



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

May 2021

Committee Members

P. Foye, Chair
N. Zuckerman, Vice Chair
A. Albert
J. Barbas
N. Brown
M. Fleischer
R. Glucksman
R. Herman
D. Jones
K. Law
R. Linn
D. Mack
J. Samuelson
V. Tessitore

Capital Program Oversight Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Wednesday, 5/26/2021

10:00 AM - 5:00 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES APRIL 21, 2021

CPOC Committee Minutes - Page 3

3. COMMITTEE WORK PLAN 2021 - 2022

CPOC Committee Work Plan - Page 4

4. CAPITAL PROGRAM UPDATE

Progress Report on Integrated Megaprojects - Page 6

IEC Project Review on LIRR Expansion - Page 11

IEC Project Review on East Side Access - Page 18

5. CAPITAL PROGRAM STATUS

Commitments, Completions, and Funding Report - Page 23

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE

April 21, 2021

New York, New York

10:00 A.M.

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on April 21, 2021, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Capital Program Oversight Committee;

To see a summary of the CPOC Committee meeting, please refer to the April 21, 2021 Board minutes in the May Board Book available here on the Board materials website:

<https://new.mta.info/transparency/board-and-committee-meetings/may-2021>



2021- 2022 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

June

Overall Capital Program
Rolling Stock
OMNY
Minority, Women and Disadvantaged Business Participation
Quarterly Traffic Light Report

July

Overall Capital Program

- Stations

September

Overall Capital Program

- Railroads

Quarterly Traffic Light Report

October

Overall Capital Program

- Infrastructure

November

Overall Capital Program

- Signals and Train Control

Minority, Women and Disadvantaged Business Participation
Small Business Development Program
Security Projects

December

Overall Capital Program

- Integrated Megaprojects

OMNY

Quarterly Traffic Light Report

January

Overall Capital Program

Rolling Stock

February

Overall Capital Program

- B&T
- Railroads

March

Overall Capital Program

- Infrastructure

Quarterly Traffic Light Report

April

Overall Capital Program

- Signals and Train Control

Minority, Women and Disadvantaged Business Participation

May

Overall Capital Program

- Integrated Megaprojects

Security Projects

C&D's last report to CPOC on Integrated Projects was in December 2020. Integrated projects are complex, sizable projects with multiple interdependent sub-projects. The two biggest integrated projects under construction now are East Side Access and LIRR Main Line Expansion (aka Third Track). This document presents an executive summary of the progress of these two projects, and identifies primary factors influencing performance.

**LIRR Main Line
Expansion
(Third Track)**

This project will add a 10-mile-long third track on the LIRR Main Line to reduce train congestion and enable bi-directional service during peak hours. LIRR Expansion also includes several related projects, including the elimination of eight street level grade crossings, improvements to rail bridges, reconstruction of five stations, and new parking garages.

PROJECT STATUS	Original	Forecast
Substantial Completion	April 2023	April 2023
Budget	\$2,588 M	\$2,588 M
<i>The design/build portion of the project is approximately 61% complete</i>		

Overall, the project is on schedule to reach substantial completion in Q2 2023 and is still on track to put the third track in to service in Q4 2022, though the impact of the delay in schedule due to the safety shutdown directed by MTA HQ following an accident at Mineola remains to be fully evaluated.

On March 13, 2021, work on the project was suspended pending an investigation of a safety incident that occurred at the Mineola Station. Work activities began to resume on April 8, 2021 following the investigation. C&D is still evaluating the impacts of this work stoppage and is working with the Design-Builder to develop mitigation strategies to recover lost days and prevent impacts to project milestones.

Current projections indicate that the third track in Block 1 and 3 (representing 80% of the overall length of the project) will be in place before the end of 2022. Further studies are in progress to identify those measures that can be put in place to ensure that Block 2 (Mineola area) can be placed in service before the end of 2022.

Nevertheless, the project continues to progress on all fronts:

Grade crossings

- With the closing of the Mineola Main Street railroad crossing in February, all 8 grade crossings along the Main Line have now been permanently eliminated.
- C&D is now building two undergrade crossings at Willis Ave in Mineola, to be opened by September 2021.

Track and Interlockings

- Project has received delivery of all the rail and ties for the third track.
- Project continues to install and test communication and signal systems associated with new interlockings and switches.
 - The new Nassau 1 Interlocking was commissioned and placed into service in February 2021.
 - New Nassau 3 interlocking and Divide 1 are to be commissioned in Fall 2021.
 - Looking farther out, additional work to cut in Park 1 / 2 interlockings on the Hempstead Branch, Nassau 2 interlocking on the Oyster Bay Branch, and Divide 4 will be completed prior to full service in 2022.

Stations

- Carle Place Station was restored to 12 car length platforms in January 2021. The commissioning of the elevators continues.
- Merillon Ave is well underway, with the south platform restored to 12 car lengths.
- New Hyde Park Station: The new 10-car platform has been opened for public use. It will be extended to 12 cars after completion of the pedestrian underpass at S12th Street. The station headhouse is being renovated.
- Mineola Station construction is now underway. A temporary platform was built to the east of the station to allow access to the station while the new station is completed.
- Work at the Westbury Station will begin this spring.

Bridges

- The Denton Avenue Bridge is the seventh and final bridge to be modified or replaced as part of the project. Project is awaiting permit approval from the Village of Garden City to begin. Approval appears to be delayed due to village political decisions.

Parking garages

- C&D expects to complete the Harrison Ave Garage and Westbury North Garage by June 2021.

East Side Access

CM007
 CM014B
 CS179
 CS084
 CS086
 CQ033
 CH058A
 CH063

East Side Access will provide LIRR passengers with direct service to Grand Central Terminal. Project involves building out new 11.5-mile underground tunnels with a new station and concourse below the existing Grand Central Terminal. Altogether, the ESA program consists of roughly 50 separate third-party contracts, of which eight are active along with six in-house force account construction contracts.

PROJECT STATUS	Current	Forecast
Substantial Completion	Dec 2022	Dec 2022
Budget	\$11.1B	\$11.1B
<i>The project is approximately 87.2% complete</i>		

Overall, the Revenue Service Date and budget for the project remain unchanged since our last board report in December 2020.

While multiple projects are integrated throughout the geographical layout of the East Side Access Program, in broad terms it comprises six major elements of work: Concourse, Cavern (platform and mezzanine), Track Right-of Way, Mid-Day Storage Yard, Harold interlocking and Operational Readiness.

C&D is pushing on all fronts to keep each of these six major elements on schedule. We conduct engineering and scheduling workshops and daily meetings with contractors and subcontractors to reduce turnaround times for reviews and to resolve issues. We are in touch with contractors' executive leadership to assist and enforce ESA's legal rights. TPC, the contractor for the Caverns and Mid-Day Storage Yard, has increased manpower and production over the spring, though GCTC, the Concourse Contractor, continues to perform poorly.

Concourse

- The prior report had indicated poor performance on the various contracts making up the work for completion of the Concourse. C&D has been able to rectify this to some extent by getting the contractor to commit additional labor and extended hours to complete work and by directly managing certain subcontractors.
- The backbone fiber and communication equipment, along with the terminal management server, have been installed, which has allowed testing to begin.
- The Chiller plant is operational. Pre-testing activities are nearly complete and local testing and integrated testing of building systems has begun.
- Issues that are currently affecting progress include (1) the completion of B20 substation, which has been punch-listed by ConEd allowing deficiencies to be corrected and (2) remediation measures on a set of escalators - An independent assessor has been brought on to help determine asset condition for vertical transportation (3) modification to

contract CS179 to enable schedule recovery from 270 Park construction work.

