side of 8 Ave Station, work has been committed to the project scope but construction has not started. <i>(Potential Cost and Schedule impacts)</i>	<ul style="list-style-type: none"> Cost for N/B elevator was part of the original contract. Funding for S/B elevator was added via the Plan Amendment. Final Design and AWO process is being expedited to mitigate schedule impact.
3. Complete all unfinished work from Phase I, the shortened Intermission Phase, change orders and additional scope plus all contractual Phase II tasks by December 2018 SC date.	<ul style="list-style-type: none"> Majority of unfinished work from Phase 1 to be completed during planned weekend GO (11/18-20/2017). All pending AWOs for phase II are expedited and progress is reviewed during regular biweekly executive meeting.
4. Canopy and roof leaks at re-opened NB Station stairs and platforms. Third Party grouting mock-up tests completed Sept 2017. Project currently studying mitigation options.	<ul style="list-style-type: none"> Canopy and roof leaks are caused by private property owners draining water along both sides of project limits. The problem is being addressed in two phases. Phase I is priority repair on N/B & S/B platform canopies, work added to the project, has pending budget modification. Phase II will be permanent fix under separate contract which will require access to private properties.
5. Customer Impact due to the forecast extension of project schedule.	<ul style="list-style-type: none"> Open all 8 S/B Stations except 8 Ave Station by utilizing existing temporary platform built at these stations to mitigate delays.



November 2017 CPOC IEC Project Review

Renewal of Nine Stations - Sea Beach Line



Schedule Review

- Phase I - complete May 22, 2017 – re-opened NB platforms.
- Phase II - commenced July 31, 2017- closure of SB platforms.
- The project team is forecasting a 2 month delay to December 2018 SC date. The IEC forecasts a more significant impact to Substantial Completion.
- Re-baseline Schedule submitted October 2017.



Budget Review

- Project has been impacted by Budget Modifications and AWOs since project award.
- Additional scope and un-negotiated Change Orders submitted to date will deplete the remaining Contingency as Phase II construction continues through 2018.
- Approx. 72% of Contingency has been utilized.



Risk Summary

- Incomplete mitigations since IEC's last report to CPOC:
 - Structural repairs at 8th Ave Station.
 - Two new ADA compliant elevators at 8th Ave Station.
- New Risks:
 - Completion of unfinished Phase I work – NB Stations.
 - AWOs and added scope awaiting Agency NTP.
 - Canopy roof leaks at re-opened NB Station platforms and stairs. Grouting mock-up tests were successful and the mitigation proposal is pending Agency approval.



Observations & Recommendations

- Renewal work completed to date at the re-opened NB Stations has visually and physically transformed the severely deteriorated Sea Beach Stations.
- In order to prevent future damage to the newly restored stations, the IEC recommends the Agency undertake an aggressive maintenance program addressing trees and water runoff.
- The IEC recommends a comprehensive Recovery Schedule be developed incorporating all additional scope and change orders to mitigate their impacts and determine a revised Substantial Completion date.



MTA Capital Program Commitments & Completions

through October 31, 2017

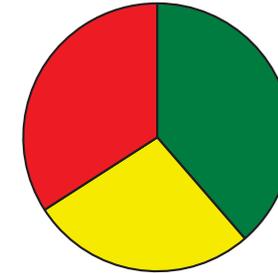
Capital Projects – Major Commitments – October 2017

In 2017, agencies plan a total of \$7.3 billion in overall commitments with 51 major commitments planned.

Through October, agencies committed \$4.2 billion versus a \$6.6 billion YTD goal. Seventeen major commitments were made on time or early, twelve were delayed, but have now been committed and fifteen other major commitments remain delayed. The over \$2 billion shortfall is mostly due to the delay of the R211 fleet award. All delays are explained on the following pages.

The MTA forecasts exceeding its \$7.3 billion commitment goal. This forecast is partly due to the LIRR's commitment for the Moynihan Train Hall as well as NYCT commitments for the Enhanced Station Initiative. These commitments were not part of the original 2017 commitment goals. In addition, most year to date delays are still expected to be made by year end.

