Capital Program Oversight Committee Meeting

November 2016

Committee Members
T. Prendergast, Chair
F. Ferrer
S. Metzger
J. Molloy
M. Pally
J. Samuelsen
L. Schwartz
P. Trottenberg
J. Vitiello
P. Ward
C. Wortendyke
N. Zuckerman
1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES OCTOBER 26, 2016
   - Minutes from October ’16 - Page 3

3. COMMITTEE WORK PLAN
   - 2016-2017 CPOC Committee Work Plan - Page 6

4. MTACC MONTHLY SECOND AVENUE SUBWAY UPDATE (materials to be distributed at meeting)

5. MTA NEW FARE PAYMENT SYSTEM UPDATE
   - New Fare Payment System Update - Page 8
   - IEC Project Review on New Fare Payment System - Page 19

6. NYCT CAPITAL PROGRAM UPDATE
   - Progress Report on Stations Division - Page 24
   - IEC Project Review on Sea Beach Line Renewal Project - Page 55

7. CAPITAL PROGRAM STATUS
   - Commitments, Completions, and Funding Report - Page 59

8. EXECUTIVE SESSION

Date of next meeting: Monday, December 12, 2016 at 1:15 PM
MINUTES OF MEETING  
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE  
October 26, 2016  
New York, New York  
1:15 P.M.

MTA CPOC members present:  
Hon. Thomas Prendergast  
Hon. Fernando Ferrer  
Hon. Susan Metzger  
Hon. John Molloy  
Hon. Mitchell Pally  
Hon. Carl Wortendyke  
Hon. Neal Zuckerman  

MTA CPOC members not present:  
Hon. John Samuelsen  
Hon. Lawrence Schwartz  
Hon. Polly Trottenberg  
Hon. James Vitiello  
Hon. Peter Ward  

MTA Board members present:  
Hon. Andrew Albert  
Hon. Veronica Vanterpool  

MTA Staff Present:  
Craig Stewart  
Michael Wetherell  

MTACC Staff Present:  
Michael Horodniceanu  
Anil Parikh  

LIRR Staff Present  
Jim Allen  
Debbie Chin  
Rich Oakley  

MNR Staff Present  
Anthony Forcina  
John Kennard  

Independent Engineering Consultant Staff Present:  
Joe DeVito  
Mark Cosmedy  
Nabil Ghaly  
Calvin Gordon  
Kent Haggas  
Mohammad Mohammadinia  

* * *

Chairman Prendergast called the October 26, 2016 meeting of the Capital Program Oversight Committee to order at 2:30 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 September 26, 2016.

Committee Work Plan

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

MTACC Monthly Update on Second Avenue Subway

Mr. Parikh reviewed the status of a number of Critical Milestones and Issues and then reported that NYCT started running trains for Train Crew Training on October 17, 2016, that contractors have added dedicated resources to complete building code requirements, and that while some of the testing has not progressed as scheduled, contractors have agreed to a recovery schedule, which will allow the completion of testing for Revenue Service in December 2016. In its Project Review, the IEC cited the following with respect to station completions: Lexington Avenue/63rd Street Station is expected to be ready for operation in November 2016; 96th Street Station is tracking for completion by the end of December 2016; test completion for all elevators and escalators at the 86th Street Station has slipped 30 days since the IEC’s September report, and the integration of all elevators and escalators into the station fire alarm system is now planned for mid-December; and at the 72nd Street Station the test completion date for all elevators and escalators is now November 28, which includes their integration into the fire alarm system. With respect to systems testing, the IEC cited the following: tests are not being completed at the rate required to finish testing of all key systems by the end of December; as of October 21st, key tests were being completed at a rate of 14 per week over the last 5 weeks; and the rate of key test completions needs to increase to an average of over 40 per week to finish by mid-December. With respect to Building Code Verification, the IEC stated that NYCT has completed initial inspections of essentially all of the rooms and spaces in the project, and that the major compliance items necessary for final finish of station rooms have been reduced by 20% since the last IEC report, however, a large number of code deficiencies remain to be addressed by the end of December. 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. Oakley provided an overview of LIRR’s 2016 Capital Program Goals, including commitment, start, completion and closeout goals. He then cited several active construction projects, the Cyclical Track renewal Program, and provided details on Jamaica Capacity Improvements and the Main Line Double Track Project. In its Project Review of the Jamaica Capacity Improvements Phase I, the IEC reported that the project is on budget, that it concurs with the progress reported by the agency, and that to date the IEC is satisfied with LIRR’s continuous risk mitigation efforts. However, the IEC expressed concern that Force Account labor availability is a risk that could be realized as LIRR projects continue to compete for common services and have similar substantial completion dates. In its Project Review of the Main Line Double Track, the IEC reported that the project is on budget, and while reporting that the project is on schedule, the IEC stated that the revised schedule, in which Phase 1 and Phase 2 activities overlap, is aggressive and has very little float. The IEC then cited its observations that the Force Account availability for signal, communication and third rail installation may be an issue into 2017 and 2018, and that the revised schedule shows aggressive signal delivery and contains cost and schedule risk. Finally, the IEC noted that, consistent with a previous IEC Recommendation, the LIRR has incorporated several milestones in the revised project schedule. Further details of the presentations, and Committee Members’ comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA’s records.
MNR Capital Program Update

Mr. Kennard gave an overview of MNR’s 2016 Capital Program Goals, and then provided details on the Superstorm Sandy Restoration/Resiliency Projects, 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 that the schedule for both phases of the project needs to be extended. Further, the IEC noted that the first continuous track outage was completed approximately seven months late, and that to date the contractor has not achieved the production rates planned in the schedule, and that recovery schedules are contingent upon the number of flaggers available. As to the budget, the IEC noted that the existing budget is not sufficient to cover the expected costs of both phases. Finally, the IEC stated that it agrees with MNR’s efforts in mitigating the impacts to the schedule and budget, but the IEC also observed that there are still risks to achieving the projected production rate, including the availability of resources. In its Project Review of the Harmon Consist Shop Replacement, Phase V, Stage 1, the IEC agrees with MNR’s assessment of the schedule, and that the project is within budget, with remaining contingency sufficient to reach substantial completion. 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. Allen updated the Committee on LIRR’s and MNR’s M-9 car procurements, including Key Milestones, and the M-9A car procurement, including Key Milestones and Customer Amenity Enhancements. In its Project Review of the M-9 cars, the IEC concurred with LIRR’s report on the status of the project, and then cited the following observations, including that several risks that were identified in the 2015 CPOC report, including car weight, schedule and CCTV, are being addressed in the Technical Issues and Resolution Agreement. 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 Update on Positive Train Control

