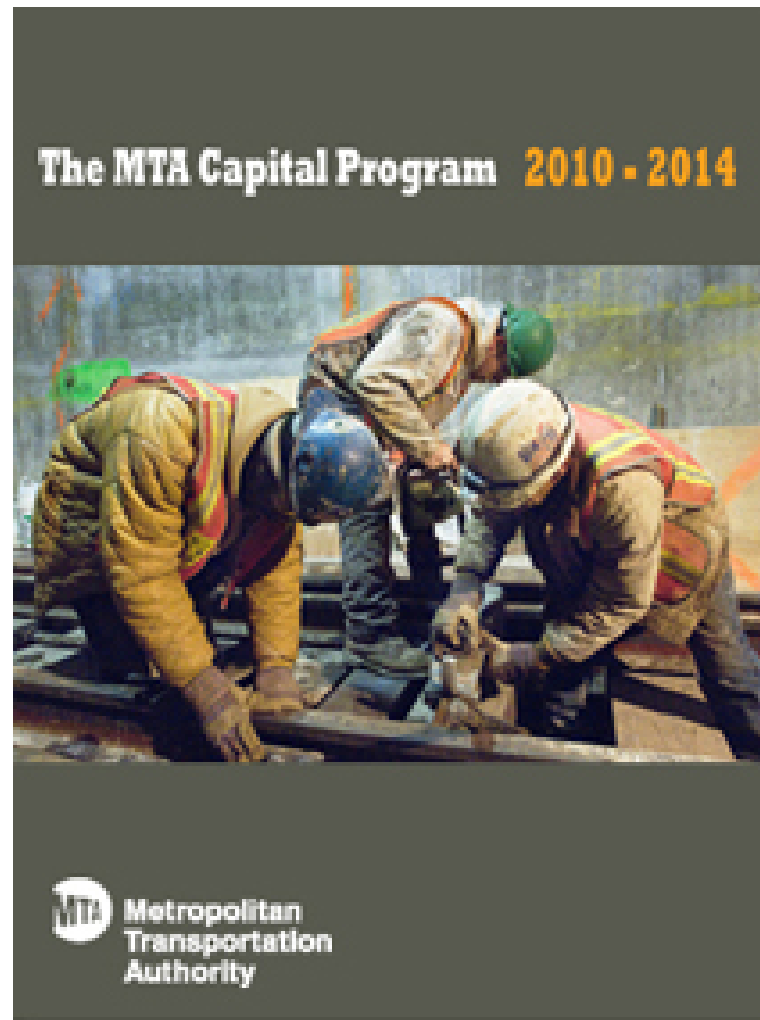


MTA CAPITAL PROGRAM MILESTONES



as of March 30, 2012

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Basics of Report:

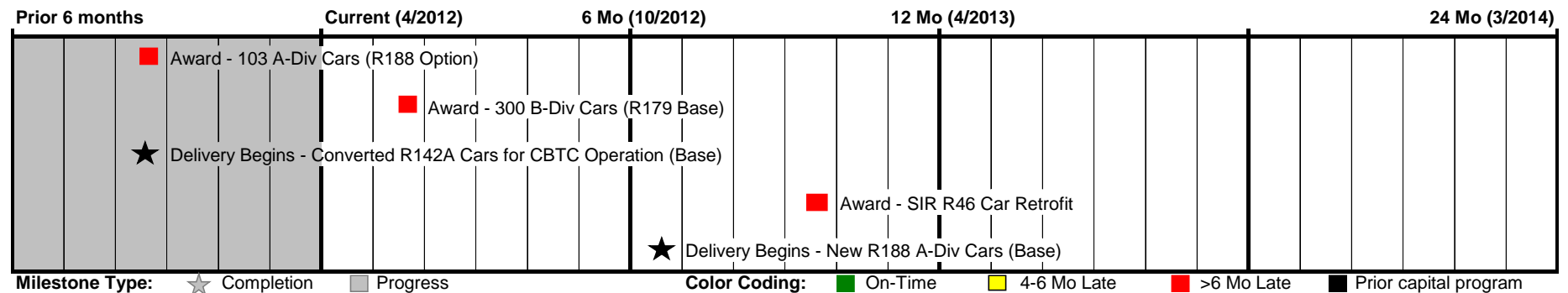
- Additional project-specific detail for each milestone can be found on the MTA Capital Program Dashboard:
http://www.mta.info/capitaldashboard/10_14/CapitalDashBoard7.html
- Timeline: consists of 6 months of historical events and 24 months planned.
- Symbols: “Star” depicts a completion milestone. “Square” is for a progress milestone (starts and interim accomplishments).
- 2010-2014 Milestones are tracked using colors:
Green: on-time (early or within 0-3 months), Yellow: 4-6 months late, Red: > 6 months late
- 2005-2009 Capital Program milestones are shown, but not tracked using colors
- For projects reaching completion, photos can be found on the MTA Capital Program Dashboard.