Platform and Mezzanine

- The caverns have had significant progress since last report. Testing of the assets is over 85% complete.
- Architectural finishes have begun on the track wall panels and the Terrazzo flooring is being installed.

Right-of-Way

- The Right-of-Way infrastructure is approximately 90% complete. All track structure has been installed (other than 31,000 LF to be replaced later this year). Remaining items are being punch-listed, and testing is being done concurrently on the major railroad systems.
- Traction Power substations are being energized and third rail will soon go live. Signals are being tested and FRA pre-testing has begun. The systems integration work includes running life safety systems such vent fans, blue lights, strobes and cameras.
- The Train Operations Control is ready to support further integrated systems testing. Issues with the crossing point of two rails (so-called track frog switches) have been discovered which require replacement though this will not affect testing or revenue service date.

Mid-Day Storage Yard

- Infrastructure in the yard is 99% complete and work is now progressing on signal FRA pre-testing and traction power testing. Test trains will begin running through the yard in late August to verify signal and traction power.
- Work in other system test elements is ongoing (backbone communication, security, telephones, PA/speakers, two-way radios, etc.) with test plans being finalized.

Harold Interlocking

- The work to daylight the below-grade B/C tunnel and connect it to Harold Interlocking was completed ahead of schedule. C&D recently extended the contract's substantial completion, however, to allow for new scope elements, including the East Bound Reroute, an additional improvement to the Interlocking. East Bound Reroute is currently in procurement. (This work is budgeted outside of ESA, and will continue beyond ESA's Revenue Service Date of Dec 2022.)

Operational Readiness

- The Operational Readiness team has issued a draft Rail Activation Plan 4.0. which incorporates the new roles and responsibilities of LIRR and

MTA C&D that would result from the incorporation of a new MTA subsidiary to operate the terminal.

- The MTA is developing a bid package for contracted maintenance services for facilities, master-tenant lease and railroad infrastructure. The RFP is slated for an end of May advertisement. Revision 4 of the rail activation plan outlines the approach to final acceptance of the ESA assets.

JP Morgan Chase Building

- JPMC Contractors are scheduled to complete all restoration work to the ESA project by July 2021. JPMC will begin working double shifts to allow work by East Side Access contractors and subcontractors to progress unimpeded within the same space.

C&D is taking the following actions to keep the project on schedule and on budget:

- Coordinate with LIRR to manage segregated delivery of track and concourse
- Hold daily meetings with the contractor to discuss production rates and six-week schedule – outreach has been made to contractor leadership to assist and enforce ESA’s legal rights.
- Actively monitor and in some cases directly manage lagging subcontractors.
- Conduct engineering workshops to reduce timeframes for reviews and resolution of issues as needed.
- Process change orders only where absolutely necessary to advance the work to meet schedule needs. Utilize task order contract whenever reasonable.
- Continued close coordination between JPMC and ESA project teams to allow for parallel activities within the same workspace; weekly walks confirm work progress and mitigate any challenges.
- Weekly cross contract coordination meeting focused on efficiently, streamlining all activity (with priority given to IST) throughout the tunnel ROW.
- Weekly meeting with LIRR to efficiently streamline rail activation.

**May 2021 CPOC
Independent Engineering Consultant
Project Review**

Long Island Railroad Expansion



*McKISSACK
MTA Independent Engineering Consultant*

Long Island Railroad Expansion

Scope of Work

- The primary purpose of the LIRR Expansion Project is to improve rail service, reliability, and public safety along the LIRR Main Line segment between Floral Park and Hicksville by constructing a third track, eliminating eight grade crossings, constructing various station improvements and modifications, and other related railroad infrastructure improvements.



MTA Independent Engineering Consultant

Long Island Railroad Expansion

Summary of Stop Work Order Status

- An injury occurred at Mineola Station on March 13, 2021, whereby MTA issued a stop work order on all field work along the Mainline corridor.
- On April 8, 2021, the MTA adopted agreed upon protocols for the re-instatement of right-of-way activities in 3 phases (between 4/8 and 4/21).
- Implemented corrective action methods such as:
 - Retraining of all personnel
 - Future training now required annually
 - Replacement of key management personnel
- The contractor plans to re-sequence work and modify schedule logic to minimize any potential impact of the safety stop work order.



McKISSACK

MTA Independent Engineering Consultant

Long Island Railroad Expansion

Budget

- Upon review of the design, construction and soft costs, the IEC finds the project budget and Estimate at Completion (EAC) remain at \$2.58B. Project expenditures to date of \$1.46B are in line with plan. Based on expenditures to date, project contingency and estimated future costs, the IEC forecasts an EAC of \$2.50B.
- Many of the potential risks that were identified have not been realized, thereby leaving adequate project contingency and reserve to keep the EAC below the budget.



MTA Independent Engineering Consultant

Long Island Railroad Expansion

Schedule

- The IEC's review of the schedule and work to date verifies that the project's substantial completion date for major construction remains April 2023.
 - The field progress, based on contractor's invoice to date, is 67% complete vs. 61% of the time expended.
 - The project team is working aggressively to target a 4th quarter 2022 in-service date.
- While the safety stop-work order has resulted in schedule delays, which are still being assessed, the contractor is progressing work in several areas such as finishing elimination of all grade crossings and various elements of station work.
- Currently, the critical path goes through the temporary utility relocation at Westbury Station. This is followed by the work at the retaining wall and all remaining Westbury Station construction.
 - Once mitigation strategies are implemented, in the opinion of the IEC, the critical path will change to signal installation and cutovers.
- Major near-critical path activities are:
 - Divide 1, Park 1 and Nassau 2 design and testing activities
 - Nassau 3 & Divide 1 signal cutover
 - Mineola Station work



MTA Independent Engineering Consultant

Long Island Railroad Expansion

Risk

A Quantitative Risk Analysis (RA) is performed quarterly to assess risk and develop mitigations. The top risks and mitigations are:

- Completion of Testing and Commissioning (T&C) at stations and garages.
 - The project team is conducting weekly coordination meetings and developing a T&C schedule to focus on progress, advance critical design activities and evaluate timing of required resources.
- New Nassau 3 Cutover.
 - Project Team has conducted a series of workshops with all stakeholders to identify lessons learned during the Nassau 1 cutover to avoid pitfalls on future cutovers.
- Contractor assertion of claims due to a different interpretation of the Technical Provision (TP) in the Specification which relates to commitments mainly for force account resources needed to support planned work.
 - Project Team is mitigating the risk by proactively documenting, tracking and identifying ownership to changes when evaluating these claims.
- In the opinion of the IEC, the mitigations for the above stated risks are adequate however, an RA is needed shortly to evaluate and forecast risk exposure for the planned schedule changes.



Long Island Railroad Expansion

Observations

- In the opinion of the IEC, the project management team continues to effectively identify and mitigate risks as different scenarios arise. However, as the project advances and knowing ridership will increase, the project team may need to adjust its mitigation strategy around station work.
- The signal cutover work may be impacted by the upcoming PSEG moratorium period and the project's effective management of these activities will be crucial in meeting planned milestone dates.
 - In the opinion of the IEC, the project's decision to develop a more detailed schedule roadmap of pre-cutover activities will assure the project of a well planned and smoothly executed signal cutover.
- Compressed work activities due to delays associated with the completion of station work could apply pressure for LIRR to provide adequate levels of flaggers.



