



**Metropolitan Transportation Authority**

# **Capital Program Oversight Committee Meeting**

## **January 2013**

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### **Committee Members**

F. Ferrer, Acting Chair

R. Bickford

N. Brown

A. Cappelli

I. Greenberg

M. Lebow

S. Metzger

M. Page

M. Pally

A. Saul

J. Sedore

C. Wortendyke



## **MEETING AGENDA**

### **MTA CPOC COMMITTEE**

**January 28, 2013 – 1:30 pm**

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### **AGENDA ITEMS**

#### **Page**

#### **PUBLIC COMMENTS PERIOD**

- |  |                |
|--|----------------|
| 1. APPROVAL OF MINUTES DECEMBER 17, 2012   | TAB 1<br>1 - 1 |
| 2. COMMITTEE WORK PLAN   | 1 - 4          |
| 3. LONG ISLAND RAIL ROAD<br>Update on ESA Readiness Projects   | TAB 2<br>2 - 1 |
| 4. NYCT, LIRR and MNR<br>Update on New Fare Payment System   | TAB 3<br>3 - 1 |
| 5. QUARTERLY UPDATE ON MWDBE PARTICIPATION   | TAB 4          |
| 6. CAPITAL PROGRAM STATUS <ul style="list-style-type: none"><li>• Commitments, Completions &amp; Funding</li></ul> | TAB 5<br>5 - 1 |

Date of next meeting: Monday, March 11, 2013 at 1:30 PM

**MINUTES OF MEETING  
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE  
December 17, 2012  
New York, New York  
2:00 P.M.**

MTA CPOC members present:

Hon. Joseph J. Lhota, Chairman  
Hon. James Blair  
Hon. Fernando Ferrer  
Hon. Susan Metzger  
Hon. Mark Page  
Hon. Mitchell Pally  
Hon. James Sedore  
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Alan Cappelli  
Hon. Mark Lebow  
Hon. Andrew Saul  
Hon. Vincent Tessitore, Jr.

MTA Board members present:

Hon. Andrew Albert  
Hon. Robert Bickford

MTA staff present:

Hilary Ring  
Ron Saporita

MTA CC staff present:

Michael Horodniceanu

New York City Transit Staff Present

Branko Kleva  
Dilip Kumar Patel  
Fred Smith

McKissack + Delcan staff present:

Kent Haggas  
Bob Hefter

\* \* \*

Chairman Lhota called the December 17, 2012 meeting of the Capital Program Oversight Committee to order at 2:00 P.M.

**Public Comments Period**

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

**Meeting Minutes**

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on November 26, 2012.

### **Committee Work Plan**

Mr. Ring stated that MTA Capital Construction Company will report on Second Avenue Subway and Fulton Center this month. Deferring the presentation on East Side Access for a later CPOC will provide MTACC the opportunity to develop a repackaging plan for a major element of the project, whose recent bid results were higher than anticipated. In addition, the Fulton Center Risk Assessment will be taken up in March, instead of this month.

### **MTACC Report on Fulton Center**

Mr. Horodniceanu reported that the overall project continues to be on schedule for a June 2014 substantial completion and that the cost is trending below the current budget of \$1.4B. In addition, he reported that the Dey Street Entrance, including elevator, was opened in October. Master Lease proposals were received in early December and are currently being evaluated. Adjacent to the Transit Center, the scaffolding that has shrouded the historic Corbin Building will be completely removed by the end of this year. In addition, the 4/5 Station rehabilitation, Dey Street Concourse and Corbin Building restoration are all scheduled for completion in the next 90 days, and the A/C Mezzanine is scheduled for a May, 2013 opening. In its Project Review, the IEC agreed with the key elements of MTACC's report on the project. The IEC then recommended that MTACC take the following action: devise alternate scenarios to deal with the potential impacts of the DDC Broadway water main replacement. Mr. Page posed a question regarding the Master Lease, in response to which the Chairman said he would request that the MTA Director of Real Estate contact him to address his concern.

### **MTACC Report on Second Avenue Subway**

Mr. Horodniceanu reported that the project is on schedule to meet the December 2016 revenue service date, and that the project is on budget. In addition, he stated that all cavern blasting was completed at the 72<sup>nd</sup> St Station site, and bids were received for the Systems & Finishes Contract at this location. In addition, roadway decking on the east side of Second Avenue from 99<sup>th</sup> to 95<sup>th</sup> Streets for cut and cover excavation has been completed. Critical Milestones and Issues include a continued schedule delay in the 86<sup>th</sup> Street Cavern excavation. In its Project Review, the IEC stated that, while the project is on schedule and budget, as reported by MTACC, the IEC believes that there is only 45 days of schedule contingency remaining on the project. The IEC then recommended that MTACC take the following actions: implement the schedule mitigation plan developed in September in order to improve confidence in the Revenue Service Date; and, accelerate contract close-outs and reduce backlog of open Additional Work Orders.

### **NYCT Update on Stations Program**

Mr. Patel provided an overview of the Stations Program. Currently, there are 165 projects in master plan & design, including 126 projects in the Component Program, 23 Renewal Projects, 4 ADA Projects, 9 Rehabilitation Projects and 3 Elevator and Escalator Projects. Construction activity includes the completion of work in 67 stations – an increase of 13 stations since the July 2012 report to CPOC. Six station rehabilitation, 9 component, 5 ADA, and 5 station renewal projects are currently in construction. The Component Program includes those projects with defects defined as a 3.0 or worse rating – out of a 5-point scale. Typical component replacement items include stairs, platform edges and canopies.

Mr. Kleva provided a summary of the supplemental work performed by in-house forces. The goal of this work is to eliminate defects and improve station appearance. Seven stations were included in this program in 2011, a total of 12 stations are planned for 2012 and 24 stations for 2013 – 2014. There is also an Enhanced Station Cleaning and Maintenance Program that provides more frequent cleaning and addresses repairs more quickly at selected major station complexes and newly rehabilitated stations. The program started with 19 stations in 2010 including the Times Square, Atlantic Avenue, and Union Square Complexes. Nineteen additional stations were added in 2011. It is expected that 22 newly rehabilitated stations will be added by the end of

2012 for a maximum total of 60 stations in the Program.

**MTA Capital Program Commitments and Completions**

Mr. Ring directed the Board Members to the Capital Program Status section of the Committee Book, which included the MTA's Capital Program Commitments, Completions and Funding Report, as well as the Third Quarter Traffic Light Report. He noted that he was available to respond to any questions. Mr. Page asked about the percentage of commitments achieved (versus planned) in each of the last five years; Mr. Ring said he would follow up.

**Adjournment**

Upon motion duly made and seconded, Chairman Lhota adjourned the December 17, 2012 CPOC meeting at 2:50 P.M.

Respectfully submitted,  
Michael Jew-Gerals  
Office of Construction Oversight

## 2013 CPOC Committee Work Plan

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I. Recurring Agenda Items

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

II. Specific Agenda Items

January 2013

Updates by LIRR on ESA Readiness Projects  
Semi- Annual Update on NYCT, LIRR & MNR New Fare Payment Initiatives  
Semi-Annual Update on Minority, Women and Disadvantaged Business Participation

March 2013

Quarterly MTA Capital Construction Company Update  
Fulton Center and Second Avenue Subway Risk Assessments  
Semi-Annual Update on Capital Program Security Projects  
Quarterly Traffic Light Report  
Quarterly Capital Program Savings Report  
Proposed Capital Program Amendment

April 2013

Semi-Annual Update on B&T Capital Program  
Semi-Annual Update on NYCT Systems, Signals, Train Control and New Tech Initiatives  
Semi-Annual Update on LIRR/MNR Positive Train Control (PTC) Programs

June 2013

Quarterly MTA Capital Construction Company Update  
Semi-Annual Update on NYCT Stations Division  
Quarterly Traffic Light Report  
Quarterly Capital Program Savings Report

July 2013

Annual Update on NYCT Subway Car and Bus Procurements  
Annual Update on LIRR & MNR Rolling Stock Programs  
Semi- Annual Update on NYCT, LIRR & MNR New Fare Payment Initiatives  
Annual Update on NYCT Infrastructure Division  
Semi-Annual Update on Minority, Women and Disadvantaged Business Participation

September 2013

Quarterly MTA Capital Construction Company Update  
Semi-Annual Update by LIRR on ESA Readiness  
Semi-Annual Update on Capital Program Security Projects  
Quarterly Traffic Light Report  
Quarterly Capital Program Savings Report

November 2013

Semi-Annual Update on B&T Capital Program  
Semi-Annual Update on NYCT Systems, Signals, Train Control and New Tech Initiatives  
Semi-Annual Update on LIRR/MNR Infrastructure Programs  
Annual Review of CPOC Charter

December 2013

Quarterly MTA Capital Construction Company Update  
Semi-Annual Update on NYCT Stations Division  
Quarterly Traffic Light Report  
Quarterly Capital Program Savings Report

Long Island Rail Road

**East  
Side  
Access**

**READINESS  
PROJECTS**

**CAPITAL PROGRAM  
OVERSIGHT COMMITTEE  
JANUARY 28, 2013**

Long Island Rail Road

# East Side Access

**READINESS  
PROJECTS**

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# East Side Access

**READINESS PROJECTS**

## EAST SIDE ACCESS

- East Side Access along with Long Island Rail Road's Readiness Projects are required for LIRR customers to have service to Grand Central Terminal