Ms. Chin reported on progress on the Positive Train Control (PTC) initiative since the last report to CPOC in June, 2016. She stated that the Railroads' current estimated project cost remains $968M. With respect to schedule, Ms. Chin reported that the contractor’s project schedule meets the December 2018 deadline. In its Project Review, the IEC reported that the budget remains at $968M as last reported in June 2016 and that the latest schedule indicates that the project remains on schedule. Further details of the presentations, and Committee Members’ comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA’s records.

MTA Capital Program Commitments & Completions and Funding

Mr. Stewart brought the Committee’s attention to the MTA Capital Program Commitments & Completions and Funding Report and invited Committee Members’ questions, of which there were none.

Adjournment

Upon motion duly made and seconded, Chairman Prendergast adjourned the October 26, 2016 meeting of the MTA Capital Program Oversight Committee at 4:00 PM.

Respectfully submitted,
Michael Jew-Gerals
Office of Construction Oversight
2016-2017 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 2016
Quarterly MTACC Capital Program Update
  • Second Avenue Subway
  • Cortlandt Street Station
  • East Side Access
Quarterly Change Order Report
Quarterly Traffic Light Reports

January 2017
NYCT Capital Program Update
  • Sandy Recovery and Resiliency Update
  • Subway Car Prog
  • ram Update
  • Bus Procurement Update

February 2017
B&T Capital Program Update
LIRR and MNR Update on Positive Train Control (PTC)
Update on Minority, Women and Disadvantaged Business Participation

March 2017
Quarterly MTACC Capital Program Update
Quarterly Change Order Report
Quarterly Traffic Light Reports

April 2017
NYCT Capital Program Update
NYCT, LIRR, MNR Update on New Fare Payment System
Update on Capital Program Security Projects (in Exec Session)

May 2017
LIRR and MNR Capital Programs Update
June 2017
Quarterly MTACC Capital Program Update
LIRR and MNR Update on Positive Train Control (PTC)
Quarterly Change Order Report
Quarterly Traffic Light Reports

July 2017
NYCT Capital Program Update

September 2017
Quarterly MTACC Capital Program Update
Quarterly Change Order Report
Quarterly Traffic Light Reports
Update on Minority, Women and Disadvantaged Business Participation

October 2017
LIRR Capital Program Update
MNR Capital Program Update
LIRR and MNR Update on Positive Train Control (PTC)

November 2017
NYCT Capital Program Update
New Fare Payment System Update

Metropolitan Transportation Authority
New York City Transit
Long Island Rail Road
Metro-North Railroad
Bridges and Tunnels
Today’s Presentation  
**Update on Agency Plans and Progress**

- Update to our joint presentation to CPOC in April 2016

- Status on current/planned next generation fare payment system-related initiatives:
  - LIRR/MNR  
    - Mobile Ticketing (MTA eTix™)
    - Long Term Strategy Study
  
  - NYC Transit  
    - Replacement for MetroCard System  
    (ongoing procurement)
MTA New Fare Payment System

Program Overview

• An integrated, reliable, and convenient system
  – Adoptable by MTA agencies & other transit systems in the NY region
  – Based on open standards and open architecture

• A new interoperable, centralized MTA backend system that supports business, reporting, operations and other back-office functions

• Focus on a “bring your own media” approach to contactless and mobile fare payments
  – Customers benefit from the convenience/security of “open payments” technology
  – Agency-issued media to serve those without their own

• Expanded sales/service channels: convenient and accessible “anytime, anywhere”
  – Web, mobile, IVR, and call center support; comprehensive retail network

• A best-in-class digital experience (mobile and web)
  – Supports a “One MTA” experience
MTA New Fare Payment System

Enhanced Customer Experience

- Common app across agencies
- Ticketing/Fare Payment
- Account management
- Trip planning
- Real-time arrivals and status
- Elevator/escalator status
- Regional integration support
- Variety of other non-payment functions

Future integrated mobile app capabilities

Metropolitan Transportation Authority
MTA Commuter Railroads
Mobile Ticketing (MTA eTix™)

- eTix App rolled out during Summer 2016; Systemwide deployment completed August 22nd
- As of October 30th, 962,000 eTix had been sold, generating $25 million
- Customer reaction has been favorable, with eTix accounting for 8% of all tickets sold in October (exceeding expectations of 5% after one year)
- eTix represented 9% of all monthly tickets and 15% of all weekly tickets in October
- App updated to support ticket purchase via Apple Pay and MasterPass

Next steps:
- Commence electronic validation (2017)
MTA Commuter Railroads

Long Term Strategy Study

• In 2015 the railroads engaged a consultant to assist in the development of a long term fare payment strategy which was completed in April 2016

• Strategy will serve as the foundation for the RR’s future system and will shape upcoming capital investments in new ticket selling infrastructure

• Strategy included the following key components which are part of the ongoing joint procurement with NYCT
  – Creation of a Single MTA Customer Account and Travel Interoperability
  – Replacement of End-of-Life Ticket Selling Machines
  – Introduction of a Common “Backend”
NFPS RFP/Procurement

Phased Approach

Iterative NFPS Deployment

Initial launch on Subway/Bus
Start open payments contactless acceptance & new self-service options
Mid-2018*

* Timeframes subject to negotiations of ongoing procurement

Customers begin using contactless media

Continued adoption of eTix; Iterative NFPS Phase-in & MetroCard Phase-out

Upon completion, retire MetroCard & current LIRR/MNR system

Metropolitan Transportation Authority
NFPS RFP/Procurement
Phased Approach

Iterative NFPS Deployment

Initial launch on Subway/Bus
Start open payments contactless acceptance & new self-service options
Mid-2018*