**May 2021 CPOC
Independent Engineering Consultant
Project Review**

East Side Access



MTA Independent Engineering Consultant

Cost and Schedule Review

■ Cost

- The Independent Engineering Consultant's (IEC's) analysis indicates the current budget of \$11.133B, with the established allocated and unallocated contingencies, remains sufficient to complete the work required to enter Revenue Service in December 2022.
 - The IEC's analysis yields an Estimate at Completion of \$11.087B, which is \$46M under the current budget.

■ Schedule

- The IEC forecasts the program critical path running through the rail systems testing, tunnel ventilation testing and rail remediation work. This is followed by operational readiness and 2 months of program schedule contingency to the December 2022 Revenue Service Date.
 - This forecast reflects the latest agreement between LIRR and the project team, which facilitates the start of Operational Readiness without requiring Positive Train Control (PTC) to be fully commissioned in the ESA territory.
- Further delays to the testing of CS084 Traction Power, CS086 Signals, CS179 Train Control and Tunnel Ventilation, may result in the compression of the 10-month operational readiness duration and potentially consume program schedule contingency.



Program Observations

- The project team is making efforts to enhance program management and drive the contractors to increase testing productivity to mitigate delays. Improved testing performance has been observed for the CM007 Caverns contract; further improvement is still required for the CS179 Systems and CM014B GCT Concourse contracts.
- Several key testing milestones for the CS179 Systems and CM014B GCT Concourse contracts continue to be delayed by contractor/subcontractor performance, quality issues, and change order work.
 - CS179 testing delays have resulted in an increased number of concurrent activities, demanding more resources from MTA C&D, ESA Construction Management team, Contractor and LIRR. Testing delays have also contributed to the consumption of schedule contingency.
 - Local Systems Testing (LST) for the CS179 Systems contract is 54% complete compared to 100% planned, and Integrated Systems Testing (IST) is 5% complete compared to 89% planned.
 - The CM014B GCT Concourse contractor has yet to achieve the required local testing productivity to support the CS179 Integrated Systems Testing.
- The time allocated in the program schedule for regression testing may not be sufficient, considering the amount of testing work that is being re-sequenced.

Program Observations

- As cited in earlier reports, equipment for several systems were not properly protected and maintained. This has impacted IST for Tunnel Ventilation, Signals, Track, and Building Management/ Fire Life Safety Systems.
- For the escalators and elevators, mitigation measures are being identified to progress the testing work while assessing the condition of the equipment.
- Slow progress in the performance of in-contract maintenance activities and the submittal of required documentation may compromise the quality and functionality of the equipment.
- While the project team is making efforts to address the outstanding issues and ensure the protection of equipment, the contractors have yet to improve the time associated with implementing the required corrective actions.
- Potential changes to the management, operations and maintenance of ESA infrastructure are being contemplated by MTA C&D and LIRR. Once the scope of work is fully defined and the roles and responsibilities clearly delineated, the IEC will further assess the inherent risks, and any potential cost and schedule impacts to the ESA program.

Recommendations Log

- Several recommendations have been archived, as these have been superseded by changes to the execution of the project.

ESA – IEC Recommendations / Observations Log

Recommendations (July 2019)	Agency Response/ Action	Status
Finalize the required duration for Takeover of ESA (Operational Readiness) and further develop the existing Takeover Plan. Detail for specific takeover criteria for the required elements and final acceptance of the various assets should be provided. ⁽¹⁾	The LIRR takeover plan for ESA is being updated to reflect the revised approach to start LIRR physical characteristics training without PTC. In addition, the revised LIRR service plan requires a reduced number of staff to be trained on the ESA Right of Way (ROW), which reduces the LIRR duration for physical characteristics training. These changes to the program schedule will be reflected in the upcoming IPS updates.	Ongoing
Recommendations (December 2020)	Agency Response/ Action	Status
The CM007, CM014B and CS179 contractors should increase work shifts and/or crews to maximize the installation and testing productivity.	The manpower for the three major contracts has increased 22% on average since December 2020, with CM007 showing the most improvement. CM014B and CS179 need further improvements.	Ongoing

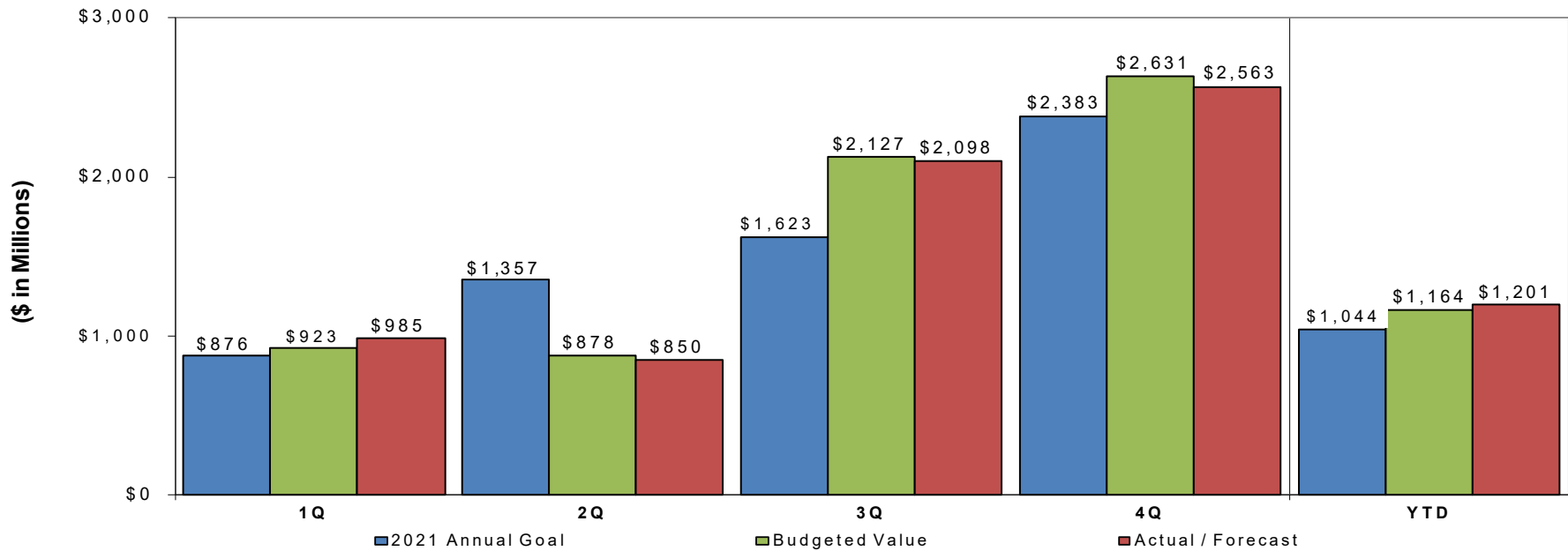
- This recommendation has been revised to capture the latest changes to the Operational Readiness approach.

MTA Capital Program Commitments & Completions

through
April 30, 2021

Capital Projects – Commitments – April 2021

MTA-wide 2021 Commitments



Annual Goals: Dollar and time-based programmatic milestones for the commitment of contracts established at the start of each year and which are achievable during the year.

Actuals: The value of the goals and any additional unplanned commitments as they are achieved during the year.

Forecasts: The updated estimates by quarter for remaining goals as well as any unplanned commitments that might occur during the year.

Budget: The budgeted value assumed in the capital program for the Actual and Forecasted Commitments being tracked during the year.