**LIRR READINESS PROJECTS  
REQUIRED FOR ESA  
OPENING DAY SERVICE**

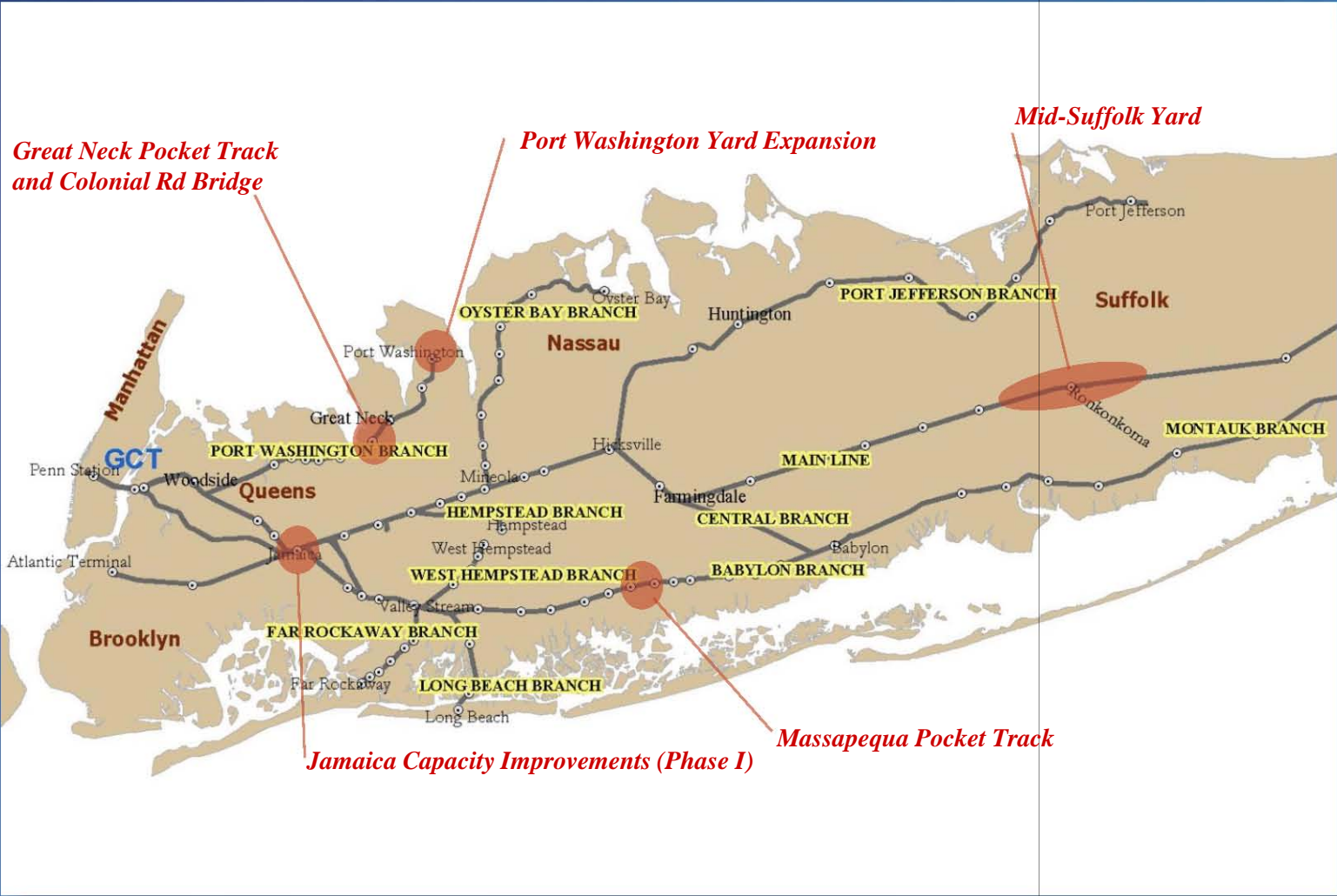
- Jamaica Capacity Improvements – Phase 1 ..... \$283M
- Great Neck Pocket Track & Colonial Road Bridge .... \$36.1M
- Port Washington Yard Track Extensions..... \$12.1M
- Massapequa Pocket Track ..... \$19.6M
- Mid-Suffolk Yard ..... \$79.2M

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**\$430.0M**

### PROJECT LOCATIONS

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Long Island Rail Road

# East Side Access

**READINESS PROJECTS**

## JAMAICA CAPACITY IMPROVEMENTS (PHASE I)

Will permit 40% additional through-put from Jamaica to Manhattan during peak hours

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### JAMAICA CAPACITY IMPROVEMENTS (PHASE I)

#### Scope

Will permit 40% additional through-put from Jamaica to Manhattan during peak hours.

New infrastructure will include:

- New Platform for service to Brooklyn
- Track, Switches, and Signal reconfigurations required to eliminate Brooklyn crossover routes
- Universal Switches which provide for increased parallel moves

#### Status

- Documents for Design-Build of initial Civil and Structural work is in progress .

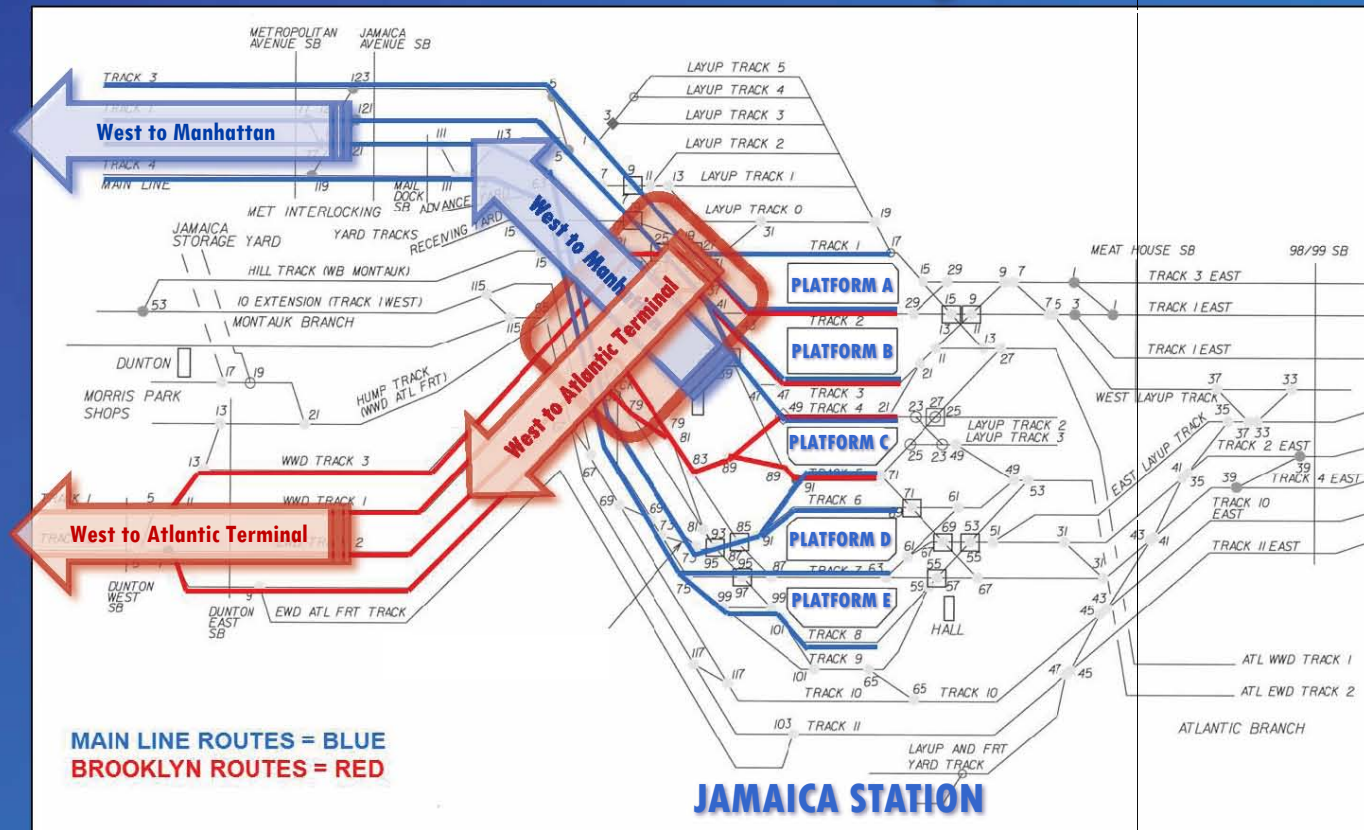
#### Schedule

30% Design Submission:	March 2013
Construction Start:	October 2013
Construction Completion:	January 2018



# JAMAICA CAPACITY IMPROVEMENTS (PHASE I)

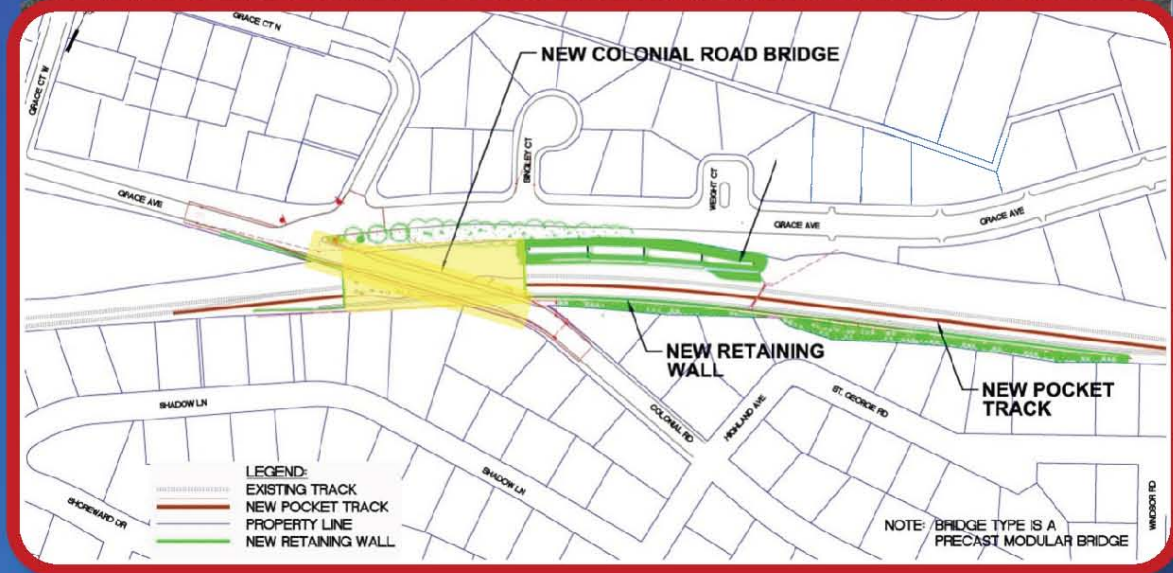
## Jamaica – Present Configuration



## Jamaica Today – Brooklyn Crossover Routes



### GREAT NECK POCKET TRACK & COLONIAL ROAD BRIDGE







## GREAT NECK POCKET TRACK & COLONIAL ROAD BRIDGE

### Scope

Great Neck Pocket Track will allow for turning of equipment and additional service on the Port Washington Branch in support of ESA