Expanded Open Payments Acceptance

Complete contactless on Subway/Bus
Approx 2019*

* Timeframes subject to negotiations of ongoing procurement

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MTA

Metropolitan Transportation Authority
Iterative NFPS Deployment

Initial launch on Subway/Bus
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Complete contactless on Subway/Bus
Approx 2019*

Robust Out of System Sales

Introduce contactless MTA Transit card & Retail Network
Approx 2019-20*

* Timeframes subject to negotiations of ongoing procurement

Continued adoption of eTix; Iterative NFPS Phase-in & MetroCard Phase-out

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Metropolitan Transportation Authority
NFPS RFP/Procurement
Phased Approach

Iterative NFPS Deployment
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- Start open payments contactless acceptance & new self-service options
- Mid-2018*

Expanded Open Payments Acceptance
- Complete contactless on Subway/Bus
- Approx 2019*

Robust Out of System Sales
- Introduce contactless MTA Transit card & Retail Network
- Approx 2019-20*

In-system Sales
- New vending machines Deployed across NYCT, MNR and LIRR
- Approx 2021-22*

* Timeframes subject to negotiations of ongoing procurement

Continued adoption of eTix; Iterative NFPS Phase-in & MetroCard Phase-out

Upon completion, retire MetroCard & current LIRR/MNR system

Customers begin using contactless media

MetroCard Transportation Authority
MTA New Fare Payment System
Program Status

Accelerated Introduction of the New Fare Payment System & Mobile Ticketing Initiatives

- Completed Mobile Ticketing launch on LIRR & MNR in August 2016; pilot on NYCT in 2017
- Initial rollout of NFPS for NYCT remains in mid-2018; earlier plans had rollout in mid-2020

Near-term Activities:

2016
- Released NFPS RFP
- Launched eTix on MNR/LIRR

2017
- Award NFPS contract
- Pilot eTix on NYCT
- Continue industry coordination on technical issues such as contactless issuance with offline authentication

2018
- Begin contactless acceptance on NYCT and the iterative transition to new system
November 2016 CPOC
IEC Project Review

♦

New Fare Payment Systems
(NFPS)

November 14, 2016
Strategic Review

- The IEC finds the NFPS RFP and documented requirements are well-suited for a modern fare payment system.
- A preliminary risk assessment has been conducted with the NFPS team. Activities are ongoing to develop the formal risk register inclusive of mitigations.
- NFPS plans for early interoperability testing/piloting with eTix between the commuter railroads and subway will provide valuable insight to help define the NFPS project user experiences and MTA operations. This is seen as good practice.
Schedule Review

• NFPS RFP/procurement and system integrator (SI) contract award are major milestones, with timeline identified in the risk assessment as high risk:
  – The procurement has an aggressive contract award schedule. Procurement & negotiation timelines are typically 12-15 months for high tech projects of this nature.
  – 18 months from contract award to initial deployment is an aggressive timeline. Programs with this complexity typically take 2 years or more for development, test and deployment. A phased development & test plan negotiated with the SI (as called for in the RFP) will be critical.

• Deployment of NFPS is dependent upon Passenger Station Local Area Network (PSLAN) availability by Dec 2017 – recent status indicates PSLAN will be complete on the majority of stations by this date, consistent with initial deployment of NFPS.
Budget Review

• Initial risk assessment results (unmitigated) indicate that the overall project budget of $450M may be a challenge when full deployment and escalation timeframes are considered
  – The risk assessment is preliminary at this time. IEC and NFPS staff are working to identify risk mitigations to satisfy current budget constraints.
  – SI negotiations may refine the SI work scope & schedule, also creating uncertainty in budget estimates*

*This is expected given where MTA is in the SI procurement process
Railroads – LIRR & MNR

- eTix launched and operational. IEC staff personal experiences have been favorable; good mobile app interface; trained conductors
- Long term interoperability with NFPS could come in many forms, but most important is the consistent and integrated experience that MTA customers will get:
  - e.g. One account, one media, one set of customer service tools for all transportation modes.
  - Indications from staff reinforces this as a high priority.
- No final decision on how eTix and NFPS back office systems will be integrated. Open architecture as required in both eTix and NFPS provide various integration options. One back office, with one fare engine, one mobile app, and one customer service/account management system likely to be more operationally efficient for MTA.
Stations Division

Capital Program Oversight Committee

Dilip Kumar Patel, P.E.
Program Officer
NYCT

November 2016
Presentation Includes:

- Overview of Sea Beach Line Renewal project
- Overview of 2010-14 & 2015-19 Programs
- Progress since January 2016 CPOC report
- Photos of recently completed projects
- Enhanced Station Initiative (ESI)
OVERVIEW OF SEA BEACH LINE RENEWAL PROJECT
Station Locations

Project Limits approximately 4.5 Miles
Major Scope Items at Typical Station

- Parapet Wall
- Tunnel Barrel Arches
- Control House
- Platform Canopy
- Replace Platform Floor
Major Scope Items at Typical Station

- New Glass Fiber Reinforced Concrete (GFRC) Panels
- Replace Stairs
- Replace Columns
ADA Elevators

Proposed Elevator

(8 Ave Station N/B)
ADA Elevators

- Street Elevator #1 (Street to Platform)
- Street Elevator #2 (Street to Platform below and uptown mezzanine)
- Elevator #3 Mezzanine to Platform
- Elevator #4 Mezzanine to Platform
- New Utrecht Ave Station
- Sea Beach Line
- West End Line
- 62 St Station

MTA
Project Phases

- Project has 5 phases with 48 months duration:

  Phase 1 and 2 12 months
  - Mobilization and Preliminary

  Phase 3 14 months
  - N/B platforms are out of service

  Transition between phase 3 and 4 4 months

  Phase 4 14 months
  - S/B platforms are out of service

  Phase 5 4 months
  - Final

- Project was awarded in two separate contracts with a total project cost of $393M.
Phase 1 & 2 (Mobilization and Preliminary Phase) - Completed