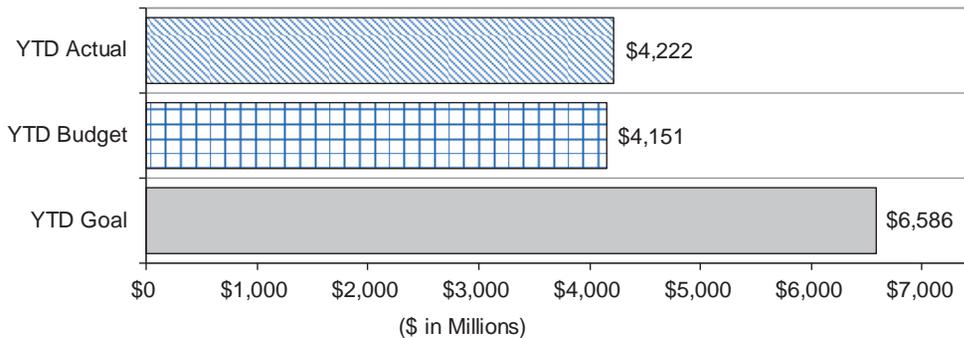
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast w within Goal	17	39%	↓ 1
YELLOW = Commitments delayed beyond Goal (already achieved)	12	27%	↑ 3
RED = Commitments delayed beyond Goal (not yet achieved)	15	34%	↓ 1
Total	44	100%	↑ 1

Budget Analysis

2017 Annual Goal	\$7,280	(\$ in millions)
2017 Forecast	112%	of Annual Goal
Forecast left to Commit	48%	(\$3,916)



Year-to-Date Agency Breakdown

2017 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
4 GREEN, 7 YELLOW, 3 RED	----	+2 YELLOW	-2 RED
Long Island Rail Road			
2 GREEN, 2 YELLOW, 6 RED	-1 GREEN	----	+2 RED
Metro-North Railroad			
2 GREEN, 1 RED	----	----	----
Bridges and Tunnels			
8 GREEN, 1 YELLOW, 3 RED	----	----	----
Capital Construction Company			
2 RED	----	----	----
MTA Bus Company			
1 YELLOW	----	+1 YELLOW	-1 RED
MTA Police Department			
1 GREEN, 1 YELLOW	----	----	----

Capital Projects – Major Commitments – October 2017 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
15 All-Agency Red Commitments (2 new this month)							
NYCT				LIRR (cont.)			
<u>Signals & Communications</u>				<u>Track</u>			
ISIM-B Module 3: Rail Traffic Systems	Construction Award	Aug- 17 \$91.7M	Post 2017 \$91.0M	Diesel Locomotive Shop	Construction Award	Sep- 17 \$97.9M	Nov- 17 \$97.9M
Project award extended pending revised specifications based on oral presentations during procurement.				Delay in RFP process- vendor now selected and going before October Board for approval. Award anticipated in November.			
<u>Subway Cars</u>				<u>JCI Phase II Design</u>			
Purchase 525 R211 Cars & 10 Open Gangway	Construction Award	Jun- 17 \$1534.5M	Nov- 17 \$1998.5M		Design Award	Sep- 17 \$28.0M	Nov- 17 \$28.0M
Award of the contact is moved to November because proposals are still under review. Project Cost reflects Capital Program budget revision.				Delay has resulted from a prolonged procurement process. Currently the designer has been chosen and negotiations were taking place in October.			
<u>Passenger Stations</u>				<u>Shops and Yards</u>			
Access Improvements: Grand Central: Phase 2	Construction Award	Jul- 17 \$66.7M	Post 2017 \$66.7M	New Mid- Suffolk Electric Yard (New Item)	Construction Award	Sep- 17 \$111.7M	Dec- 17 \$111.7M
Procurement will be progressed through multiple phases reflecting the various activities in the project. The last expected awarded will be in 2019.				RFP due date was delayed to late September. The Technical Group continues to evaluate proposals.			
MNR				<u>Rolling Stock</u>			
<u>Stations</u>				M- 9 Procurement (New Item)			
GCT PA Head End and VIS Systems	Construction Award	Jul- 17 \$32.6M	Nov- 17 \$32.6M		Construction Award	Oct- 17 \$199.7M	Dec- 17 \$199.7M
Due to a protracted procurement the Design/Build award is forecasted for November 2017.				Negotiations with the vendor are taking longer than expected.			
LIRR				MTA CC			
<u>Communications and Signals</u>				<u>East Side Access</u>			
Positive Train Control	Force Account	Feb- 17 \$49.1M	Nov- 17 \$49.1M	48th Street Entrance	Construction Award	Jun- 17 \$36.0M	Post 2017 \$36.0M
\$28.9 million was committed in March with the balance to be awarded by November 2017. Funding for force account activities have been adjusted based on updated cash flow needs and not all funding needed to be committed in March. The overall PTC beneficial use date is unaffected and remains 12/2018.				This station entrance package is currently under review by the East Side Access team and is not expected to be committed in 2017. A more specific forecast date is to be determined.			
<u>Stations</u>				<u>Systems Package 2 : Installation of Signals</u>			
Murray Hill Station Elevators	Construction Award	May- 17 \$12.6M	Nov- 17 \$12.6M		Construction Award	Jun- 17 \$44.9M	Dec- 17 \$44.9M
Reflects the delay in the time frame for legal to complete their review of contractual documents.				Additional time required for extended review process.			