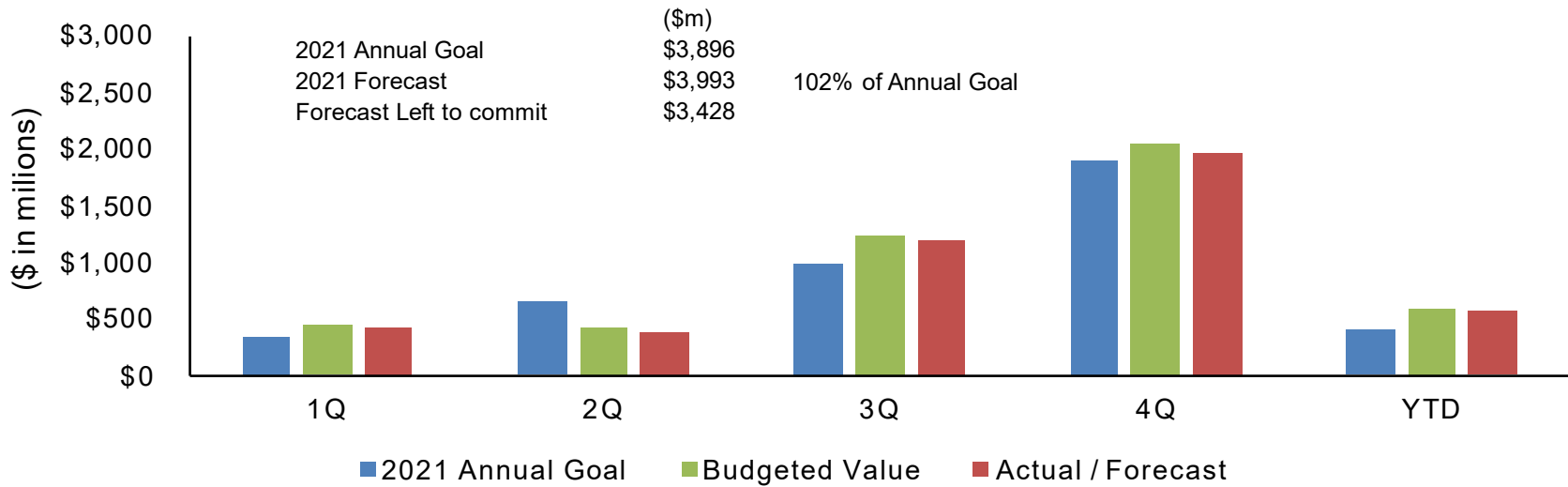
Commitments Summary

In 2021, agencies have a goal of \$6.2 billion in overall commitments, including \$3,839 million for NYCT, \$485 million for LIRR, \$777 million for MNR, \$57 million for MTA Bus, \$40 million for MTA Interagency, \$867 million for MTA Expansion, and \$173 million for B&T.

Through April, agencies have committed \$1.2 billion versus a \$1 billion goal reflecting unplanned commitments of ~\$410 million that offset slippages of ~\$257 million. Currently, the MTA forecasts achieving \$6.5 billion during the year versus a \$6.2 billion goal, partly due to unplanned commitments and the value of bids year-to-date. At the end of each quarter in 2021, schedule variances will be explained on the following pages.

NYCT/MTA Bus Capital Projects – Commitments – April 2021 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

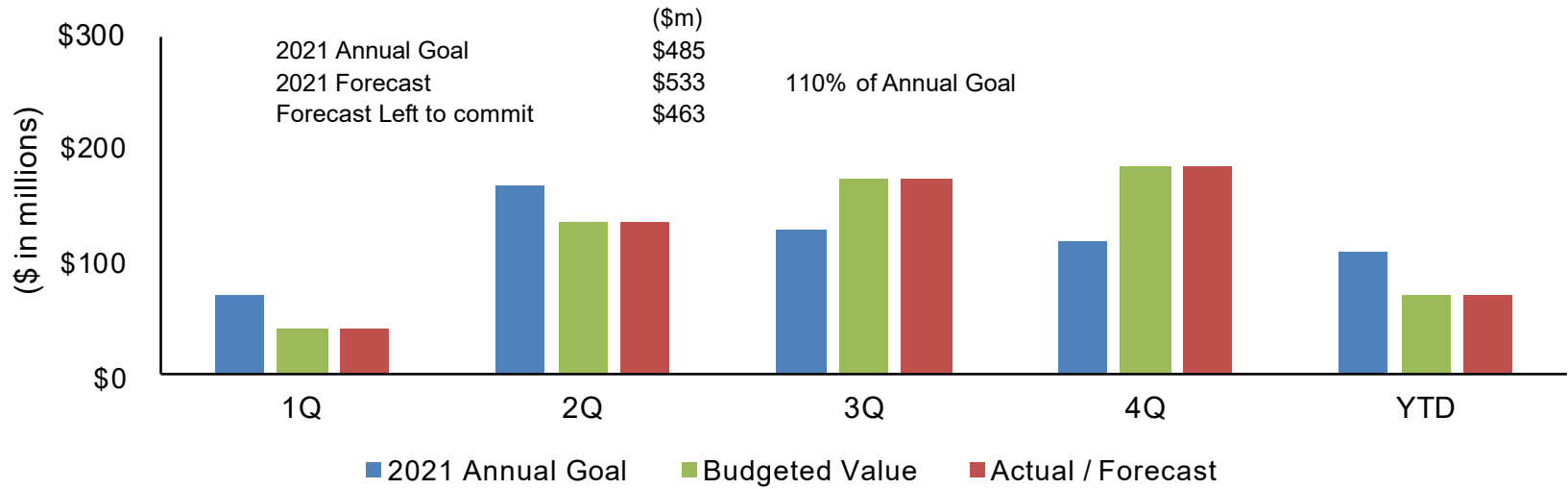


Schedule Variances

Project	Commitment	Goal	Forecast
1 All-Agency Amber Commitment			
NYCT			
<i>Passenger Stations</i>			
Replace 8 Traction Elevators /	Construction Award	Q1	Q2(A)
Various		\$66.0	\$51.4
Award was delayed due to multiple bid opening postponements. Bids received in March. Project cost decreased reflecting favorable bids received.			

LIRR Capital Projects – Commitments – April 2021 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