MTA NEW YORK CITY TRANSIT, including MTA BUS COMPANY

Subway Cars

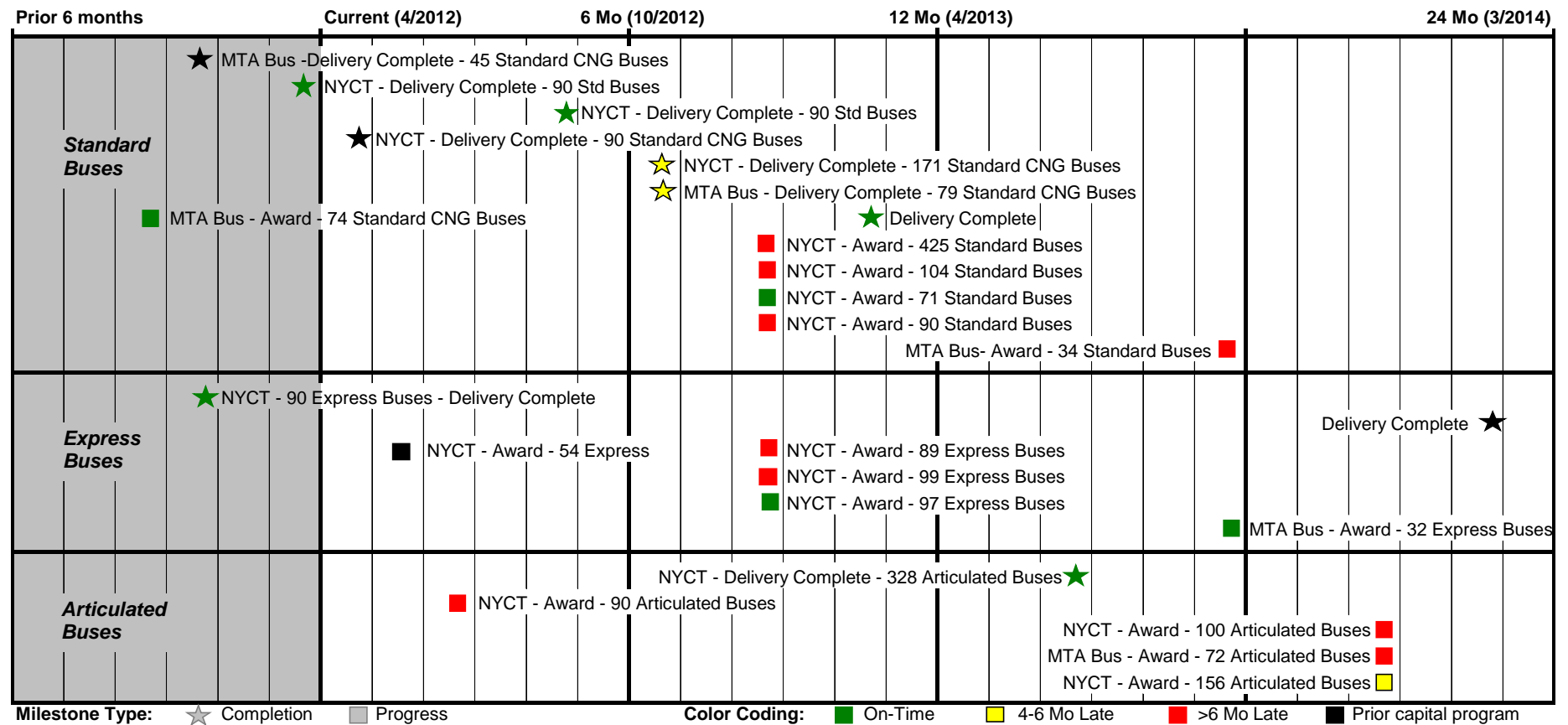
April 2012 – March 2014

Program Description: Cars are purchased to replace older vehicles based on reliability, usage, and age, or alternatively to grow the fleet in response to increased ridership. New cars come equipped with improved passenger amenities and run substantially longer without failure. All new cars come CBTC-ready and can be equipped for CBTC operation.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Award 103 A-Division cars Delivery of converted R142 cars for CBTC begins	Award 300 B-Division cars	Delivery of R188 A-Division cars begin Begin SIR fleet retrofit	