Capital Projects – Major Commitments – October 2017 – Schedule Variances

Project	Commitment	Goal	Forecast
B&T			
<i>Miscellaneous</i>			
Install Electronic Monitoring & Detection Systems (Bronx Whitestone)	Construction Award	Jul- 17 \$23.0M	Dec- 17 \$23.0M
Additional time is required to respond to questions from interested Design/Build teams and modify the scope.			
Install Electronic Monitoring & Detection Systems (Robert F. Kennedy)	Construction Award	Jul- 17 \$34.3M	Dec- 17 \$34.3M
Additional time is required to respond to questions from interested Design/Build teams and modify the scope.			
Interim Repairs - FDR Ramp	Construction Award	Sep- 17 \$20.0M	Nov- 17 \$20.0M
The design package took longer than anticipated which pushed the construction forecast start date out by two months.			

Capital Projects – Major Commitments – October 2017 – Schedule Variances

Project	Commitment	Goal	Actual	Project	Commitment	Goal	Actual
12 All-Agency Yellow Commitments (3 new this month)							
NYCT				NYCT (cont.)			
Line Structures				Passenger Stations			
Structural Repairs / 4th Ave	Construction Award	Feb- 17	May- 17 (A)	New Fare Payment System (New Item)	Construction Award	Jun- 17	Oct-2017 (A)
		\$84.4M	\$87.2M			\$525.9M	\$615.5M
The project award was delayed due to a higher than expected bid.				Procurement action approved by the MTA Board in October. The award schedule was delayed due to scope addition to incorporating a full NFPS treatment for the Long Island Rail Road and Metro- North Railroad. The cost increased due to the higher than budget bid.			
Track				LIRR			
Mainline Track & Switch Program (18 Projects) - 1st Qtr				Track			
	Construction Award	Mar- 17	May- 17 (A)	2017 Track Program	Construction Award	Feb- 17	Mar- 17 (A)
		\$217.8M	\$218.7M			\$75.0M	\$75.0M
The 2017 Yard Track & Switch projects were delayed due to attention to other track work priorities and inclement weather.				Full administrative reviews and approvals had not been concluded by the end of February and full commitment was delayed until March.			
Mainline Track & Switch Program (6 Projects) - 3rd Qtr (New Item)	Construction Award	Aug- 17	Oct- 2017 (A)	Main Line Double Track Phase 2- Track & Systems	Construction Award	Apr- 17	Jun- 17 (A)
		\$37.9M	\$37.9M			\$52.0M	\$52.0M
Construction start delayed due to track access availability and the usage of manpower to complete prioritized track work in preparation for the Canarsie Tube closure.				Bid opening delayed due to time extension requests from prospective contractors to secure pricing from their subcontractors. This contract was awarded in June.			
Signals & Communications				MTA PD			
B- Division Beacon Train Arrival System, Phase 2	Construction Award	Feb- 17	Aug- 17 (A)	Nassau County District Office	Construction Award	Feb- 17	Mar- 17 (A)
		\$70.0M	\$69.1M			\$7.0M	\$7.0M
Project was delayed due to funding allocation approval which has been resolved.				A lease was signed with the property owner in February. Administrative reviews and procedures to award the project have delayed forecast award to March.			
Traction Power				B&T			
New Substation & 2 CBHs - Maspeth Av- Humboldt St / CNR				Structures			
	Construction Award	Apr- 17	Aug- 17 (A)	Henry Hudson Skewback Retrofit	Construction Award	Apr- 17	May- 17 (A)
		\$76.7M	\$59.5M			\$83.7M	\$85.7M
There was a delayed in advertisement. Bids were received in May and the contract was awarded in August. Project cost reflects favorable bids.				Delay due to contract and Insurance issues which took longer than anticipated to resolve.			
New Substation: Harrison Pl/ Canarsie	Construction Award	Jul- 17	Aug- 17 (A)	MTA Bus Company			
		\$63.4M	\$52.2M	Security: JFK & Spring Creek (New Item)	Construction Award	Sep- 17	Oct- 2017 (A)
This Design- Build project needed approval by the Board before award. Procurement action was approved by the July Board and the contract was awarded in August. Project cost reflects negotiated bid price.						\$9.2M	\$8.5M
				Delay due to the bid-opening date being re- scheduled as per bidders' request.			