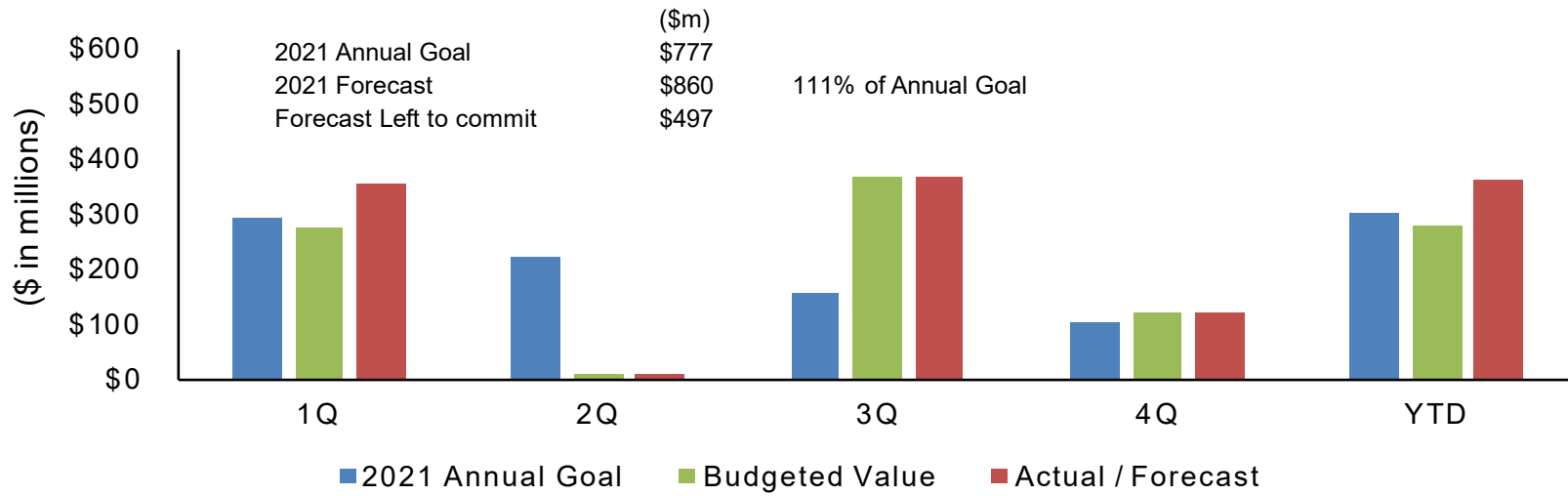


Schedule Variances

There are no schedule variances to report at this time.

MNR Capital Projects – Commitments – April 2021 – Budget Analysis and Schedule Variances

MNR Budget Analysis

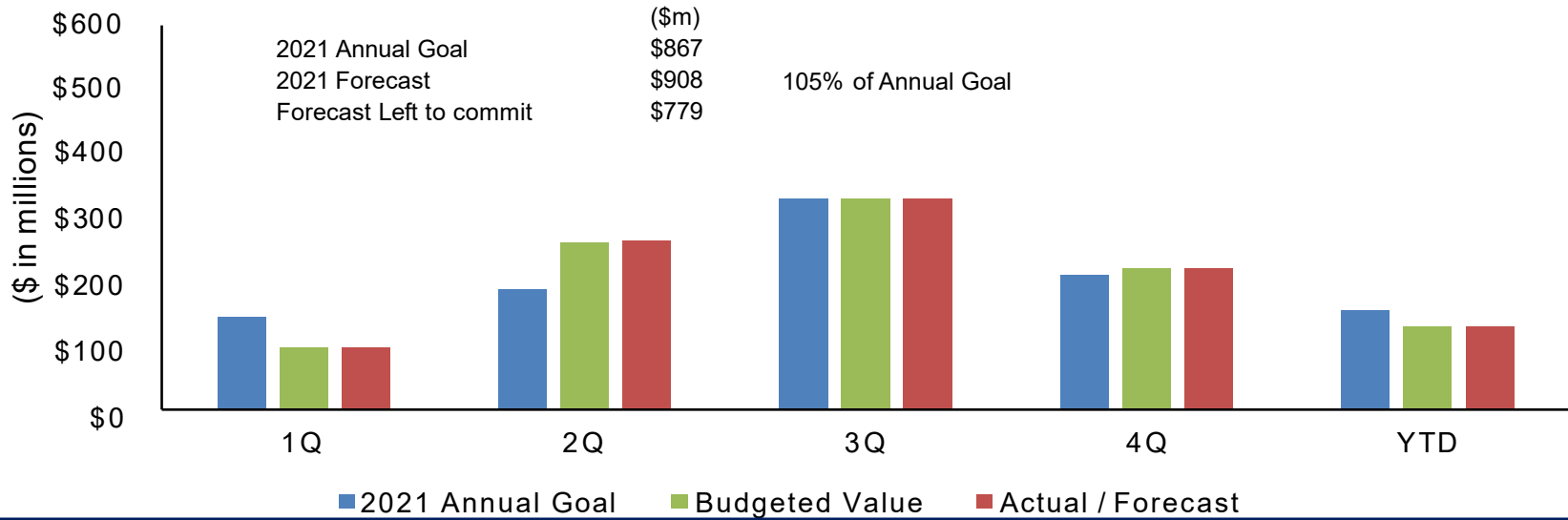


Schedule Variances

There are no schedule variances to report at this time.

MTA Expansion Capital Projects – Commitments – April 2021 – Budget Analysis and Schedule Variances

MTA Expansion Budget Analysis

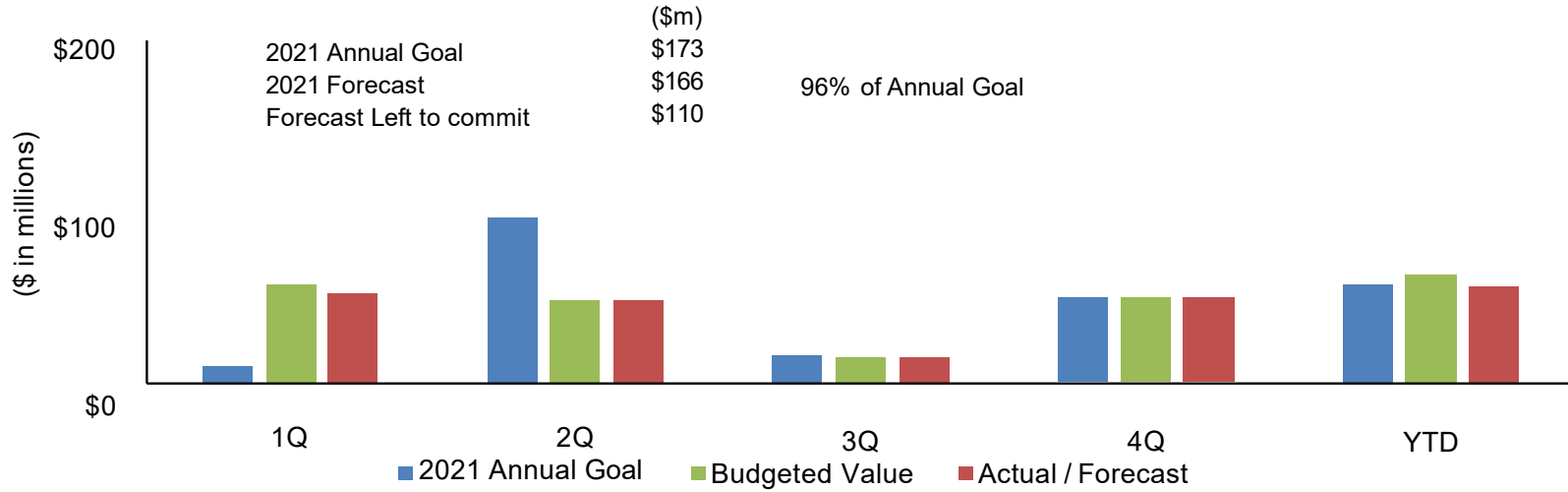


Schedule Variances

Project	Commitment	Goal	Forecast
1 All-Agency Amber Commitment			
<i>MTA Expansion</i>			
<i>East Side Access</i>			
Rail Replacement	Construction Award	Q1 \$20.0	Q2 \$20.0
Project delayed to provide bidders additional time to submit bids.			

B&T Capital Projects – Commitments – April 2021 – Budget Analysis and Schedule Variances

B&T Budget Analysis



Schedule Variances

There are no schedule variances to report at this time.