Program Description: Buses are replaced at the end of their useful service life of 12 years as experience has shown this to generally be when it becomes impractical to maintain them in service any further. To improve the environmental impacts of operating the buses, NYCT has a diverse fleet of Compressed Natural Gas (CNG), Hybrid-Electric, and clean-diesel buses, and will continue to implement a broad spectrum of clean fuel technologies into our everyday business practices.

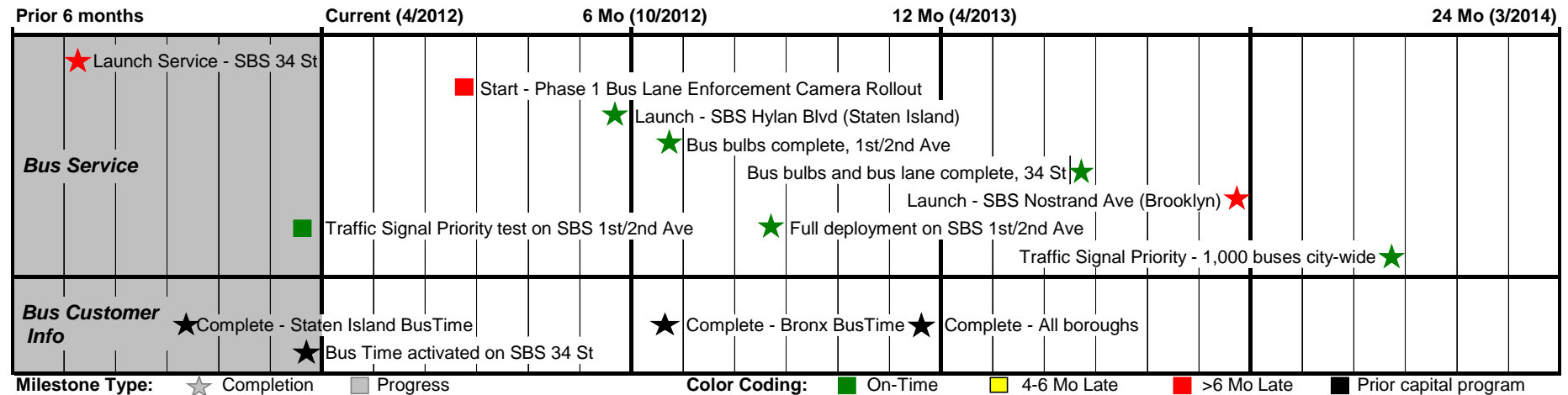


Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Deliveries: 135 standard, 90 express	Deliveries: 180 standard	Deliveries: 324 standard	Deliveries: 54 express, 328 Artic
	Awards: 74 standard	Awards: 90 articulated and 54 express	Awards: 690 standard, 285 express	Awards: 34 standard, 32 Express, & 328 Artic

Bus Service Enhancements

April 2012 – March 2014

Program Description: Bus service enhancements are meant to significantly improve the attractiveness and performance of the bus network for our customers. NYC Transit and NYC DOT will continue to work together to implement the remaining routes of the six Phase 1 BRT corridors located throughout the city. Lane enforcement cameras will help to ensure buses on select routes will be free of impedances and thus reduce travel times. MTA / NYC Transit is also deploying bus customer information systems to provide customers real-time service status updates via the web, smartphones and 3rd party apps.