Design and construction elements include:

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

### Status

- Environmental Assessment and Public comment period have been completed
- 30% Design in progress to be completed in March 2013
- RFP release for construction April 2013

### Schedule

Construction Start: September 2013

Construction Completion: December 2015

**PORT WASHINGTON  
YARD TRACK EXTENSIONS**

**Scope**

Extend tracks in Port Washington Yard to accommodate 18 additional cars. This increased in equipment capacity allows for additional overall service on the Port Washington Branch in support of ESA.

Tracks can be extended using existing LIRR property.

**Status**

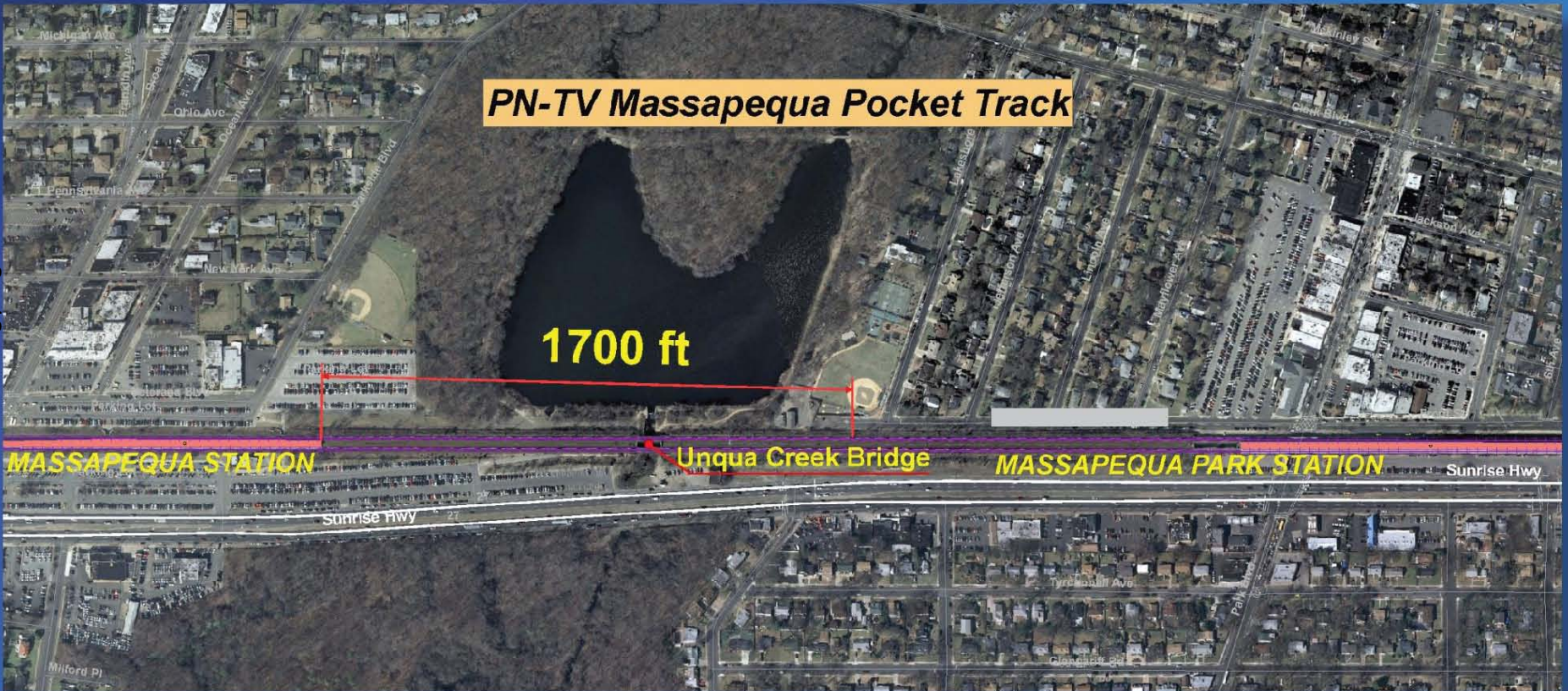
Technical Scope of Work under development

**Schedule**

Design Start:	January 2014
Design Completion:	January 2016
Construction Start:	January 2016
Construction Completion:	January 2018

### MASSAPEQUA POCKET TRACK

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**MASSAPEQUA POCKET TRACK**

**Scope**

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



**Major Elements:**

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

**Status**

- Bridge design complete. Bridge fabrication contract was awarded in December 2012
- 60% pocket track design submission scheduled for February 2013

**Schedule**

Construction Start: March 2013  
Construction Completion: November 2015

## MID-SUFFOLK YARD

### Scope

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

The new yard will:

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

### Status

Technical Scope of Work under development

### Schedule

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

*Capital Program Oversight Committee  
January 28, 2013*

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# **New Fare Payment System Update**



New York City Transit  
Metro-North Railroad  
Long Island Rail Road

# Project Management

## MTA Agency Alignment and Coordination

- **New Fare Payment System project management moved from HQ to agencies**
  - Maximize responsiveness to agency-specific needs and circumstances
- **New Fare Payment System staff moved from HQ to NYC Transit**
  - Worked principally on NYC Transit system and issues
- **Fare and Toll Payment System Coordination Committee**
  - Ensure MTA agencies collaborate on fare and toll payment systems
  - NYC Transit, Metro-North, LIRR, B&T represented; MTAHQ-led
  - Guided by a set of common objectives
  - Leverage other MTA agency investments where possible

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# Goals/Objectives

## MTA-Wide Measures of Success

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### Economic

- Decrease net operational costs
- Minimize implementation impacts and costs
- Cost-effectively accommodate future fare policy and operational needs
- Support potential non-transit revenue opportunities and customer benefits

### Non-Economic / Strategic

- **Interoperability between MTA agencies and other regional transit systems.**
- Expanding customer choice and customer convenience through technology
- Equity for all customer groups
- Comply with MTA and industry security standards

*Goals/objectives generally unchanged from previous CPOC briefings*



# NYCT and Commuter Rails:

## Differences in Current Systems and Future Collection Methodology Dictate Different Strategic Approaches

### NYCT

- Now reliant on proprietary, closed architecture technology for fare media
- Future system will be based on open standard, account-based contactless devices that maximize the opportunity for use of general purpose bank issued cards, smartphones, and other new payment technologies.

### COMMUTER RAILROADS

- Existing practice of full onboard inspection/ collection of fares will continue.
- Focus of project is to expand customer options for purchase, including smartphones for remote purchase and screen-displayed ticket
- Future strategies will continue this trend via application of advanced technologies

# Overall Context of Effort

## Status of Current NYCT Fare Payment System

The MetroCard system has been successful,

**BUT....**

- Equipment is reaching the end of its useful life; risk of obsolescence.
- Increasingly expensive or impossible to maintain and enhance, especially given proprietary nature of system.

# Concept

## Strategic Approach – NYCT

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### Building Blocks:

- **Contactless Payments Technology**
- **Open Architecture**
- **Account-Based**
- **Payment Industry Standards**

***Strategic approach unchanged from previous CPOC briefings***

# A Changed Landscape

## Key Changes in Payments Industry Affecting Previous NYCT Plans

Since initial project planning and previous CPOC briefings....

- **Unavailability of bank-issued contactless cards**
  - Value proposition unclear for customers, retailers, issuers
- Technology advances driving new applications, mandates, alliances
- New players entering into payments space; Changing roles for traditional players
- Growth of mobile payments

# A Changed Landscape

## Impacts on Previous NYCT Plans

Previous plans: develop/implement completely new system based primarily on bank-issued contactless cards within 2012-2015 timeframe

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- These landscape changes mean that we cannot achieve our goals and objectives as once thought under previous plans.
- We also cannot continue to maintain the current system in a State of Good Repair beyond 2019.
- **Continue to actively work towards implementing a new system within the next 3-5 years.**

# Moving Forward

## Revised Tactical Execution - NYCT

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### **Phased approach within MetroCard SOGR plan window....**

- Build contactless acceptance infrastructure upon current system and previous investments; layer in new technology
- Dovetail with existing SOGR plans and efforts for smooth transition and lower capital costs
- Full integration of open payments model when landscape for transit is defined and less risky
- Develop a mobile payments strategy/implementation

# Moving Forward

## Next Steps - NYCT

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- **Refresh previous analyses / Develop revised option set**
- **Continue building telecommunications network**
- **Monitoring industry developments**
- **Lessons learned from other agencies' implementations (CTA, SEPTA, TfL)**
- **Update roadmap to a new fare payment system**
  - Ready to share at next CPOC briefing

# Strategy Overview

## Commuter Railroads

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### **New Fare Payment Goals:**

- Improve customer convenience by expanding ticket purchase and validation options including contactless smartcards, smartphones, traditional credit/debit cards and cash.
- Design next generation of ticket vending machines to offer expanded payment options and maximize interoperability with NYCT and other Regional Transportation Properties.
- Achieve the MTA's Objectives for All-Agency New Fare and Toll Payments.