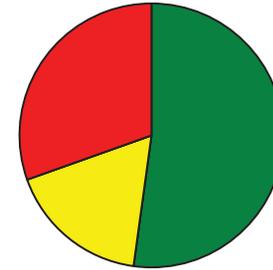
Capital Projects – Major Completions – October 2017

In 2017, agencies plan a total of \$5.0 billion in overall completions with 34 major completions planned.

Through October, agencies have completed \$2.0 billion versus a \$3.2 billion YTD goal. Twelve major completions were achieved on time or early. Four major completion were delayed, but have now been completed, and seven major completions remain delayed. The over \$1 billion shortfall is mostly due to the delay of Sandy and East Side Access projects. All delays are explained on the following pages.

By year-end the MTA forecasts achieving 86% of its overall \$5.0 billion completions goal. This is mostly due to CTBC Flushing delaying completion to post 2017.

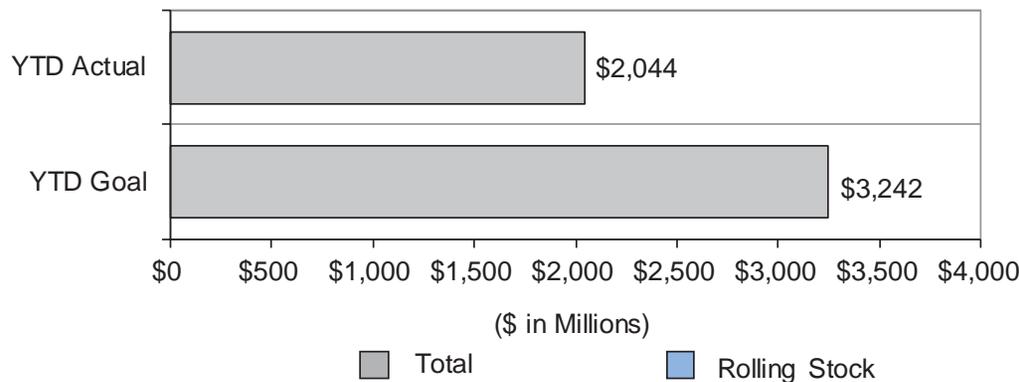
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast w/in Goal	12	52%	↑ 1
YELLOW = Completions delayed beyond Goal (already achieved)	4	17%	-
RED = Completions delayed beyond Goal (not yet achieved)	7	30%	↑ 1
Total	23	100%	↑ 2

Budget Analysis

2017 Annual Goal \$4,970 (\$ in millions)
 2017 Forecast 86% of Annual Goal
 Forecast left to Complete 52% (\$2,224)



Year-to-Date Agency Breakdown

2017 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
3 GREEN, 1 YELLOW, 4 RED	----	----	----
Long Island Rail Road			
2 GREEN, 2 YELLOW	----	----	----
Metro-North Railroad			
1 GREEN, 2 RED	----	----	+1 RED
Bridges and Tunnels			
6 GREEN	+1 GREEN	----	----
Capital Construction Company			
1 GREEN, 1 RED	----	----	----
MTA Bus Company			
	----	----	----
MTA Police Department			
	----	----	----