8 Ave
Bay Parkway

Temporary Platforms and Barriers
Phase 3 (N/B out of service) 14 Months-
Started Jan 2016

Legend:

Train Operation
Temporary Platform Open to Public
Existing Platform Open to Public
Closed Platforms
Temporary Barricades
Phase 3 Construction Progress
(North Bound)

- Six (6) platforms are poured
- **10 out of 11** barrel arches are restored
- Glass Fiber Reinforced Concrete (GFRC) panels are released for fabrication
- New Utrecht Station elevator #1 shaft is 60% complete and elevator #2 shaft is 25% complete
- 8th Ave Station N/B elevator design is complete and RFP is issued for S/B elevator
- Platform steel stairs are in fabrication
- Replaced 140 deteriorated concrete platform columns
- Rehab of control houses is ongoing (**6 unmanned and 9 manned**)
- Spalled concrete repair on the line structure is approximately 75% complete
Schedule Status

• Phase 1 and 2 completed on January 2016

• Phase 3 (N/B out of service) started on January 18, 2016. Current completion forecast is first week of May 2017.
  • This delay of approximately 4-6 weeks is due to:
    • Tamping of the tracks
    • Late delivery of steel stairs
    • Approval of underpinning system

• Phase 4 (S/B out of service) 3rd quarter of 2017 (F)
Phase 4 (S/B out of service) 14 Months-Starting 3rd Qtr 2017

Legend:
- Train Operation
- Temporary Platform Open to Public
- Existing Platform Open to Public
- Closed Platforms
- Temporary Barricades

Bi-directional Track E4

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## Project Risks

<table>
<thead>
<tr>
<th>Risks</th>
<th>Mitigations</th>
</tr>
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<tbody>
<tr>
<td>1. Underside of 8 Ave station over LIRR tracks is deteriorated. Opportunity to fix under Sea Beach Project. This added work may negatively impact cost and substantial completion date.</td>
<td>• RFP for priority work has been issued.</td>
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<tr>
<td>2. Unforeseen structural deterioration may increase cost.</td>
<td>• For N/B Platforms, RFP was issued and funding is available in project contingencies.</td>
</tr>
<tr>
<td>3. Additional communication work may increase cost.</td>
<td>• Drawings were prepared and RFP was issued for additional work.</td>
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<tr>
<td>4. Installation of 2 new ADA Elevators at 8 Ave Station was added to the project which may negatively impact cost and substantial completion date.</td>
<td>• RFP for N/B elevator is issued. S/B elevator cost is funded separately. Work is planned to be completed in packages.</td>
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OVERVIEW OF 2010-14 & 2015-19 PROGRAMS
Overview of 2010-14 & 2015-19 Programs

<table>
<thead>
<tr>
<th>Category</th>
<th># of Stations</th>
<th>Budget ($ M)</th>
<th># of Stations</th>
<th>Budget ($ M)</th>
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<tbody>
<tr>
<td></td>
<td>2010-2014 Program</td>
<td>2015-2019 Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I. Component/ SBMP</td>
<td>130</td>
<td>$ 735</td>
<td>Over 150</td>
<td>$ 503</td>
</tr>
<tr>
<td>II. Renewal</td>
<td>38</td>
<td>$ 839</td>
<td>20</td>
<td>$ 408</td>
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<tr>
<td>III. ADA Accessibility</td>
<td>9</td>
<td>$ 286</td>
<td>16</td>
<td>$ 740</td>
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<tr>
<td>IV. Elevator/ Escalator Replacement</td>
<td>13</td>
<td>$ 84</td>
<td>33</td>
<td>$ 334</td>
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<tr>
<td>V. Station Reconstruction</td>
<td>-</td>
<td>$ -</td>
<td>3</td>
<td>$ 270</td>
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<tr>
<td>VI. Other Projects</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$ 790</td>
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<tr>
<td>Total</td>
<td>190</td>
<td>$1.9 B</td>
<td>222</td>
<td>$3.0 B</td>
</tr>
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</table>

* Includes order of magnitude cost at conceptual design for Willets Point and $145M from private developer for GCT Improvement Projects.
PROGRESS SINCE JANUARY 2016
CPOC REPORT
Progress Since Last CPOC Report

Awarded Work at: 5 Stations

- Component work at 4 Stations
  - 121 St, 111 St, 104 St, Myrtle Ave. – Jamaica Line

- Access Improvements at Grand Central 42 St. Station
  - P-10 Stair
  - Mobil Passageway
Completed Construction work at **20 Stations**

- **Component**
  - 157 St, 168 St, 181 St – Bway 7th Ave  
  - 103 St, 59 St, 51 St, Astor Place – Lexington  
  - Wilson Ave, Atlantic Ave – Canarsie  
  - 5 Ave, 7 Ave – QBL  
  - 50 St – 8th Ave  
  - 9 St, 59 St – 4th Ave  

- **Renewal Projects**
  - 88 St, 104 St – Liberty  
  (all 5 renewals are completed)

- **Elevator Replacement Work**
  - 2 Elevators at Simpson St – White Plains Road  
  - 2 Elevators at Pelham Bay Pk - Pelham  
  - 2 Elevators at 125 St – Lexington Ave  

- **Station Reconstruction**
  - New P-16 Stair at Grand Central 42 St.  