Capital Projects – Completions – April 2021

Goal	Actual	MTA-wide 2021 Major Completions												Post 2021
		Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	
Total	51	1	1	1	5	6	7	2	5	2	7	2	12	0
Jan-21	1	1												
Feb-21	2				1	1								
Mar-21	1			1										
Apr-21	3				2	1								
May-21	7		1		2	4								
Jun-21	7						7							
Jul-21	3							2	1					
Aug-21	5								4					1
Sep-21	2									2				
Oct-21	7										7			
Nov-21	2											2		
Dec-21	11												11	

- BLUE = Forecast/Actual earlier than Goal
- GREEN = Forecast/actual matches Goal
- AMBER = Forecast/actual within 2 months of Goal
- RED = Forecast/actual beyond 2 months of Goal

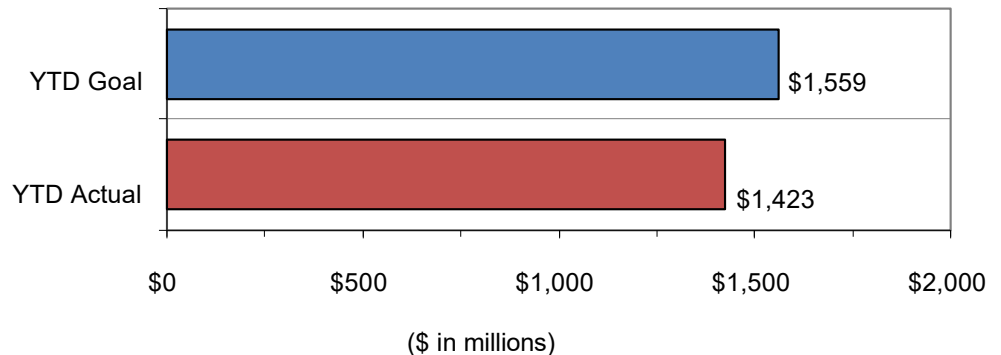
Completions Summary

In 2021, agencies have a goal of completing \$7.2 billion in work including 51 major completions. Major completions are generally those that have significant dollar value or have high visibility. In 2021, major completions total 72% of the annual goal. Major completions for 2021 by agency include 26 for NYCT, 7 for LIRR, 7 for MNR, 2 for MTA Bus, 5 for MTA Expansion, and 4 for B&T.

Through April, agencies have completed \$1.4 billion versus a \$1.6 billion goal. The shortfall is mainly due to slips of two major completions. The two major slips are explained on the following pages.

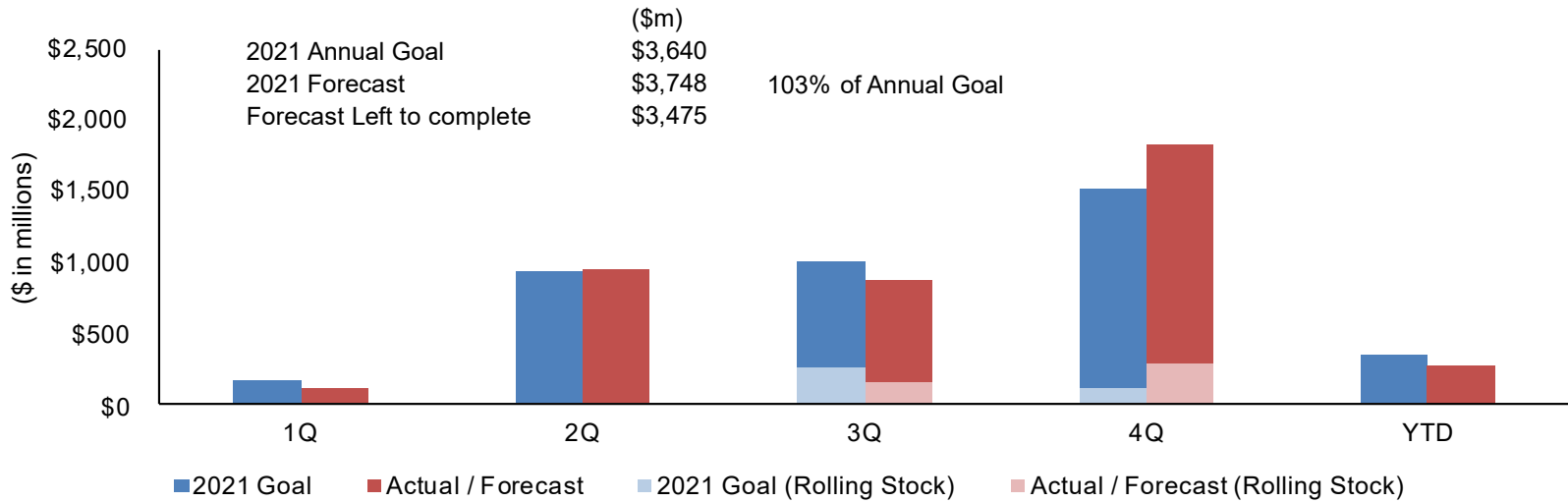
Budget Analysis

		(\$m)	
2021 Annual Goal	\$7,183		
2021 Forecast	\$7,452	104% of Annual Goal	
Forecast left to Complete	\$6,029		



NYCT/MTA Bus Capital Projects – Completions – April 2021 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

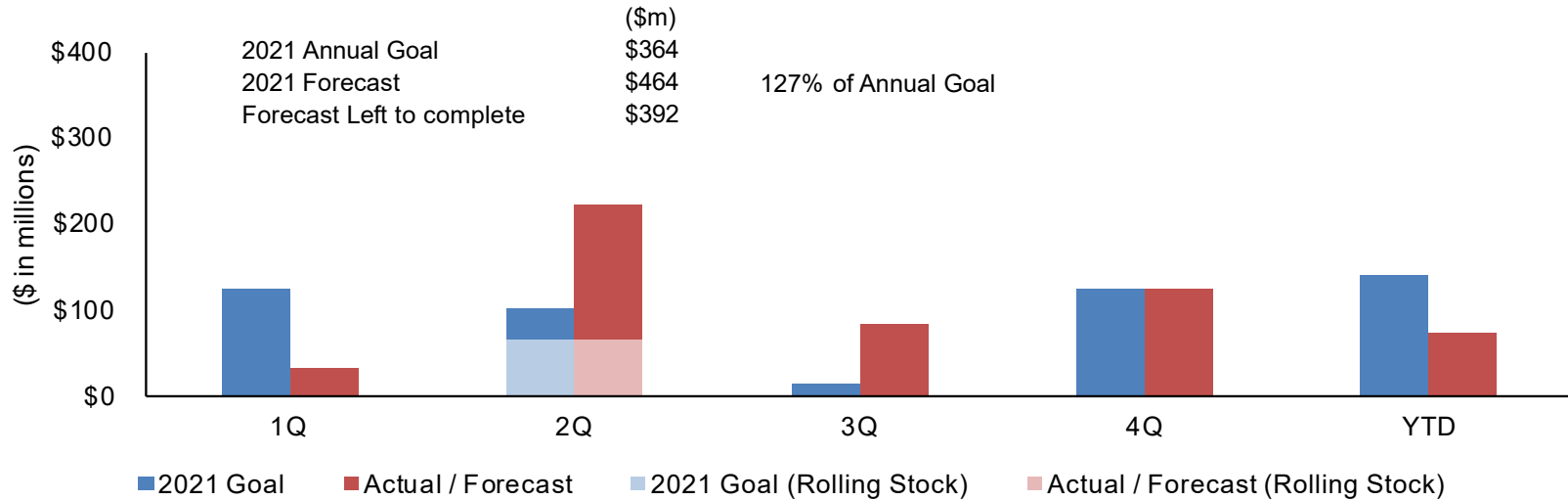


Schedule Variances

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
1 All-Agency Amber Completion				1 All-Agency Red Completion			
<i>NYCT</i>				<i>NYCT</i>			
<i>Passenger Stations</i>				<i>Signals & Communications</i>			
ADA: Gun Hill Rd / Dyre	Construction	Feb-21	Apr-21(A)	CBTC Queens Blvd West - 50 St to Union Tpke: Ph 1	Construction	Aug-21	Dec-21
		\$55.1	\$55.3			\$235.8	\$235.8
Project completion was delayed due to an additional work order for the redesign of the fire sprinkler and fire alarm system as a result of changes to standards identified during pre-final inspection.				Project completion delayed due to software reliability issues as well as additional time needed to monitor each section of the line's performance prior to entering beneficial use.			