Capital Projects – Major Completions – October 2017 – Schedule Variances

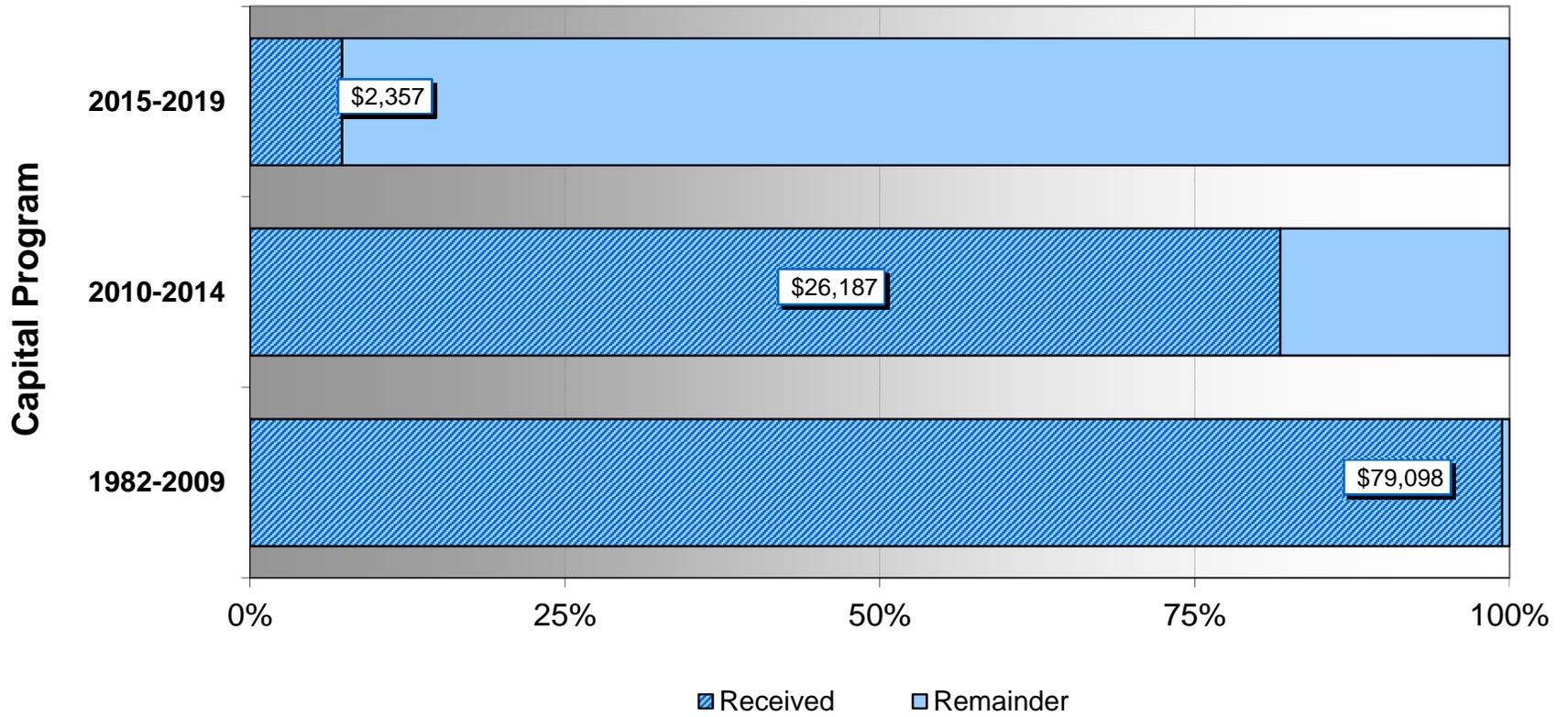
Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
7 All-Agency Red Completions (1 new this month)				MTA CC			
NYCT				<i>East Side Access</i>			
<i>Sandy</i>				Manhattan Northern Structures			
Sandy: 53rd St Tube	Construction	Apr-17 \$92.6M	Nov-17 \$92.6M	Construction	Jun-17 \$361.6M	Dec-17 \$361.6M	
<p>Delay due to the the removal of the underperforming subcontractor. In addition, ConEd's schedule for inspections did not fit in the milestone dates that was previously forecasted.</p>				<p>Delay is due to slower than expected completion of contract work and administrative requirements.</p>			
Sandy: Joralemon Tube	Construction	Jun-17 \$113.8M	Dec-17 \$121.3M				
<p>Completion delayed due to lack of available weeknight GOs. Remaining GOs are scheduled in early December. Cost increase due to increase scope changes, extension of time, availability of GOs.</p>							
<i>Passenger Stations</i>							
Station Renewal: 7 Stations / New Lots	Construction	Jun-17 \$80.7M	Nov-17 \$97.6M				
<p>Project schedule delayed due to significant increases in the quantity of platform girder repairs identified during condition survey prior to award. Project cost increased mainly due to additional work such as Canopy column repair and additional TA Labor support costs.</p>							
<i>Bus Replacement</i>							
Purchase 138 Standard CNG Buses	Fleet Purchase	Sep-17 \$84.9M	Nov-17 \$84.9M				
<p>Beneficial use has been delayed due to NYS Environmental Conservation requirement to use scow barges to store dredged material, which delayed the excavation work.</p>							
MNR							
<i>Sandy</i>							
Power Infrastructure Restoration - Substations	Construction	Aug-17 \$43.8M	Post 2017 \$44.4M				
<p>The completion date has been pushed back to accommodate Con Edison's utility cut-over schedule. Final commissioning, testing, and acceptance phase will immediately follow.</p>							
<i>Power</i>							
Substation Bridge 23 - Construction (New Item)	Construction	Oct-17 \$41.7M	Post 2017 \$41.7M				
<p>When assessing process to mitigate risks associated with the final cutover of substation, unforeseen operational issues were identified which required elements of the work to be altered. The forecasted completion is now August 2018.</p>							