### **Key New Fare Payment Initiatives:**

1. New On-Board Handheld Ticket Issuing Machines that accept new payment modes.
2. Mobile Ticketing, including an option to Print at Home.



# Joint Projects On-Board Ticket Issuing Machines (OBTIMS) Commuter Railroads

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## Current

- Metro-North Railroad: Systemwide deployment of handheld devices since 2008 for onboard cash fares sales.
- Long Island Rail Road: Pilot project deployment of 19 handheld devices during 2011 and 2012 on selected trains for onboard cash, credit and pinless debit sales.



## Proposed

- Both railroads will deploy the same devices (Iphone 5s with wireless printers) systemwide for onboard cash, credit and pinless debit sales.
- Devices will also be designed to accept barcoded/electronic tickets (mobile and print-at-home paper tickets).
- LIRR will expand existing pilot to 50 devices in Summer 2013
- Both railroads will coordinate the systemwide deployment of new handheld devices to the roll-out of mobile ticketing by 2014.

# Joint Projects Mobile Ticketing Commuter Railroads

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## Railroads 2012 Pilots

### **2012 US Open Golf Pilot: LIRR**

- On-line ticket purchases, displayed on customers' phones or printed at home.
- Validation via handheld devices with capability to read bar-coded tickets.

### **Masabi Pilot: MNR**

- Limited pilot using train crews and employees, concurrent with onboard measurements of conductor validation.

### **West of Hudson: MNR- with NJ Transit**

- Mostly a visual inspection pilot; limited test of barcode validator.
  - Ultimate goal to offer full role-out on NJT system-wide, including MNR's Pascack Valley and Port Jervis Lines.



## Proposed

- Joint MNR/LIRR RFP (publish 1/2013) for Mobile Ticketing System including key program elements:
  - Mobile Application - for ticket purchase and other customer information
  - Print-at-Home option
  - Ticket Validation Software – on TIMs and cancellation in back office system
  - Back Office Support System
- Key Milestones from Railroads
  - Pilot / Customer Acceptance: Second Quarter 2014
  - Full System Rollout: Third Quarter 2014

# Next Generation Ticket Selling Machines

## Commuter Railroads

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Joint replacement of existing ticket vending and office machines with new machines that have expanded functionality.

- Will include software for network management, security, transaction processing, credit/debit/smart card processing, revenue tracking and reporting.
- Will accept contactless smartcards, smartphones, cash, and traditional credit/debit as payment options.
- Will need to be interoperable with any new ticketing media strategies developed by NYCT.
- Will need to reconcile useful life of existing railroad machines with timeline of NYCT adoption of new fare payment system

MNR and LIRR can continue to maintain the ticket selling system at current levels of performance for another 5 years with current SOGR funding.

## NYCT and Commuter Rails: Joint Vision for Next Five Years

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- **“Interoperability”**: MTA agencies will continue working closely to identify areas of convergence, and to promote adaptability and scalability within MTA systems, enabling a seamless transportation experience for customers.
- **“Future-Proofing”**: Develop a system with the flexibility for cost-effectively adapting to changes in fare policy, customer enhancements, or the addition of new system components, and the ability to incorporate new payment trends, changing standards, and future enhancements and interfaces in a relatively inexpensive and quick timeframe.

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**Next Update to CPOC: July ‘13**

**MWBE AWARDS ON MTA CAPITAL PROJECTS with GOALS**  
**January - December 2012**  
**ALL PROJECTS**

FEDERALLY FUNDED	FIRST QUARTER (JANUARY-MARCH) (In millions)			SECOND QUARTER (APRIL-JUNE) (In millions)			THIRD QUARTER (JULY-SEPTEMBER) (In millions)			FOURTH QUARTER (OCTOBER-DECEMBER) (In millions)			2012 TOTALS (JANUARY-DECEMBER 2012) (In millions)		
	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)
<b>DBE Participation Goal: 17%</b>															
Construction	\$ 312.2	\$ 31.4	10.1%*	\$ 337.9	\$ 67.3	19.9%	\$ 94.2	\$ 12.1	12.9%	\$ 213.2	\$ 30.7	14.4%	\$ 957.4	\$ 141.5	14.8%
Professional Services				\$ 15.0	\$ 2.6	17.0%	\$ 13.1	\$ 3.0	22.7%				\$ 28.1	\$ 5.5	20%
Other				\$ 1.6	\$ 0.3	20.1%							\$ 1.6	\$ 0.3	20%
<b>TOTAL</b>	<b>\$ 312.2</b>	<b>\$ 31.4</b>	<b>10.1%</b>	<b>\$ 354.5</b>	<b>\$ 70.1</b>	<b>19.8%</b>	<b>\$ 107.2</b>	<b>\$ 15.1</b>	<b>14.1%****</b>	<b>\$ 213.2</b>	<b>\$ 30.7</b>	<b>14.4%*****</b>	<b>\$ 987.1</b>	<b>\$ 147.3</b>	<b>14.9%</b>
<b>Additional MWBE Participation:</b>	<b>Total Awards</b>	<b>Total MWBE Awards</b>		<b>Total Awards</b>	<b>Total MWBE Awards</b>		<b>Total Awards</b>	<b>Total MWBE Awards</b>		<b>Total Awards</b>	<b>Total MWBE Awards</b>		<b>Total Awards</b>	<b>Total MWBE Awards</b>	
Construction	\$ 312.2	\$ 19.0		\$ 337.9	\$ 29.2		\$ 94.2	\$ 2.3		\$ 213.2	\$ 29.2		\$ 957.5	\$ 79.7	
Professional Services	\$ -	\$ -		\$ -	\$ -		\$ 13.1	\$ 1.8		\$ -	\$ -		\$ 13.1	\$ 1.8	
Other	\$ -	\$ -		\$ 1.6	\$ 0.3		\$ -	\$ -		\$ -	\$ -		\$ 1.6	\$ 0.3	
<b>Total</b>	<b>\$ 312.2</b>	<b>\$ 19.0</b>		<b>\$ 339.5</b>	<b>\$ 29.5</b>		<b>\$ 107.3</b>	<b>\$ 4.1</b>		<b>\$ 213.2</b>	<b>\$ 29.2</b>		<b>\$ 972.2</b>	<b>\$ 81.8*****</b>	

STATE FUNDED	FIRST QUARTER (JANUARY-MARCH) (In millions)			SECOND QUARTER (APRIL-JUNE) (In millions)			THIRD QUARTER (JULY-SEPTEMBER) (In millions)			FOURTH QUARTER (OCTOBER-DECEMBER) (In millions)			2012 TOTALS (JANUARY-DECEMBER 2012) (In millions)		
	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)
<b>MBE Participation Goal: 10%</b>															
Construction	\$ 146.1	\$ 11.0	7.5%	\$ 46.5	\$ 4.6	9.8%	\$ 143.3	\$ 14.0	9.8%	\$ 206.5	\$ 30.8	14.9%	\$ 542.3	\$ 60.3	11.1%
Professional Services	\$ 5.7	\$ 0.6	10.0%	\$ 25.6	\$ 2.6	10.1%	\$ 12.9	\$ 1.3	10.4%	\$ 21.0	\$ 2.1	10.1%	\$ 65.3	\$ 6.6	10.1%
Other							\$ 43.8	\$ 1.9	4.3%	\$ 4.3	\$ 0.6	13.7%	\$ 48.1	\$ 2.45	5.1%
MBE Participation on FTA-funded projects		\$ 7.7			\$ 4.0***		\$ -	\$ 2.5		\$ -	\$ 23.1		\$ -	\$ 37.4	
<b>TOTAL</b>	<b>\$ 151.8</b>	<b>\$ 19.3</b>	<b>12.7%</b>	<b>\$ 72.1</b>	<b>\$ 11.1</b>	<b>15.4%</b>	<b>\$ 200.0</b>	<b>\$ 19.74</b>	<b>10%</b>	<b>\$ 231.8</b>	<b>\$ 56.61</b>	<b>24.4%</b>	<b>\$ 655.7</b>	<b>\$ 106.8</b>	<b>16.3%</b>
<b>WBE Participation Goal: 10%</b>															
Construction	\$ 146.1	\$ 9.2	6.3%**	\$ 46.5	\$ 5.6	12.1%	\$ 143.3	\$ 11.0	7.7%	\$ 206.5	\$ 19.0	9.2%	\$ 542.4	\$ 44.9	8.3%
Professional Services	\$ 5.7	\$ 0.6	10.0%	\$ 25.6	\$ 2.7	10.4%	\$ 12.9	\$ 1.4	10.5%	\$ 21.0	\$ 3.0	14.5%	\$ 65.3	\$ 7.6	11.7%
Other	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%	\$ 43.8	\$ 0.9	2.2%	\$ 4.3	\$ 0.6	13.7%	\$ 48.1	\$ 1.53	3.2%
WBE Participation on FTA-funded projects	\$ -	\$ 11.3		\$ -	\$ 25.6***		\$ -	\$ 1.5		\$ -	\$ 6.1		\$ -	\$ 44.5	
<b>TOTAL</b>	<b>\$ 151.8</b>	<b>\$ 21.1</b>	<b>13.9%</b>	<b>\$ 72.1</b>	<b>\$ 33.8</b>	<b>46.9%</b>	<b>\$ 200.0</b>	<b>\$ 14.9</b>	<b>7.4%*****</b>	<b>\$ 231.8</b>	<b>\$ 28.7</b>	<b>12.4%</b>	<b>\$ 655.75</b>	<b>\$ 98.6</b>	<b>15.0%</b>
<b>Additional DBE Participation:</b>	<b>Total Awards</b>	<b>Total DBE Awards</b>		<b>Total Awards</b>	<b>Total DBE Awards</b>		<b>Total Awards</b>	<b>Total DBE Awards</b>		<b>Total Awards</b>	<b>Total DBE Awards</b>		<b>Total Awards</b>	<b>Total DBE Awards</b>	
Construction	\$ 146.1	\$ 6.2		\$ 46.5	\$ 1.5		\$ 143.3	\$ 15.3		\$ 206.5	\$ 40.4		\$ 542.3	\$ 63.4	
Professional Services	\$ -	\$ -		\$ 25.7	\$ 5.0		\$ 12.9	\$ 2.1		\$ 20.2	\$ 3.8		\$ 58.8	\$ 10.9	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ 0.0		\$ 4.3	\$ 0.5		\$ 4.3	\$ 0.5	
<b>Additional DBE Participation Total</b>	<b>\$ 146.1</b>	<b>\$ 6.2</b>		<b>\$ 72.2</b>	<b>\$ 6.5</b>		<b>\$ 156.2</b>	<b>\$ 17.4</b>		<b>\$ 231.0</b>	<b>\$ 44.7</b>		<b>\$ 605.5</b>	<b>\$ 74.8*****</b>	