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Small Business Mentoring Program (SBMP)

Majority of projects consist of refurbishing stairs and installation of Help Points

- This year, awarded work to refurbish 5 stairs and install 60 Help Points at 14 stations

Since inception in 2010:

- Refurbished 105 stairs at 37 locations and installed 129 Help Points at 30 locations
### Ongoing Projects

#### Renewals:
- **N** Sea Beach Line (9) Complete 31% Green Green
- **F** Culver Line (7) Complete 47% Green Green
- **3** New Lots Line (6) Complete 57% Yellow Green

#### Elevator & Escalator:
- Replace 11 Hydraulic Elevators (6) Complete 84% Red Green
- Replace 7 Hydraulic Elevators (3) Complete 40% Green Green

#### ADA Access (Key):
- 23 St - LEX Complete 98% Yellow Yellow
- Ozone Park - Lefferts - LIB Complete 68% Green Red
- 57 St - 7th Av - BWY 90% 2nd Qtr 2017 (F) Green Green
- 68 St - Hunter College-LEX Complete 1st Qtr 2017 (F) Green Red

<table>
<thead>
<tr>
<th>Traffic Light Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>[ ] Green: No Current Impact for Design &amp; Construction. Successful management of major activities</td>
</tr>
<tr>
<td>[ ] Yellow: Previous impacts that have led to Project Cost increases or Schedule delays.</td>
</tr>
<tr>
<td>[ ] Red: Significant impacts that have led to an increase in Project Cost or Overall Project Duration</td>
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</tbody>
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* Potential cost increase identified; under review for validation and resolution
Stations Division
Enhanced Station Initiative
Scope & Key Elements

1. State of Good Repair

2. Customer-facing Improvements
   - New canopies and totems at station entrances
   - New furniture
   - Technology integration (incl. Dashboard)
   - Improved finishes
   - Improved wayfinding
   - New lighting scheme
   - Decluttering

3. Design-Build Contracting

4. Get In, Get Done and Get Out
Canopy and Entrance Totem

A Positive Street Presence
Dashboard

Consolidated Information Zone
Glass or Mesh Barriers at Fare Array

Clear Sight Lines
Improved Finishes

Encourage a Positive Civic Space
LED Lighting

Highlights Legacy of System
Process & Progress

– Station Design Guidelines
  - Grimshaw Architects as architect with Arup as best-practices consultant
  - Work started January 2016, conceptual design submitted May 2016

– Package 1
  - Award anticipated November 30, 2016
  - 3 Stations, 4th Ave Line, Brooklyn (Prospect Ave, 53rd St, Bay Ridge Ave)

– Up to 7 additional packages
November 2016 CPOC IEC Project Review

Sea Beach Line – Renewal of Nine Stations

November 14, 2016
Schedule & Budget Review

Schedule:

- Original Substantial Completion date: December 30, 2018.
- Original Phase 3 Completion date: March 8, 2017.
- The latest approved schedule and subsequent updates show Phase 3 turnover date has slipped from March to May 10, 2017.
- The project team is working to return the newly rebuilt northbound platforms to service, minimizing customer impact.
- A Recovery Schedule is warranted to address unmitigated schedule slips.

Budget:

- Increased budget and material quantity allowances added to the project in 2012 will minimize cost impacts from the risks and delays but may not fully eliminate them.
Project Risks

The IEC recognizes the significant station improvements and upgrades that have been accomplished to date however, the following risks may negatively impact the cost and the overall substantial completion date of December 2018.

- The unforeseen priority structural steel repairs and replacement work under 8th Avenue Station added to the project scope.
- The addition of new ADA compliant elevators at 8th Avenue Station added to the project scope.
IEC Recommendations

- The IEC recommends that the project team work toward approving a Recovery Schedule, incorporating all additional scope, potential time extensions and address major activity slips to provide an accurate assessment of the current project status and identify any negative impacts to the reopening of the Northbound Station Platforms and the overall Substantial Completion date.

- The IEC recommends that the project team concentrate on monitoring intermediate return to service dates, inspections and key beneficial use dates to gauge contractor performance and to mitigate project risks and issues impacting the schedule.
MTA Capital Program
Commitments & Completions

through
October 31, 2016
Through October, 29 major commitments were planned and 17 were achieved. Seven were on time, four were late but have since been committed, and six were committed early; 12 remain delayed. All delayed projects are explained on the following pages.

Year to date, agencies have committed $3.3 billion versus a $4.6 billion goal. The shortfall versus goal is mainly due to the delayed commitments, which includes NYCT’s CBTC Queens Boulevard West: Phase 2, Bushwick Cut/Myrtle Bridge, and Sandy: 207th Yard Perimeter Protection & Power Cable.

By year-end, the MTA forecasts meeting 99% of its $6.6 billion goal, but doing so is reliant upon agencies making their 4th quarter forecasts.

<table>
<thead>
<tr>
<th>2016 Annual Goal</th>
<th>$6,578 ($ in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 Forecast</td>
<td>99% of Annual Goal</td>
</tr>
<tr>
<td>Forecast left to Commit</td>
<td>49% ($3,154)</td>
</tr>
</tbody>
</table>

Master Page # 60 of 70 - Capital Program Oversight Committee Meeting 11/14/2016
## Capital Projects – Major Commitments – October 2016 – Schedule Variances