Capital Projects – Major Completions – October 2017 – Schedule Variances

Project	Completion	Goal	Actual
4 All-Agency Yellow Completions (0 new this month)			
NYCT			
<i>Sandy</i>			
Sandy: Cranberry Tube	Construction	May- 17 \$101.9M	Aug- 17 (A) \$102.9M
Delay due to issues encountered during signal testing which resulted in additional signal cut over work required.			
LIRR			
<i>Stations</i>			
Escalator Replacement Program	Construction	Mar- 17 \$11.2M	Apr- 17 (A) \$11.2M
An escalator testing issue at Baldwin station caused the delay.			
<i>Sandy</i>			
Wreck Lead Bridge Systems Restoration	Construction	Apr- 17 \$14.9M	Sept- 17 (A) \$14.9M
Beneficial use has been delayed due to NYS Environmental Conservation requirement to use scow barges to store dredged material, which delayed the excavation work.			
MNR			
<i>Stations</i>			
GCT Elevator Rehab Phase 4	Construction	May- 17 \$9.6M	Jun- 17 (A) \$9.8M
The completion has been delayed one month due to design issues that were associated with the A- Car elevator rail backing installation.			

Status of MTA Capital Program Funding

Capital Funding (October 31, 2017)
\$ in millions



Capital Funding Detail (October 31, 2017)

\$ in millions

	Funding Plan		Receipts	
	Current	Thru September	This month	Received to date
1992-1999 Program	18,099	18,099	-	18,099
2000-2004 Program	21,691	21,691	-	21,691
2005-2009 Program	24,389	23,917	-	23,917

	Funding Plan		Receipts	
	Current	Thru September	This month	Received to date
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,544	\$5,544	\$ -	\$5,544
Federal High Speed Rail	295	295	-	295
Federal Security	1,257			
Federal New Start	189	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	729	607	-	607
State Assistance	770	400	-	400
MTA Bus Federal and City Match	132	108	-	108
MTA Bonds (Payroll Mobility Tax)	11,772	10,840	-	10,840
Other (Including Operating to Capital)	1,744	1,445	34	1,479
B&T Bonds	2,018	1,916	-	1,916
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	6,343	4,727	-	4,727
PAYGO	235	81	-	81
<i>Sandy Recovery MTA Bonds</i>	758	-	-	-
<i>Sandy Recovery B&T Bonds</i>	230	89	-	89
Total	32,015	26,153	34	26,187

	Funding Plan		Receipts	
	Current	Thru September	This month	Received to date
2015-2019 Program				
Federal Formula, Flexible, Misc	\$6,725	\$1,030	\$ -	\$1,030
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
State Assistance	8,466	65	-	65
City Capital Funds	2,492	120	-	120
MTA Bonds	7,558	12	-	12
Asset Sales/Leases	600	-	-	-
Pay-as-you-go (PAYGO)	2,270	1,094	-	1,094
Other	575	36	-	36
B&T Bonds & PAYGO	2,940	-	-	-
Total	32,226	2,357	-	2,357



THE METROPOLITAN TRANSPORTATION AUTHORITY

CAPITAL PROGRAM OVERSIGHT COMMITTEE

This Charter for the Capital Program Oversight Committee was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), ~~on July 24, 2013~~ as amended on November 15, 2017.