\* During the first quarter, due to specialized nature of the project involving underground track, signal, power and communication systems for NYCT, contract #C-2009, totaling \$281.9 million, the prime contractor was required to perform a majority of the work with its own workforce. Due to the limited number of qualified DBEs in these areas, the 17% DBE goal was reduced to 8%.

\*\*During the first quarter, based on the limited availability of qualified MWBEs in communication, electrical and mechanical areas for NYCT contract #W-32686R, totaling \$105 million, involving VHF radio system upgrade the 20% MWBE goal was reduced to 10% on this project.

\*\*\* NYS credits awards for MWBE participation on Federally funded projects. Therefore, in June 2012, the MTA awarded a federally funded capital construction project, (Second Avenue Subway, 96th Street Station - C-26010), to EE Cruz/Tully, a Joint Venture, totaling \$328 million. In addition to the 20% DBE goal established on the project, EE Cruz/Tully awarded an additional \$28.9 million to 17 NYS certified MWBEs.

\*\*\*\*During the second quarter (August), the DBE goal was reduced on contract # CM013A (construction) from 17% to 8% due to the specialized type of work (55th street ventilation facility for the east side access project) and the lack of qualified/certified DBEs available to perform within the marketplace.

\*\*\*\*\*During the third quarter (September), the prime contractor New Flyer of America Inc. was awarded a contract to supply 90 Low Floor 60-ft Clean buses, totaling \$63,689,941. Because MTA Transit indicated that \$37,912,214 was being awarded as a sole source the 20% MWBE goal is being applied to \$25,778,027. The firm New Flyer of America Inc. submitted a MWBE plan totaling less than 1% MWBE inclusion. As a condition of the contract award, the firm has agreed to work with DDCR during the life of the contract in order to achieve the goal.

\*\*\*\*\*During the fourth quarter, the prime contractors performed a substantial portion of the contract due to the specialized nature of work.

\*\*\*\*\*During 2012, MTA provided MWBEs contracting opportunities totaling approximately \$157 million.

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**MTA Capital Program  
Commitments & Completions**

**through  
December 31, 2012**

5 - 1

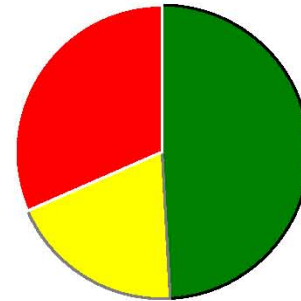
### Capital Projects – Major Commitments – 2012 Year End

Fifty-seven major commitments are being reported on through December. Of these, twenty-eight were delivered on or near goal while eleven commitments occurred but late. Eighteen other major commitments are late and not yet achieved. Details are addressed in the following pages.

The budgeted value of all commitments made in 2012 was 67% of the goal. This reflects \$2.4 billion in commitments. The actual value for commitments made was \$320 million less than budget, reflecting good bid savings.

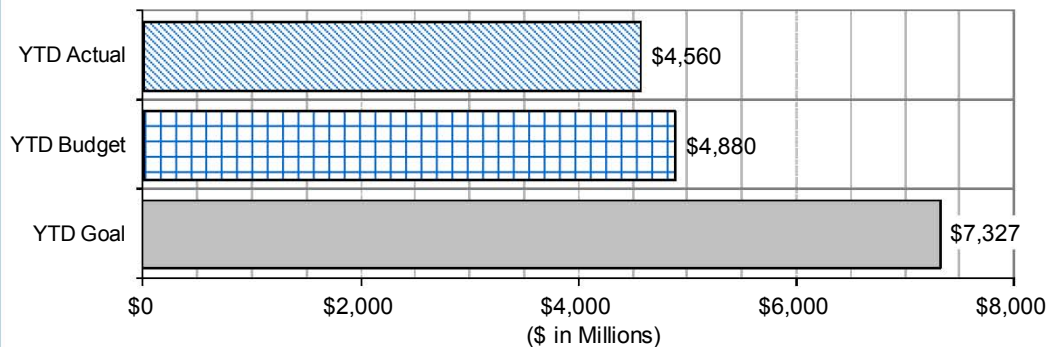
Slips include two East Side Access commitments, two NYCT signal commitments, several bus procurements and commuter rail Positive Train Control commitments. Most of the major commitments that are delayed beyond 2012 are expected to become part of the agencies' 2013 commitment plans. One exception is the East Side Access CM012 contract which has been cancelled.

### Year End Major Commitments



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Commitments made/forecast within 2 months of Goal	28	49%	↓ 1
<b>YELLOW</b> = Commitments delayed beyond 2 months of Goal (already made)	11	19%	↑ 4
<b>RED</b> = Commitments delayed beyond 2 months of Goal (not yet made)	18	32%	↑ 3
<b>Total</b>	57	100%	↑ 6

### Budget Analysis



### Year End Agency Breakdown

Agency	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>	7	5	11
	----	+ 1 YELLOW	+ 5 RED
<b>Long Island Rail Road</b>	7		
	----	----	----
<b>Metro-North Railroad</b>	3	2	3
	----	+ 1 YELLOW	- 1 RED
<b>Bridges and Tunnels</b>	6	3	
	----	+ 2 YELLOW	- 2 RED
<b>Capital Construction Company</b>	4	2	
	- 1 GREEN	----	+ 1 RED
<b>MTA Bus Company</b>	1	2	
	----	----	----
<b>MTA Police Department</b>	1		
	----	----	----

## Capital Projects – Major Commitments – 2012 Year End – Schedule Variances

Project	Commitment	Goal	Forecast
<b>18 All-Agency Red Commitments (6 new; net increase of 3)</b>			
<b>NYCT</b>			
<i>Passenger Stations</i>			
Brick Arch Repair: 168th Street & 181st Street	Construction Award	Jun-12 \$38.0M	Feb-13 \$46.5M
Award was postponed because General Orders required for this project will not be attainable until early 2013. An additional two month delay is due to postponement of the bid opening as a result of Hurricane Sandy. Cost increased to address items requested and to be paid for by Columbia Presbyterian Hospital, as well as safety and structural needs.			
Station Renewal at 6 Stations and ADA, Liberty	Construction Award	Dec-12 \$124.5M	Jun-13 \$124.4M
Initially, preliminary engineering approval was delayed until completion of an environmental assessment needed for federal grant funding. Final design signoff delayed due to comments received during the circulation of drawings for interdepartmental review and comment.			
Replace 11 Hydraulic Elevators	Construction Award	Jun-12 \$44.6M	Mar-13 \$27.1M
Extended review of contract specifications by the legal department delayed advertisement. Additional delay due to longer- than- anticipated review of contract. Lower cost is due to reduction in scope of electrical work by using existing feeders and reducing construction support costs.			
Smart Card Implementation Phase 1- Design	Design Award	Jun-12 \$10.0M	Mar-13 \$10.0M
Design award date was rescheduled due to review by NYCT staff of the assumptions for the business case that supports this project.			
Pelham Line - 4 Station Renewals/ 1 Component Replacement	Construction Award	Nov-12 \$89.2M	Mar-13 \$86.7M
Project delayed while awaiting approval of the final design documents.			
<b>ADA: 68th St- Hunter College / LEX (New Item)</b>	Construction Award	Dec-12 \$66.3M	Jul-14 \$51.5M
Additional time needed for environmental assessment and to address community concerns. NYCT is working with the new 69th Street Block Association and their law/engineering firms to address these concerns. Cost decrease reflects revised estimate.			