### Actual Results Shaded

<table>
<thead>
<tr>
<th>Project</th>
<th>Commitment</th>
<th>Goal</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NYCT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sandy Recovery &amp; Mitigation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Power Upgrade: RCC, PCC</td>
<td>Construction Award</td>
<td>Jul-16 Nov-16</td>
<td>$50.2M $50.2M</td>
</tr>
<tr>
<td>Project delayed to November due to late advertisement approval.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Line Structures &amp; Track</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bushwick Cut / MYR Bridge Over Atlantic</td>
<td>Construction Award</td>
<td>Sep-16 Nov-16</td>
<td>$70.9M $150.2M</td>
</tr>
<tr>
<td>The award was delayed due to redesign work for additional scope: new bridge seat, longer bridge, substructure replacement, track work, property acquisitions, and a temporary car inspection facility for shuttle operations.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandy Mitigation: 7 Stations (Manhattan/Queens/Bronx Initiative)</td>
<td>Construction Award</td>
<td>May-16 Jan-17</td>
<td>$96.3M $51.7M</td>
</tr>
<tr>
<td>Delay in advertisement postponed the award. Authorization to advertise approved with bids expected in December. Prior delays include pending design drawings approvals, finalization of specs and contract documents, and issuance of notice to proceed for CCM to start constructability review, and revised mitigation solution for a staircase at 155 St on the Concourse Line due to maintainability concerns.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandy Mitigation: 13 Fan Plants, Long-Term - 5 Locations</td>
<td>Construction Award</td>
<td>Jun-16 Nov-16</td>
<td>$46.2M $41.6M</td>
</tr>
<tr>
<td>Project award delayed due to extended advertisement period. Further delay due to postponements of the bid. Recent estimate is based on refined drawings and reflects reductions of bid and support costs.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandy Mitigation: 9 Stations (Brooklyn/Queens Initiative)</td>
<td>Construction Award</td>
<td>Jun-16 Jan-17</td>
<td>$100.7M $56.2M</td>
</tr>
<tr>
<td>Delay in advertisement postponed the award. Bid opening scheduled in November. Earlier delay pending design drawings approvals, finalization of specs and contract documents. Project cost decreased reflecting RTA estimate.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandy: 207th Yard Perimeter Protection &amp; Power Cable (New Item)</td>
<td>Construction Award</td>
<td>Oct-16 Jun-17</td>
<td>$222.7M $222.7M</td>
</tr>
<tr>
<td>Project award slipped to June 2017 due to ongoing NYC DEP issues regarding existing sewer relocation and the need for further coordination.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MTACC</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harold Tunnel A Construction (CH061A)</td>
<td>Construction Award</td>
<td>Jul-16 Jan-17</td>
<td>$56.6M $56.6M</td>
</tr>
<tr>
<td>Additional time required for extended review processes prior to advertisement and in procurement. Due to resource issues in the Harold Interlocking the award of this contract has been delayed.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes
- Contract award is forecast in November pending approval of budget modification due to unfavorable bid. Earlier delays due to several bid opening postponements. Bids received and exceeded allocated budget. The current estimate reflects the full cost of the project including support costs for the duration of the contract and higher costs from bids received. The goal budget assumed only partial support costs due to limited funding prior to program approval.  
- Most recent delay due to revisited constructability for possible reduction in duration. Previous project schedule delayed pending FTA Finding of No Significant Impact (FONSI) and resolution of property acquisition of the Imperial House property.  
- Due to the reprioritization of track maintenance projects, some planned 2016 cyclical track work has been delayed until December 2016.  
- Pending identification of funding, outreach consultant, design and environmental issues resulted in a delay of the award.
### Capital Projects – Major Commitments – October 2016 – Schedule Variances

<table>
<thead>
<tr>
<th>Project</th>
<th>Commitment</th>
<th>Goal</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Second Avenue Subway Ph. 2</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PE Design Contract</td>
<td>Construction Award</td>
<td>Jul-16</td>
<td>Nov-16</td>
</tr>
<tr>
<td></td>
<td>$100.0M</td>
<td>$100.0M</td>
<td></td>
</tr>
</tbody>
</table>

Additional review, outreach consultant, design and environmental issues have resulted in a delay in the award. Final negotiations are still ongoing.

### 4 All-Agency Yellow Commitments (1 new this month)

#### NYCT

**Signals & Communications**

- **Passenger Station LAN: 188 Stations**
  - Construction Award
  - Feb-16
  - Mar-16 (A)
  - Goal: $50.0M
  - Forecast: $50.0M
  - Award was delayed because of additional time required to secure necessary approvals for budget changes and authorizations to approve the commitment.

- **Kings Hwy Interlocking / Culver (New Item)**
  - Construction Award
  - Jun-16
  - Oct-16 (A)
  - Goal: $150.0M
  - Forecast: $177.2M
  - Award was delayed due to bid postponements from bidders’ questions, budget modifications to address increased costs from an unfavorable bid and additional scope related to Church Ave Interlocking. The current estimate reflects the full cost, while the goal budget reflected limited funding availability prior to capital plan approval.

#### LIRR

**Track**

- **Amtrak Territory Projects**
  - Construction Award
  - Jun-16
  - Jul-16 (A)
  - Goal: $17.0M
  - Forecast: $32.5M
  - Award delayed due to additional time required by the Procurement Department to perform audit of the bidders.

#### MTACC

**East Side Access**

- **Grand Central Terminal Station Caverns & Track**
  - Construction Award
  - Feb-16
  - Apr-16 (A)
  - Goal: $777.4M
  - Forecast: $712.0M
  - The delay was due to MTACC finalizing open issues prior to issuing a notice to proceed, which was issued in April. The award value reflects a favorable bid.
## Capital Projects – Major Commitments – October 2016 – Budget Only* Variances

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

<table>
<thead>
<tr>
<th>Project</th>
<th>Commitment</th>
<th>Goal</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NYCT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandy Resiliency &amp; Restoration</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandy Mitigation: 17 Fan Plants &amp; Adjacent Tunnels</td>
<td>Construction Award</td>
<td>Jul-16</td>
<td>May-16 (A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$45.7M</td>
<td>$39.2M</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Awarded in May 2016.</td>
<td></td>
</tr>
<tr>
<td>Track</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mainline Track Replacement 2016 / 63rd St</td>
<td>Construction Award</td>
<td>Mar-16</td>
<td>Feb-16 (A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$40.0M</td>
<td>$29.2M</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Awarded in February with savings reflecting a favorable bid.</td>
<td></td>
</tr>
<tr>
<td><strong>LIRR</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Track</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2016 Track Program</td>
<td>Construction Award</td>
<td>Mar-16</td>
<td>Feb-16 (A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$17.8M</td>
<td>$59.7M</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Originally committed in February 2016. The actual value was increased in June following the approval of the 2015-19 Capital Plan.</td>
<td></td>
</tr>
<tr>
<td>Jamaica Capacity Improvements Phase I</td>
<td>Construction Award</td>
<td>Sep-16</td>
<td>Sep-16 (A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$82.1M</td>
<td>$68.3M</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Savings reflect a good bid for the Platform F contract.</td>
<td></td>
</tr>
</tbody>
</table>
Capital Projects – Major Completions – October 2016

Through October, 32 major completions were planned and 26 were achieved. 12 were on time, five were delayed but have since been completed, and nine were completed early; six remain delayed. All delayed projects are reported on the following pages.

To date, the MTA has completed $2.1 billion of its $2.6 billion year-to-date goal. The shortfall is due to the delayed completion of the East Side Access Manhattan South Structures contract and other delays which are expected to be achieved later in 2016.