I. PURPOSE

The Capital Program Oversight Committee (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor the effective and efficient implementation of the MTA’s five-year capital program.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson and/or vice-chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates). The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 6 or more members of the Board, and shall include the Board Chair; the ~~Chair of the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority and the MTA Bus Company; the Chair of the Committee on Operations of the Triborough Bridge and Tunnel Authority; the Chair of the Committee on Operations of the MetroNorth Commuter Railroad; and the Chair of the Committee on Operations of the Long Island Rail Road and Metropolitan Suburban Bus Authority;~~ chairs of each of the Operating Committees; All other members of the Committee shall be appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall serve as the chairperson of the Committee and shall appoint the vice-chairperson of the Committee. In the absence of the chairperson ~~or~~ and vice-chairperson at a meeting of the Committee, the Board Chair shall appoint a

temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings and records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The Director of the Office of Construction Oversight and the Deputy ~~Executive Director of Administration~~Chief Financial Officer, and/or his or her designee, shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda, (2) provide the chairperson of the Committee with all information regarding the MTA's five year capital program that is material to the Committee's monitoring and oversight of the MTA's five year capital program, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the MTA's five year capital program. The Director of Security and/or his or her designee shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to MTA security projects and MTA-wide security issues, (2) provide the chairperson of the Committee with all information regarding MTA security projects that is material to the Committee's monitoring and oversight of security projects contained in the MTA's five year capital program, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing security projects contained in MTA's five year capital program.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The

Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall, with respect to any approved or proposed capital program plans:

1. monitor the current and future availability of funds to be utilized for such capital improvement programs and plans;
2. monitor the contracts awards of the MTA to insure that such awards are consistent with:
 - a. provisions of law authorizing United States content and New York State content;
 - b. any collective bargaining agreements;
 - c. provisions of law providing for participation by minority and women-owned businesses;
 - d. New York State labor laws;
 - e. competitive bidding requirements including those regarding sole source contracts; and
 - f. any other relevant requirements established by law.
3. monitor the award of contracts to determine if such awards are consistent with the manner in which the work was traditionally performed in the past;
4. review the relationship between capital expenditures pursuant to each such capital program plan and current and future operating budget requirements;
5. monitor the progress of capital elements described in each approved capital program plan;
6. monitor the expenditures incurred and to be incurred for each such element;
7. identify capital elements not progressing on schedule, ascertain responsibility therefor and recommend those actions required or appropriate to accelerate their implementation;
8. monitor the proposed benefits for approved projects in the capital program at appropriate points during the life of the capital project to ensure that the benefits materialize;
9. review capital elements and program management to improve the efficiency and effectiveness of the program, securing analytic resources as needed;
10. monitor awarded contracts to determine if the work is being implemented in the most efficient and effective manner possible;

11. consult as necessary with other New York State departments, agencies and divisions with respect to the foregoing;
12. provide guidance to the Board Chair and the Board with respect to the appointment (and if appropriate dismissal), evaluation, and compensation of an independent engineering firm to provide an independent review of reports by the MTA agencies with respect to the foregoing;
13. in consultation with the Office of Construction Oversight, oversee the work of such independent engineering firm;
14. together with the Office of Construction Oversight, review the periodic and/or special reports provided by such independent engineering firm; and
15. monitor the implementation of MTA security projects contained in approved capital programs, provide a forum for discussion of MTA-wide security issues among representatives of MTA and each of its subsidiaries and constituent agencies, and provide guidance to the Board Chair and the Board with respect to security on an MTA-wide basis;

In addition, the Committee shall have the following responsibilities:

- 1 set the annual work plan for the committee;
- 2 conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 3 review and assess the adequacy of this Charter annually; and
- 4 report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.