Project	Commitment	Goal	Forecast
<b>NYCT</b>			
<i>Track</i>			
2012 Track & Switch Program (6 Projects) - 2nd Quarter	Construction Award	Jun-12 \$1.6M	Aug-13 \$1.6M
One project (track replacement at Pelham) was delayed because of a materials shortage. The other 5 commitments have been made (\$18.9M of the original \$20.4M goal).			
<i>Buses</i>			
<b>Purchase 285 Express Buses (New Item)</b>	Purchase Award	Dec-12 \$213.M	Jun-13 \$187.3M
Schedule slipped to 2013 because all necessary staff resources from Procurement, DOB New Bus, and Law divisions had to be redirected to work on the reassignment of a 74 CNG bus contract as a result of Daimler exiting the bus manufacturing business. Cost decrease reflects the new estimate.			
<b>Purchase 600 Standard Buses (New Item)</b>	Purchase Award	Dec-12 \$450.0M	Jun-13 \$311.0M
Schedule slipped to 2013 because all necessary staff resources from Procurement, DOB New Bus, and Law divisions had to be redirected to work on the reassignment of a 74 CNG bus contract as a result of Daimler exiting the bus manufacturing business. Cost decrease reflects the new estimate.			
<b>Purchase 90 Standard Buses (New Item)</b>	Purchase Award	Dec-12 \$52.4M	Jun-13 \$49.4M
Schedule slipped to 2013 because all necessary staff resources from Procurement, DOB New Bus, and Law divisions had to be redirected to work on the reassignment of a 74 CNG bus contract as a result of Daimler exiting the bus manufacturing business. Cost decrease reflects the new estimate.			
<i>Signals &amp; Communications</i>			
<b>Dyre Avenue Line Signals (New Item)</b>	Construction Award	Dec-12 \$245.0M	Mar-13 \$223.2M
The forecast award date slipped due to impacts from Hurricane Sandy, including postponement of a pre- bid conference and site tour. A bid- opening will occur in late January. Cost reduced reflecting the latest estimate (bidding has not occurred).			



## Capital Projects – Major Commitments – 2012 Year End– Schedule Variances

## Actuals Results Shaded

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>MNR</b>				<b>MTACC</b>			
<i>Rolling Stock</i>				<i>East Side Access</i>			
M8 Fleet - Purchase Spare Parts	Purchase Award	Jun-12 \$17.3M	Feb-14 \$17.3M	System Package 1, Including Balance of Tunnel Duct Bench	Construction Award	Oct-12 \$573.0M	Apr-13 \$573.0M
Purchase was initially delayed due to late submission of proposals from the vendor. Further delay is due to overall ongoing commercial negotiations.				Award is delayed due to slower request for proposal (RFP) process driven by recent addendums. The award is further delayed pending completion of negotiations.			
<i>Communications &amp; Signals</i>				<b>Manhattan Structures Part 2 and Cavern MEP &amp; Finishes - CM012 (New Item)</b>			
Positive Train Control Integrator	Construction Award	Aug-12 \$23.6M	Aug-13 \$23.6M		Construction Award	Nov-12 \$490.6M	TBD \$490.6M
This is a two phase process for the procurement. The first phase has been completed. The second phase has been delayed due to a lengthy internal review process of the contract documents (specs and drawings) by the legal and procurement groups. This internal review has been further extended due to the size and complexity of the procurement.				Procurement cancelled due to high bids.			
<i>Power</i>							
Harlem & Hudson Line Power Improvements - 86th and 110th Streets	Construction Award	Sep-12 \$21.2M	Mar-13 \$21.2M				
Construction start delayed initially to December and then to March, due to additional time required by Con Edison to review the design drawings for the new 13kv feeder locations.							
<b>MTA Bus</b>							
<i>MTA Bus Projects</i>							
Emergency Generators: 6 Depots	Construction Award	Mar-12 \$7.7M	Jan-13 \$7.7M				
Initial delay due to extensive questions submitted by bidders. Additional delays were due to issues with the apparent low bidder and subsequent disqualification of that bidder because the proposed generators would be too large and provide insufficient power to meet specifications.							
Security Upgrade: Eastchester and LaGuardia	Construction Award	Aug-12 \$7.5M	Mar-13 \$7.5M				
Extensive comments from the legal department had to be addressed then the low bidder was deemed unqualified. Both caused significant delays in the overall project schedule.							

## Capital Projects – Major Commitments – 2012 Year End – Schedule Variances

*Actuals Results Shaded*

Project	Commitment	Goal	Forecast
<b>11 All-Agency Yellow Commitment (4 new) NYCT</b>			
<i>Subway Cars</i>			
300 'B' Division Subway Car Purchase	Purchase Award	Mar-12 \$637.8M	Jun-12 (A) \$729.2M
The MTA Board approved the award of the contract in March 2012 . A bid protest was received and subsequently denied.			
<i>Bus Replacement</i>			
Purchase 54 Express Buses	Purchase Award	Mar-12 \$38.3M	Jul-12 (A) \$33.4M
The contract was approved by the MTA Board in May, but was still subject to the approval of the Bankruptcy Court. The notice to proceed was withheld until Court approval was received in July.			
Purchase 90 Articulated Buses	Purchase Award	Jun-12 \$70.6M	Sep-12 (A) \$69.5M
Procurement action was approved by the MTA Board in June. Delay in award reflects period for NY State Comptroller review.			
<i>Track</i>			
2012 Track & Switch Program (27 Projects)- 1st Quarter	Construction Award	Feb-12 \$246.6M	Jun-12 (A) \$250.M
All 27 projects were committed in the first and second quarters. Three projects had slipped beyond the first quarter due to track scheduling conflicts. All have been committed. Budget adjusted to reflect final costs.			
<i>Signals &amp; Communications</i>			
PA/CIS: 43 Stations: Install Cable (New Item)	Construction Award	Sep-12 \$55.6M	Dec-12 (A) \$47.3M
Project was fully committed in December after a prior partial commitment to allow for additional review. Lower costs reflects revised estimate for in- house work.			
<b>MTA Bus</b>			
<i>MTA Bus Projects</i>			
Fuel Tanks and Bus Wash: Eastchester Depot	Construction Award	Jan-12 \$12.5M	May-12 (A) \$12.9M
The project was delayed due to additional addendums required as a result of bidder questions and also due to lease issues.			

Project	Commitment	Goal	Forecast
<b>MNR</b>			
<i>Track &amp; Structures</i>			
CP109 (Botanical Gardens - Fordham)	Construction Award	Jun-12 \$23.0M	Sep-12 (A) \$23.0M
The remaining commitment (\$8.8M for force account) was delayed due to track outage availability and manpower redistribution for several projects.			
<i>Communications &amp; Signals</i>			
West of Hudson Signal Improvements - Cab Signal Construction (New Item)	Construction Award	Apr-12 \$52.8M	Dec-12 (A) \$52.8M
Bid opening date was extended per bidders' request to allow for better understanding of the complexities and risks associated with the project and to price it accordingly. One of two contracts in this project, to install wayside signal equipment, was awarded in July. The remaining contract, for installation of pre- wired houses, received MTA Board approval at the November meeting.			
<b>B&amp;T</b>			
<i>Structures</i>			
Bronx- Whitestone Bridge Concrete Anchorage Repairs	Construction Award	Jul-12 \$8.0M	Oct-12 (A) \$5.3M
Delay reflects additional time needed to address bidders' questions and complete bid evaluation.			
<i>Roadways &amp; Decks</i>			
RFK Bridge Deck Replacement Bronx/ Manhattan Ramps/Toll - Maintenance Facility (New Item)	Construction Award	Jul-12 \$13.6M	Dec-12 (A) \$18.5M
Extended request for proposal (RFP) development time was required owing to project complexity. Additional delay is due to a request by proposing firms for additional time to prepare and submit proposals. Award value reflects unfavorable bid results.			
<i>Toll Plazas &amp; Traffic Management</i>			
Henry Hudson Bridge, Replace Plazas and Southbound Approach (New Item)	Design Award	Sep-12 \$8.5M	Dec-12 (A) \$7.6M
Delay due to additional time required to finalize procurement documents.			

## Capital Projects = Major Commitments = 2012 Year End Budget Only\* Variances

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

Actuals Results Shaded

Project	Commitment	Goal	Forecast
<b>11 All-Agency Budget only variance (0 new this month)</b>			
<b>NYCT</b>			
<i>Line Equipment</i>			
Vent Plant at Mulry Square	Construction Award	Apr-12	Jun-12 (A)
		\$108.5M	\$60.9M
Project cost reduced reflecting low bids. Delay of award due to vendor relations issues. Issues have been resolved and the award was made in June.			
<i>Signals &amp; Communications</i>			
VHF Radio System Upgrade	Construction Award	Feb-12	Feb-12 (A)
		\$210.7M	\$197.4M
Lower actual costs due to good bid savings.			
2 Interlockings: Union & 71st Ave, QBL	Construction Award	Sep-12	Nov-12 (A)
		\$362.7M	\$297.8M
Lower cost due to good bid savings. Delayed due to requests from prospective bidders to extend the bid opening date and respond to a large volume of questions from prospective bidders.			
Signal Systems Roosevelt Interlocking/ Queens Boulevard	Construction Award	Nov-12	Jan-13
		\$110.7M	\$99.8M
Lower cost due to good bid savings. Delay due to a bid protest received, but then denied.			
<b>LIRR</b>			
<i>Line Structures</i>			
Bridge Program	Construction Award	Apr-12	Apr-12 (A)
		\$14.6M	\$6.9M
Funding provided was limited to the current year's work effort.			
<i>Track</i>			
Jamaica Capacity Improvements	Construction Award	Sep-12	Aug-12 (A)
		\$19.0M	\$12.8M
Lower actual costs due to good bid savings.			