By year-end, the MTA forecasts meeting its $4.6 billion goal, but doing so is reliant upon agencies making their 4th quarter forecasts.

<table>
<thead>
<tr>
<th>Capital Projects – Major Completions – October 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Through October, 32 major completions were planned and 26 were achieved. 12 were on time, five were delayed but have since been completed, and nine were completed early; six remain delayed. All delayed projects are reported on the following pages.</td>
</tr>
<tr>
<td>To date, the MTA has completed $2.1 billion of its $2.6 billion year-to-date goal. The shortfall is due to the delayed completion of the East Side Access Manhattan South Structures contract and other delays which are expected to be achieved later in 2016.</td>
</tr>
<tr>
<td>By year-end, the MTA forecasts meeting its $4.6 billion goal, but doing so is reliant upon agencies making their 4th quarter forecasts.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year-to-Date Major Completions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>GREEN = Completions made/forecast within Goal</td>
</tr>
<tr>
<td>YELLOW = Completions delayed beyond Goal (already achieved)</td>
</tr>
<tr>
<td>RED = Completions delayed beyond Goal (not yet achieved)</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year-to-Date Agency Breakdown</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 Goals</td>
</tr>
<tr>
<td>New York City Transit</td>
</tr>
<tr>
<td>Long Island Rail Road</td>
</tr>
<tr>
<td>Metro-North Railroad</td>
</tr>
<tr>
<td>Capital Construction Company</td>
</tr>
<tr>
<td>MTA Bus Company</td>
</tr>
<tr>
<td>MTA Police Department</td>
</tr>
</tbody>
</table>
## Project Completion Goal Forecast

### Project Completion Goal Forecast

<table>
<thead>
<tr>
<th>Project</th>
<th>Completion</th>
<th>Goal</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>6 All-Agency Red Completions (1 new this month)</strong></td>
<td>Oct-16</td>
<td>Nov-16</td>
<td></td>
</tr>
<tr>
<td><strong>NYCT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Line Structures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overcoating: Broadway Junction - New Lots Avenue / Canarsie (New Item)</td>
<td>Construction Completion</td>
<td>$27.1M</td>
<td>$28.1M</td>
</tr>
<tr>
<td>Stations</td>
<td>Aug-16</td>
<td>Dec-16</td>
<td></td>
</tr>
<tr>
<td>Replace 11 Hydraulic Elevators</td>
<td>Construction Completion</td>
<td>$24.0M</td>
<td>$26.2M</td>
</tr>
<tr>
<td>ADA &amp; Station Renewal at Ozone Park-Lefferts Blvd / Liberty</td>
<td>Construction Completion</td>
<td>$23.9M</td>
<td>$23.9M</td>
</tr>
<tr>
<td>SIR: Station Construction: Arthur Kill</td>
<td>Construction Completion</td>
<td>$23.9M</td>
<td>$24.0M</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>Sep-16</td>
<td>Dec-16</td>
<td></td>
</tr>
<tr>
<td>Security Upgrades - Far Rockaway &amp; Baisley Park</td>
<td>Construction Completion</td>
<td>$9.9M</td>
<td>$9.9M</td>
</tr>
<tr>
<td>MTACC</td>
<td>Aug-16</td>
<td>Nov-16</td>
<td></td>
</tr>
<tr>
<td>Plaza Substation &amp; Structures (CQ032)</td>
<td>Construction Completion</td>
<td>$250.2M</td>
<td>$257.7M</td>
</tr>
</tbody>
</table>

- **Overcoating: Broadway Junction - New Lots Avenue / Canarsie (New Item):** The project was delayed due to the late removal of shielding under a separate project at Atlantic Ave Station that prevented some work from being performed. Inclement weather, high temperature and humidity resulted in work stoppages on multiple occasions last quarter.

- **Replace 11 Hydraulic Elevators:** The project was delayed due to extensive work on existing signal switches which delayed GOs until mid-November. Testing, termination, and inspection, commissioning and place in service of the elevators will follow. Project completion was previously delayed due to unforeseen field conditions.

- **ADA & Station Renewal at Ozone Park-Lefferts Blvd / Liberty:** Project completion re-scheduled to December due to substantial changes in communication work associated with the ADA elevators and the Help Point Infrastructure.

- **SIR: Station Construction: Arthur Kill:** Project completion delayed due to scope changes including the redesign of the electrical distribution room (EDR), exterior wall panel, ramp work, and various communications issues.

- **Security Upgrades - Far Rockaway & Baisley Park:** Project completion delayed as a result of the delay in preparing revised drawings and to correct errors in contract documents.

- **Plaza Substation & Structures (CQ032):** Substantial completion date was delayed as a result of additional work approved by the MTA Board in April 2016.
### Capital Projects – Major Completions – October 2016 – Schedule Variances

#### 5 All-Agency Yellow Completions (1 new this month)

**NYCT**

<table>
<thead>
<tr>
<th>Project</th>
<th>Completion</th>
<th>Goal</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renew Five Liberty Line Stations</td>
<td>Apr-16</td>
<td>May-16 (A)</td>
<td>$74.7M</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$77.8M</td>
</tr>
<tr>
<td>Brick Arch Repair: 168 Street &amp; 181 Street / Broadway-7th Ave</td>
<td>Jul-16 (A)</td>
<td></td>
<td>$64.8M</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$71.9M</td>
</tr>
</tbody>
</table>

The project was completed in May with the contract delay due to inclement weather, loss of two GOs, and the repair of corroded steel that stopped work at 111th Street Station. Project cost increased due to additional TA Labor services required for additional steel work.

**LIRR**

<table>
<thead>
<tr>
<th>Project</th>
<th>Completion</th>
<th>Goal</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Line Track Farmingdale-Ronkonkoma Phase I</td>
<td>Jul-16</td>
<td>Oct-16 (A)</td>
<td>$36.3M</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$36.3M</td>
</tr>
</tbody>
</table>

Delay related to contract change work that included wetland mitigation and an additional retaining wall on south side, which were completed in October (delayed from September due to weather conditions).