LIRR Capital Projects – Completions – April 2021 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

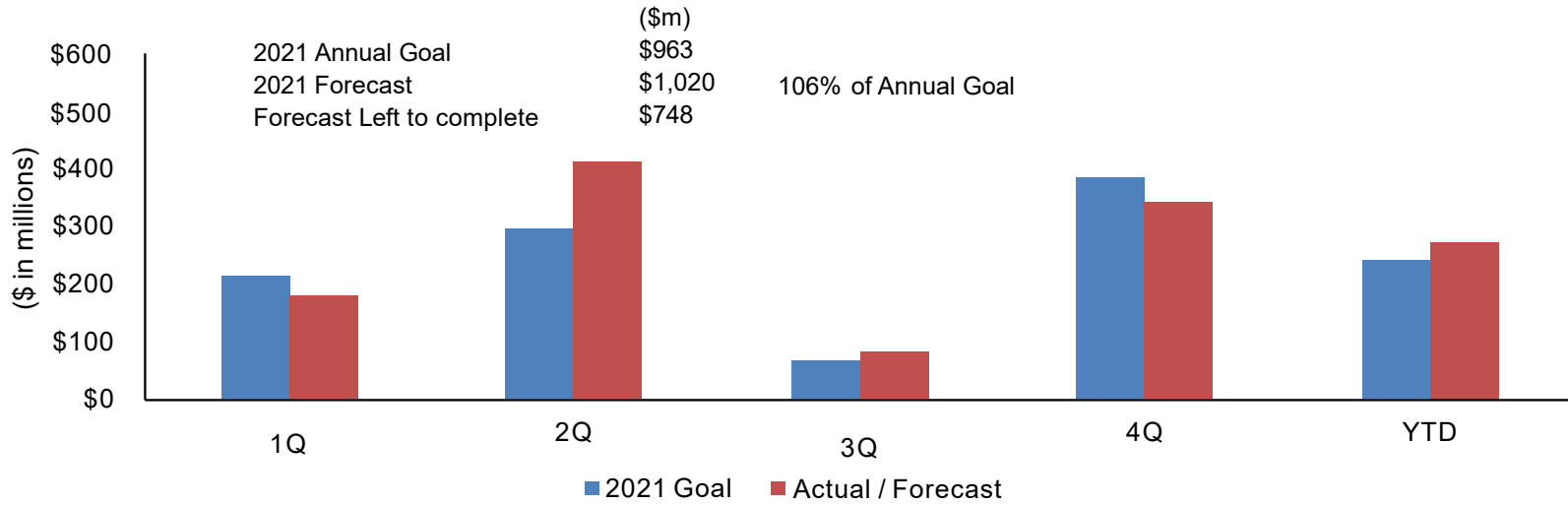


Schedule Variances

Project	Completion	Goal	Forecast
1 All-Agency Red Completion			
<i>LIRR</i>			
<i>Shops and Yards</i>			
Diesel Locomotive Shop	Construction	Feb-21	May-21
Improvements		\$94.4	\$94.4
Project completion delays in attaining acceptance of the Fire Alarm System and Shop Equipment Drop Tables.			

MNR Capital Projects – Completions – April 2021 – Budget Analysis and Schedule Variances

MNR Budget Analysis

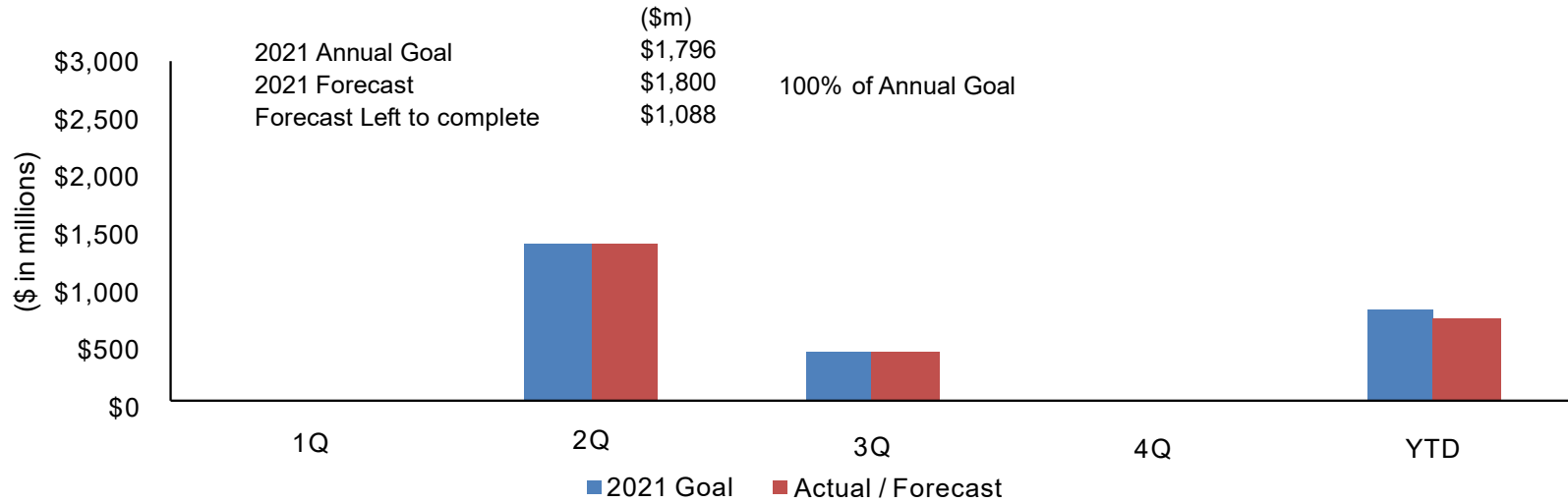


Schedule Variances

There are no schedule variances to report at this time.