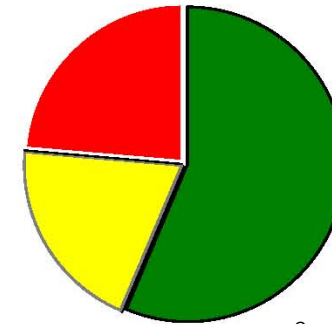
Project	Commitment	Goal	Forecast
<b>B&amp;T</b>			
<i>Roadways and Deck</i>			
Deck Replacement: RFK Bridge Manhattan-Queens Ramp	Construction Award	Jul-12	Jul-12 (A)
		\$64.8M	\$52.7M
Lower actual costs due to good bid savings.			
Replace Verrazano Bridge Upper Level Suspended Span	Construction Award	Sep-12	Nov-12 (A)
		\$314.5M	\$247.5M
Additional time required to resolve responsibility issues with the selected contractor. Reduced budget forecast is due to good bid savings.			
<i>Roadways and Deck</i>			
QM Tunnel Vent Building Electrical Upgrade (New Item)	Construction Award	Oct-12	Dec-12 (A)
		\$55.0M	\$40.8M
Savings due to a favorable bid.			
<b>MTACC</b>			
<i>Second Avenue Subway</i>			
96th Street Finishes	Construction Award	May-12	Jun-12 (A)
		\$439.3M	\$363.8M
Bid opening was delayed due to time extension request from multiple bidders. Budget decreased due to a favorable bid.			
<i>7 West Extension</i>			
Construction of Station Entrance "Site P"	Construction Award	Aug-12	Sep-12 (A)
		\$103.5M	\$96.1M
Delay was due to extended bid qualification process. Lower cost due to good bid savings.			

### Capital Projects – Major Completions – 2012 Year End

Fifty-five major completions are being reported on through December. Of these thirty-one were delivered on or near goal while eleven occurred but late. Thirteen other major completions are late and not yet achieved. These include: eight at NYCT, one at Metro-North Railroad and four at MTA Bus. Details are addressed in the following pages.

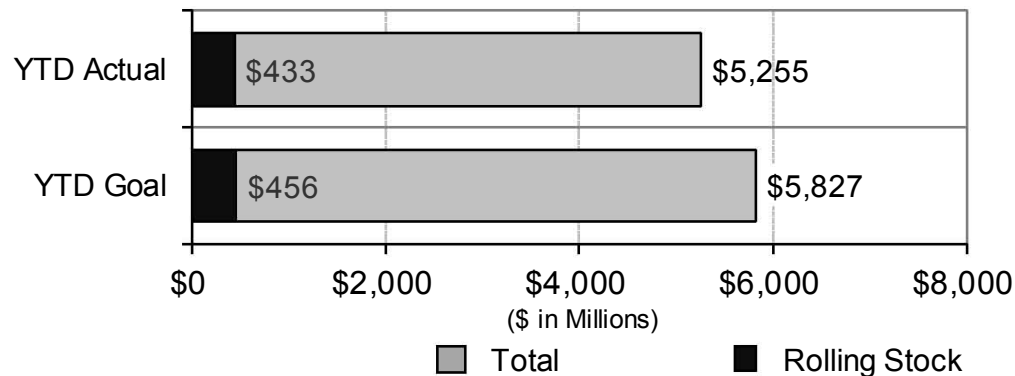
The actual value of all completions made in 2012 (\$5,255 million) was 90% of the goal (\$5,827 million). This shortfall was primarily due to delays of several NYCT stations projects (\$211 million combined) and two large bus purchases (\$134 million combined). In addition, three NYCT completions from 2013 (Culver Viaduct Phase Two, 4<sup>th</sup> Ave Interlocking and purchase of 54 express buses) were completed early.

### Year End Major Completions



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Completions made/forecast w within 2 months of Goal	<b>31</b>	<b>56%</b>	<b>↑ 4</b>
<b>YELLOW</b> = Completions delayed beyond 2 months of Goal (already made)	<b>11</b>	<b>20%</b>	<b>↑ 4</b>
<b>RED</b> = Completions delayed beyond 2 months of Goal (not yet made)	<b>13</b>	<b>24%</b>	<b>↓ 3</b>
<b>Total</b>	<b>55</b>	<b>100%</b>	<b>↑ 5</b>

### Budget Analysis



### Year End Agency Breakdown

Agency	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
	11	5	8
	----	----	+1 RED
<b>Long Island Rail Road</b>			
	4	1	
	+1 GREEN	----	----
<b>Metro-North Railroad</b>			
	5	1	
	+1 GREEN	----	----
<b>Bridges and Tunnels</b>			
	4	1	
	----	+1 YELLOW	-1 RED
<b>Capital Construction Company</b>			
	4	2	
	+1 GREEN	+2 YELLOW	-2 RED
<b>MTA Bus Company</b>			
	3	2	4
	+1 GREEN	+1 YELLOW	-1 RED
<b>MTA Police Department</b>			
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## Capital Projects – Major Completions – 2012 Year End – Schedule Variances

Project	Completion	Goal	Forecast
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### 13 All-Agency Red Completions (1 new; net decrease of 3)

#### NYCT

##### Track Program

2012 Track & Switch Program (6 Projects) - 2nd Qtr.	Construction	Jun-12 \$12.0M	Dec-13 \$12.0M
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Three of the 6 projects with a combined forecast of \$12.0M have slipped due to drainage and material availability issues and track access opportunities. Three projects with a value of \$15M have already been completed.

2012 Track & Switch Program (4 Projects) - 3rd Qtr.	Construction	Sep-12 \$21.1M	Dec-13 \$4.1M
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All four projects scheduled for completion in the 3rd quarter were forecast to slip due to re-balancing of priority work in the track program. One project was completed in the 3rd Quarter, a second in the 4th Quarter and two will slip to 2013 (\$4.1M in value).

2012 Track & Switch Program (19 Projects) - 4th Qtr. (New Item)	Construction Award	Dec-12 \$20.M	Mar-14 \$20.M
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13 of the 19 4th Qtr. track projects (\$123M out of a completion Goal of \$184M) were re-forecast to be completed by December 2013 due to track scheduling conflicts. Three of these (\$20M out of the overall completion goal of \$184M) subsequently slipped due to Hurricane Sandy and additional scheduling conflicts.

##### Bus

185 Standard Low-floor CNG Buses	Purchase Contract	Oct-12 \$87.1M	Jun-13 \$87.1M
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Completion schedule extended with the purchase of 14 additional buses. All 171 buses under the base contract were accepted. Cost increased reflecting the 14 buses.

90 Standard Diesel Buses - New Flyer Pilot	Purchase Contract	Feb-12 \$46.2M	Jan-13 \$44.2M
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89 of the 90 buses ordered were accepted. The remaining bus will be equipped with a different engine for evaluation purposes; it will be delivered in January.

##### Stations

Far Rockaway Line - 5 Stations	Construction	Jun-12 \$89.8M	Feb-13 \$92.6M
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The Long Island Power Authority (LIPA) has had a major impact on the project resulting in delays and cost increase. The contractor's work requires power shut downs of LIPA's energized cable which is attached to the line structure. LIPA grants only intermittent power outages dependent on weather and their service/maintenance needs. Contractor delay in the completion of several wrap-up items, as well as late design and installation of fire alarm systems. Additional delay due to Hurricane Sandy.

Project	Completion	Goal	Forecast
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Station Rehab: Smith-9th Street & 4th Ave	Construction	Jul-12 \$40.6M	Apr-13 \$41.3M
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Project completion continued to be delayed due to contractor's poor management, insufficient manpower and quality control, and other design issues.

Station Work: Dyckman-7th Ave	Construction	Jun-12 \$74.9M	Jun-13 \$77.8M
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Additional work including elevator structural finishing, elevator ADA installation, and reconstruction of sidewalk and ADA ramp will extend the contract to June 2013

#### MNR

##### Communication & Signals

Tagging Relays Harlem & Hudson Lines	Construction	Mar-12 \$12.7M	May-13 \$12.7M
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Staffing changes at MNR's design consultant resulted in a longer period for completing design modifications for the remaining 3 (of 81) Remote Terminal Units (RTUs). The design modifications are necessary for proper configuration of the RTUs.

#### MTA Bus

##### Bus Company Projects

Fire Protection: LaGuardia and Baisley Park	Construction Award	Nov-12 \$4.6M	Jun-13 \$4.6M
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Completion was delayed while issues from the lease agreements were reviewed and resolved. Further delay was do to additional work for design reconfigurations and installation of an additional standpipe.

Fire Protection at JFK	Construction	Jun-12 \$4.0M	May-13 \$4.0M
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Completion was originally delayed while issues from the lease agreements were reviewed and resolved. Considerations for impending winter weather will delay the second water line and has resulted in the completion date being further extended.

## Capital Projects – Major Completions – 2012 Year End – Schedule Variances

*Actual Results Shaded*

Project	Completion	Goal	Forecast
<i>Bus Company Projects (continued)</i>			
New Roof & Ventilation System at Far Rockaway	Construction	May-12 \$6.9M	Feb-14 \$6.9M
Original delay was due to time needed by designer to approve the purchase and installation of a computer system to monitor and control various pieces of equipment and systems in the building. An additional project delay was due to the contractor building a concrete stair tower to incorrect elevations, which required corrective work. Damage from Hurricane Sandy resulted in a stop-order that will delay completion of this project to early 2014.			
Upgrade Parking Lot: JFK and Baisley Park	Construction	Sep-12 \$9.8M	Aug-13 \$9.8M
Completion was delayed while issues from the lease agreements were reviewed and resolved. Additional delay is due to a stop-work order as a result of unsafe practices by the contractor.			