**B&T**

<table>
<thead>
<tr>
<th>Project</th>
<th>Completion</th>
<th>Goal</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rehabilitate Rockaway Point Blvd Overpass</td>
<td>May-16</td>
<td>Jun-16 (A)</td>
<td>$11.1M</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$11.1M</td>
</tr>
</tbody>
</table>

The project was completed in June. Although the overpass was opened for traffic at the end of May, substantial completion was previously delayed by one month due to outstanding work items including installing a concrete median barrier, curbs, drainage, and striping.

### Actual Results Shaded

**MTACC**

<table>
<thead>
<tr>
<th>Project</th>
<th>Completion</th>
<th>Goal</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manhattan South Structures Construction Completion</td>
<td>Feb-16</td>
<td>Jun-16 (A)</td>
<td>$249.8M</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$249.8M</td>
</tr>
</tbody>
</table>

The project was completed in June. Substantial completion was impacted by delays to underground tunnel work.
## Capital Projects – Major Completions – October 2016 – Budget Variance

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

<table>
<thead>
<tr>
<th>Project</th>
<th>Completion</th>
<th>Goal</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NYCT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Track</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mainline Track Replacement 2016 / 63rd St Construction Completion</td>
<td>Jul-16</td>
<td>Jul-16 (A)</td>
<td></td>
</tr>
<tr>
<td>Project cost decreased to reflect favorable bid and project savings.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>B&amp;T</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signals &amp; Communications</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Structural Rehabilitation Construction Completion</td>
<td>May-16</td>
<td>May-16 (A)</td>
<td></td>
</tr>
<tr>
<td>The project was completed in May 2016. Project cost decreased to reflect unused project contingency.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Actual Results Shaded*

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Status of MTA Capital Program Funding
### Capital Funding Detail (October 31, 2016)

#### Funding Plan

<table>
<thead>
<tr>
<th>2005-2009 Program</th>
<th>Current</th>
<th>Thru September</th>
<th>This month</th>
<th>Received to date</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-2014 Program</td>
<td>Current</td>
<td>Thru September</td>
<td>This month</td>
<td>Received to date</td>
</tr>
<tr>
<td>2015-2019 Program</td>
<td>Current</td>
<td>Thru September</td>
<td>This month</td>
<td>Received to date</td>
</tr>
</tbody>
</table>

**Funding Plan**

- **Federal Formula, Flexible, Misc**
  - Current: 5,839
  - Thru September: 5,614
  - This month: -
  - Received to date: 5,614

- **Federal High Speed Rail**
  - Current: 295
  - Thru September: 295
  - This month: -
  - Received to date: 295

- **Federal Security**
  - Current: 206
  - Thru September: 100
  - This month: -
  - Received to date: 100

- **Federal RIFF Loan**
  - Current: -
  - Thru September: -
  - This month: -
  - Received to date: -

- **City Capital Funds**
  - Current: 774
  - Thru September: 582
  - This month: -
  - Received to date: 582

- **State Assistance**
  - Current: 770
  - Thru September: 150
  - This month: -
  - Received to date: 150

- **MTA Bus Federal and City Match**
  - Current: 132
  - Thru September: 102
  - This month: -
  - Received to date: 102

- **MTA Bonds (Payroll Mobility Tax)**
  - Current: 12,703
  - Thru September: 9,850
  - This month: 146
  - Received to date: 9,996

- **Other (Including Operating to Capital)**
  - Current: 1,538
  - Thru September: 655
  - This month: 422
  - Received to date: 1,077

- **B&T Bonds**
  - Current: 2,111
  - Thru September: 1,292
  - This month: -
  - Received to date: 1,292

- **Hurricane Sandy Recovery**
  - **Insurance Proceeds/Federal Reimbursement**
    - Current: 9,376
    - Thru September: 3,423
    - This month: -
    - Received to date: 3,423
  - **PAYGO**
    - Current: 160
    - Thru September: 160
    - This month: -
    - Received to date: 160
  - **Sandy Recovery MTA Bonds**
    - Current: 758
    - Thru September: -
    - This month: -
    - Received to date: -
  - **Sandy Recovery B&T Bonds**
    - Current: 230
    - Thru September: 59
    - This month: -
    - Received to date: 59

**Total Funding Plan**

- Current: 34,892
- Thru September: 22,280
- This month: 569
- Received to date: 22,848

**Receipts**

<table>
<thead>
<tr>
<th>2005-2009 Program</th>
<th>Current</th>
<th>Thru September</th>
<th>This month</th>
<th>Received to date</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-2014 Program</td>
<td>Current</td>
<td>Thru September</td>
<td>This month</td>
<td>Received to date</td>
</tr>
<tr>
<td>2015-2019 Program</td>
<td>Current</td>
<td>Thru September</td>
<td>This month</td>
<td>Received to date</td>
</tr>
</tbody>
</table>

- **Federal Formula, Flexible, Misc**
  - Current: 6,275
  - Thru September: 27
  - This month: -
  - Received to date: 27

- **Federal Core Capacity**
  - Current: 100
  - Thru September: -
  - This month: -
  - Received to date: -

- **Federal New Start**
  - Current: 500
  - Thru September: -
  - This month: -
  - Received to date: -

- **State Assistance**
  - Current: 8,336
  - Thru September: -
  - This month: -
  - Received to date: -

- **City Capital Funds**
  - Current: 2,492
  - Thru September: 40
  - This month: -
  - Received to date: 40

- **MTA Bonds**
  - Current: 5,889
  - Thru September: -
  - This month: -
  - Received to date: -

- **Asset Sales/Leases**
  - Current: 600
  - Thru September: -
  - This month: -
  - Received to date: -

- **Pay-as-you-go (PAYGO)**
  - Current: 1,846
  - Thru September: 500
  - This month: -
  - Received to date: 500

- **Other**
  - Current: 562
  - Thru September: 36
  - This month: -
  - Received to date: 36

- **B&T Bonds & PAYGO**
  - Current: 2,856
  - Thru September: -
  - This month: -
  - Received to date: -

**Total Receipts**

- Total: 29,456
- This month: 603
- Received to date: 603