MTA Expansion Capital Projects – Completions – April 2021 – Budget Analysis and Schedule Variances

MTA Expansion Budget Analysis

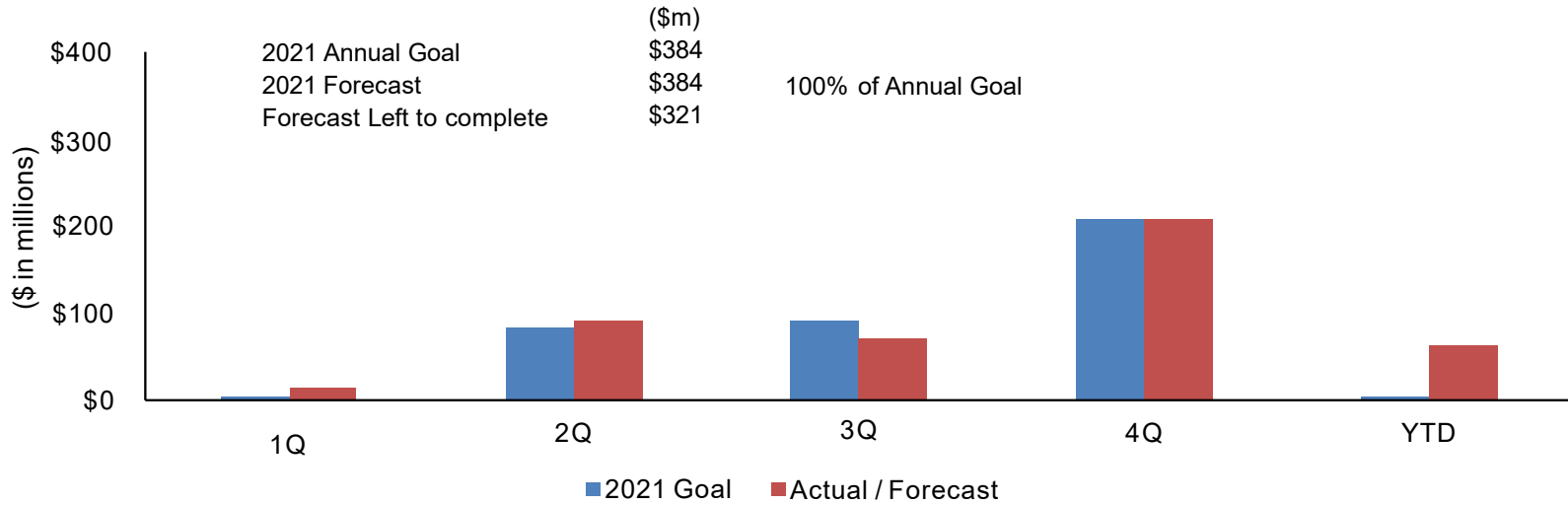


Schedule Variances

Project	Completion	Goal	Forecast
1 All-Agency Amber Completion (1 New Item)			
<i>Expansion</i>			
<i>East Side Access</i>			
B/C Approach (New Item)	Construction	Apr-21	May-21
		\$92.9	\$92.9
Project substantial completion extended to include Loop 1A trench excavation and catenary work.			

B&T Capital Projects – Completions – April 2021 – Budget Analysis and Schedule Variances

B&T Budget Analysis



Schedule Variances

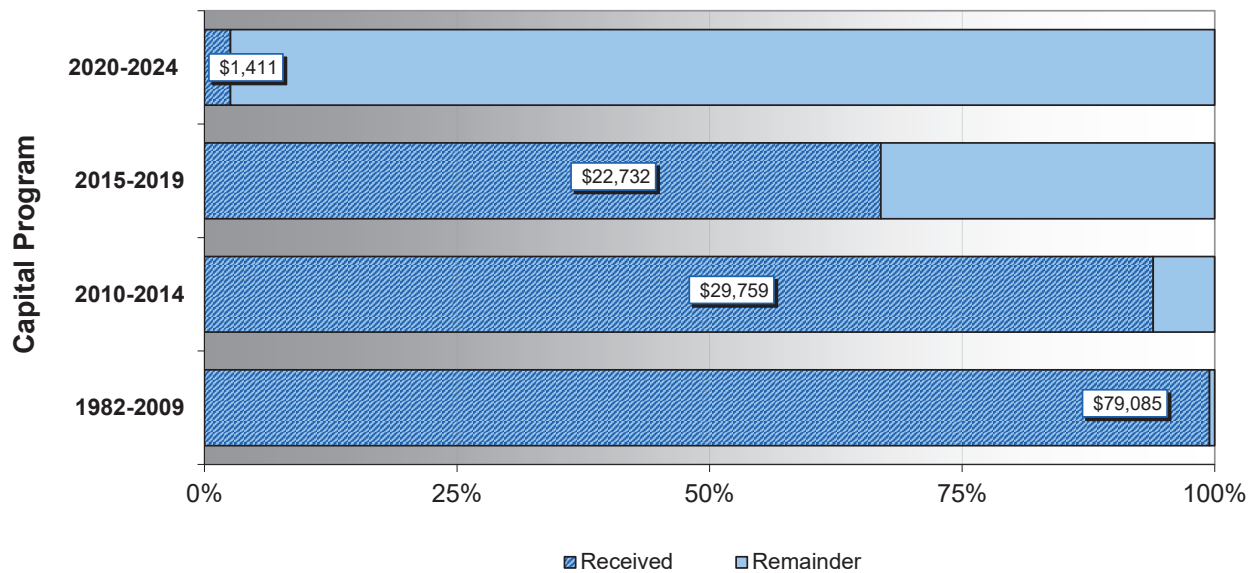
Project	Completion	Goal	Forecast
1 All-Agency Amber Completion (1 New Item)			
<i>Bridges and Tunnels</i>			
<i>Bridges and Tunnels</i>			
CB Scour	Construction	Jul-21	Aug-21
Protect/Repair/Replace CB/MP		\$65.9	\$65.9
Pier Fender (New Item)			

Project completion delayed due to weather delays.

Status of MTA Capital Program Funding

Capital Funding (April 2021)

\$ in millions



Capital Funding Detail (April 2021)

\$ in millions

	Funding Plan		Receipts	
	Current	Thru Mar	This month	Received to date
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,844	\$5,839	\$ -	\$5,839
Federal High Speed Rail	173	173	-	173
Federal New Start	1,271	1,257	-	1,257
Federal Security	89	89	-	89
Federal RRIF Loan	-	-	-	-
City Capital Funds	719	608	-	608
State Assistance	770	770	-	770
MTA Bus Federal and City Match	132	112	-	112
MTA Bonds (Payroll Mobility Tax)	11,625	10,647	-	10,647
Other (Including Operating to Capital)**	1,292	1,279	2	1,281
B&T Bonds	2,175	2,019	-	2,019
Hurricane Sandy Recovery				
Insurance Proceeds/Federal Reimbursement	6,697	6,697	-	6,697
PAYGO	18	18	-	18
Sandy Recovery MTA Bonds	659	225	-	225
Sandy Recovery B&T Bonds	230	23	-	23
Total	31,693	29,757	2	29,759

	Funding Plan		Receipts	
	Current	Thru Mar	This month	Received to date
2015-2019 Program				
Federal Formula, Flexible, Misc	\$6,704	\$4,989	\$ -	\$4,989
Federal High Speed Rail	\$122	\$122	-	\$122
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
Federal Security	19	15	-	15
State Assistance	9,064	4,352	25	4,377
City Capital Funds	2,667	1,423	50	1,473
MTA Bonds	8,474	8,175	-	8,175
Asset Sales/Leases	959	315	-	315
Pay-as-you-go (PAYGO)**	2,145	1,572	-	1,572
Other	265	50	-	50
B&T Bonds & PAYGO/Asset Sale	2,942	1,644	-	1,644
Total	33,961	22,657	75	22,732

	Funding Plan		Receipts	
	Current	Thru Mar	This month	Received to date
2020-2024 Program				
Capital from Central Business District Tolling	\$15,000	\$ -	\$ -	\$ -
Capital from New Revenue Sources	10,000	-	-	-
MTA Bonds and PAYGO	9,782	202	-	202
Federal Formula	7,500	1,119	-	1,119
State of New York	3,000	-	-	-
City of New York	3,000	80	-	80
Federal New Start (SAS Ph2)	2,905	-	-	-
Federal Flexible	275	-	-	-
Federal Security	10	10	-	10
B&T Bonds (Self-Funded)	3,327	1	-	1
Total	54,799	1,411	-	1,411