Project	Completion	Goal	Forecast
<b>11 All-Agency Yellow Completions (4 new this month)</b>			
<b>NYCT</b>			
<i>Stations</i>			
West End Line - 5 Stations	Construction	Apr-12 \$100.2M	Nov-12 (A) \$99.3M
Project completion initially extended due to two concurrent delays. 1- Additional corroded steel in south control area at Fort Hamilton Avenue Station. 2- Approval of material for the historic 9th Avenue Station control building by the State Historic Preservation Office. Inclement weather in September added to the delay.			
Bleecker Street Complex / Lexington	Construction	Jun-12 \$126.1M	Nov-12 (A) \$127.1M
Initial delay due to utility interferences, followed by delay in procurement and installation of the street elevator roof and procurement of glass for two other elevator enclosures. Further delayed to accommodate NYC DOT request for granite curbs at Houston Street, as well as late delivery of sidewalk granite.			
Rockaway Line - 3 Stations	Construction	Feb-12 \$54.2M	May-12 (A) \$57.2M
Delays were due to an adjacent property owner not allowing the use of a parking lot for final inspections. Project cost increased due to delays resulting from site access difficulties stemming from the LIPA cable shutdowns, unanticipated asbestos removal and contractor's rate of progress.			
West End Line - 7 Stations	Construction	Apr-12 \$135.5M	Jul-12 (A) \$130.7M
Elevator vibration issues delayed completion. Project cost decrease reflects latest estimate.			
<i>Bus Program</i>			
Purchase 90 Standard Low-Floor CNG Buses	Purchase Contract	Mar-12 \$46.0M	Jun-12 (A) \$46.3M
Project was delayed to June because of bus frame issues found in the last bus. All buses are now in service.			

## Capital Projects – Major Completions – 2012 Year End – Schedule Variances

*Actual Results Shaded*

Project	Completion	Goal	Forecast
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### LIRR

#### Power

Rockville Centre Substation	Construction	May-12 \$56.9M	Aug-12 (A) \$56.9M
Completion delayed due to contractor delays in energizing and testing of the substation.			

### B&T

#### Structures

Throgs Neck Bridge Anchorage and Tower Protection (New Item)	Construction	Sep-12 \$20.1M	Dec-12 (A) \$21.0M
Inspections of the tower fender systems' support framing resulted in the need for additional repairs and replacements, requiring an extension of time.			

### MTACC

#### Fulton Center

Dey St Concourse & R Underpass Finishes (4E) - (New Item)	Construction	Jul-12 \$32.2M	Dec-12 (A) \$31.0M
Delays are due to the enhancement program for Fulton Center.			
4/5 Station Rehab & Dey Street Head House Finishes (4 C/D) (New Item)	Construction	Jul-12 \$82.9M	Dec-12 (A) \$82.9M
Delays are due to the enhancement program for Fulton Center.			

### MTA Bus

#### Bus Company Projects

New Roof and Vent. System at LaGuardia	Construction	Jun-12 \$7.0M	Oct-12 (A) \$7.0M
More time was needed by the contractor as the result of a request by National Grid for installation of additional gas regulators and valves necessary for the operation of the ventilation system.			
New Roof & Ventilation System at Baisley Park (New Item)	Construction	Apr-12 \$8.5M	Dec-12 (A) \$8.5M
Completion was delayed while issues from the lease agreements were reviewed and resolved. Further delayed because Con Ed was backlogged due to Hurricane Sandy.			

## Capital Projects = Major Completions - 2012 Year End - Budget Variances

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

Actual Results Shaded

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
<b>5 All-Agency Budget only variances (0 new this month)</b>							
<b>NYCT</b>							
<i>Signals &amp; Communication</i>							
Signals Interlockings: Lexington Ave, 5th Ave / Queens Blvd.	Construction	Oct-12 \$155.3M	Nov-12 (A) \$161.0M				
Project cost increased due to unanticipated work, including surveys and additional design work. Completion delay partly due to incomplete fire alarm system at several locations.							
CBTC Canarsie: Equip 64 R- 160 Cars	Construction	Mar-12 \$61.2M	Mar-12 (A) \$67.9M				
The cost increase is for additional support costs due to extended contract duration and higher than anticipated actual general order/diversion costs associated with rerouting of the M Train and multiple supplements.							
PA/CIS Phase 2: 156 Stations (IRT)	Construction	Apr-12 \$183.6M	Mar-12 (A) \$208.8M				
Project cost increased due to the addition of training facility and extended project duration requiring additional support costs.							
<i>Track</i>							
2011 Track & Switch Program (3 Projects) - 2nd Quarter	Construction	Jun-12 \$127.8M	Mar-12 (A) \$170.9M				
Project cost increased reflecting final actual charges.							
<i>Line Equipment</i>							
Vent Plant: Jackson Avenue / Queens		Sep-12 \$76.1M	Jul-12 (A) \$70.2M				
Project cost decreased reflecting final actual charges.							



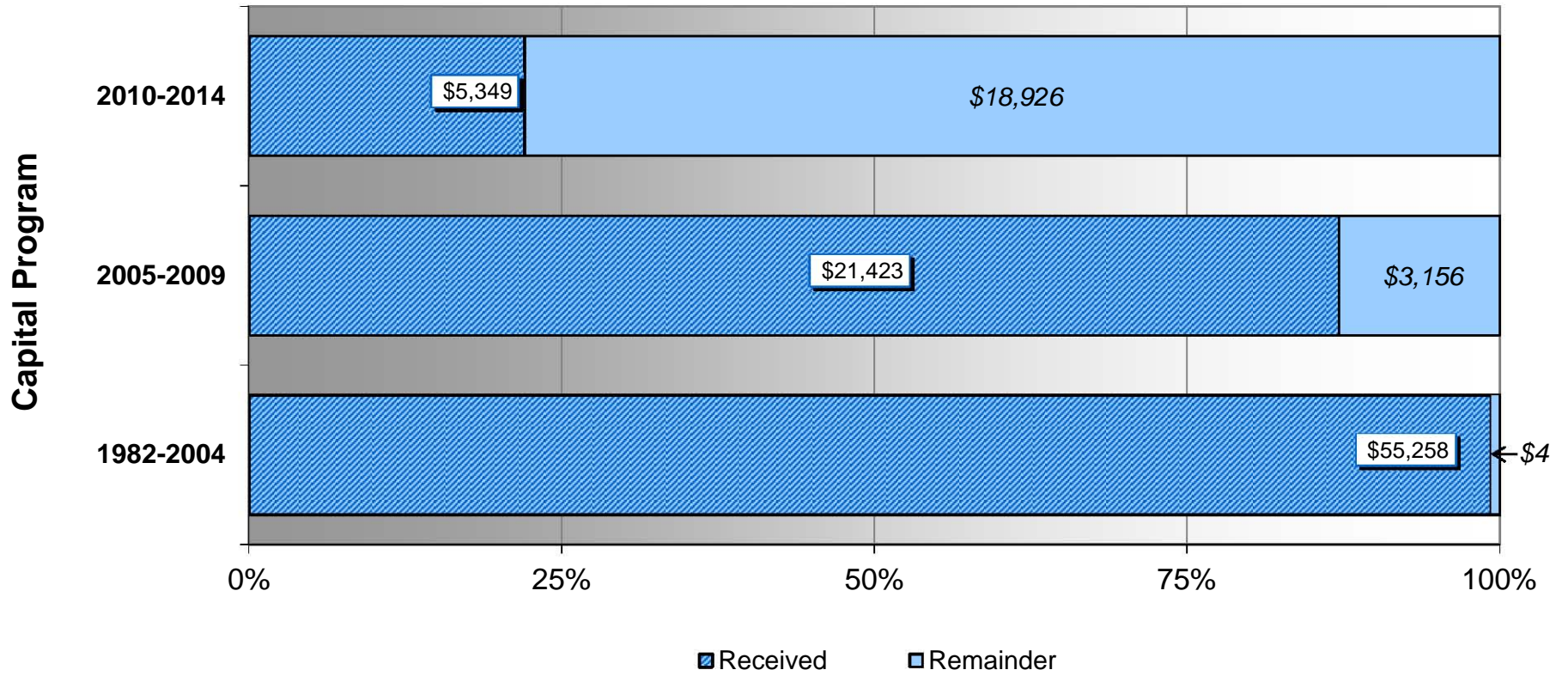
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## Status of MTA Capital Program Funding

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# Capital Funding (December 31, 2012)

\$ in millions



## Capital Funding Detail (December 31, 2012)

\$ in millions

	Funding Plan	Receipts		
	Current	Receipts thru November	This month	Received to date
<b>2005-2009 Program</b>				
Federal Formula and Flexible Funds	\$5,192	\$5,191	-	\$5,191
Federal New Start	2,811	1,817	-	1,817
Federal Security	322	244	-	244
Federal Other	7	7	-	7
Federal ARRA - Stimulus	654	654	-	654
City of New York	405	405	-	405
City #7 Line Extension Funds	2,367	1,624	66	1,691
MTA Bus Federal and City Match	152	143	-	143
Asset Sales and Program Income	1,106	370	-	370
State Transportation Bond Act	1,450	881	-	881
MTA Bonds (Including LGA)	3,039	3,039	-	3,039
B&T Bonds	1,221	1,221	-	1,221
Bonds from New Sources	5,639	5,639	-	5,639
Other (Including Operating to Capital)	216	123	-	123
<b>Total</b>	<b>\$24,579</b>	<b>\$21,357</b>	<b>\$66</b>	<b>\$21,423</b>

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	Funding Plan	Receipts		
	Current	Receipts thru November	This month	Received to date
<b>2010-2014 Program</b>				
Federal Formula, Flexible, Misc	\$5,783	\$2,770	-	\$2,770
Federal High Speed Rail	295	295	-	295
Federal Security	225	76	-	76
Federal RIFF Loan	2,200	-	-	-
City Capital Funds	761	180	-	180
State Assistance	770	0	-	-
MTA Bus Federal and City Match	167	-	-	-
MTA Bonds (Payroll Mobility Tax)	10,503	1,638	-	1,638
Other (Including Operating to Capital)	1,490	126	131	257
B&T Bonds	2,079	133	-	133
<b>Total</b>	<b>\$24,274</b>	<b>\$5,218</b>	<b>\$131</b>	<b>\$5,349</b>