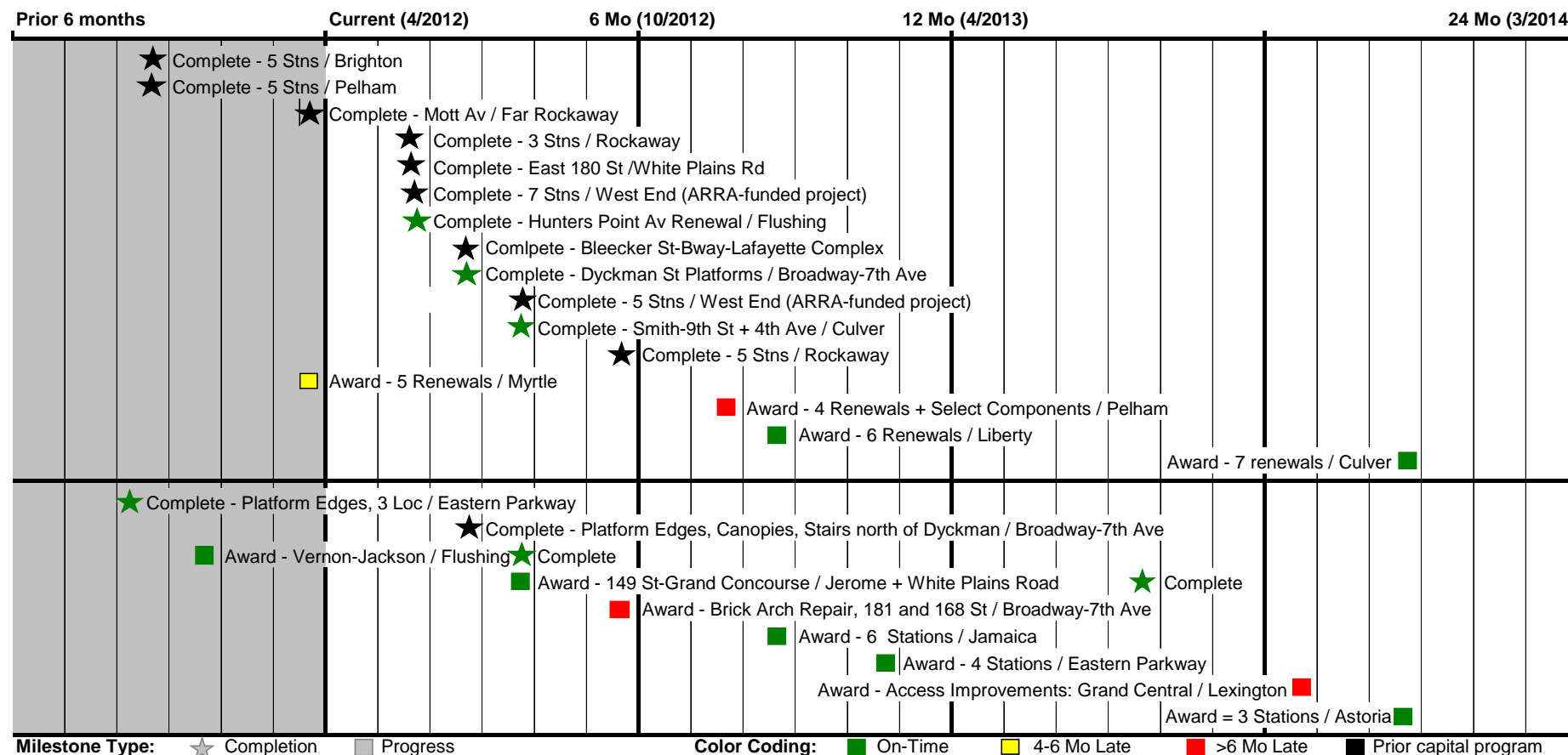
Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Begin service on 34 St SBS, including BusTime	Start Phase 1 of Bus Lane Enforcement Cameras	Additional SBS features brought to 1 st /2 nd Aves	Launch SBS service on Nostrand Av, Brooklyn
	Complete Staten Island bus CIS rollout	Launch SBS service on Hyland Blvd, Staten Island	Complete bus CIS, all boroughs	Additional SBS features brought to 34 St
				Traffic Signal Priority for 1,000 buses city-wide

NOTE:

6 Planned SBS Routes: (1) Fordham Road - Bronx, (2) 34th St - Manhattan, (3) 1st/2nd Avenues - Manhattan, (4) Nostrand Avenue - Brooklyn, (5) Hylan Boulevard - Staten Island, (6) TBD.

Purchase of articulated buses for use on SBS routes is presented on “Buses” page.

Program Description: NYCT plans to eliminate station component defects rated Condition 4 or worse (on a 1-good to 5-bad scale) within the 2010-2014 Capital Program. The methods of work to address defects have expanded to include component campaigns for identified defects and a re-focused comprehensive treatment of defects at an identified station (“Renewal”).



Summary:

Previous 6 Months:

Complete 11 station rehabs
Complete edges, 3 stns
Award 5 Myrtle line renewals

0-6 Months:

Complete 24 station rehabs
Complete 1 renewal
Complete component work on B'way/7 Av and Culver lines
Award components, 2 stns
Award repair work, 2 stns

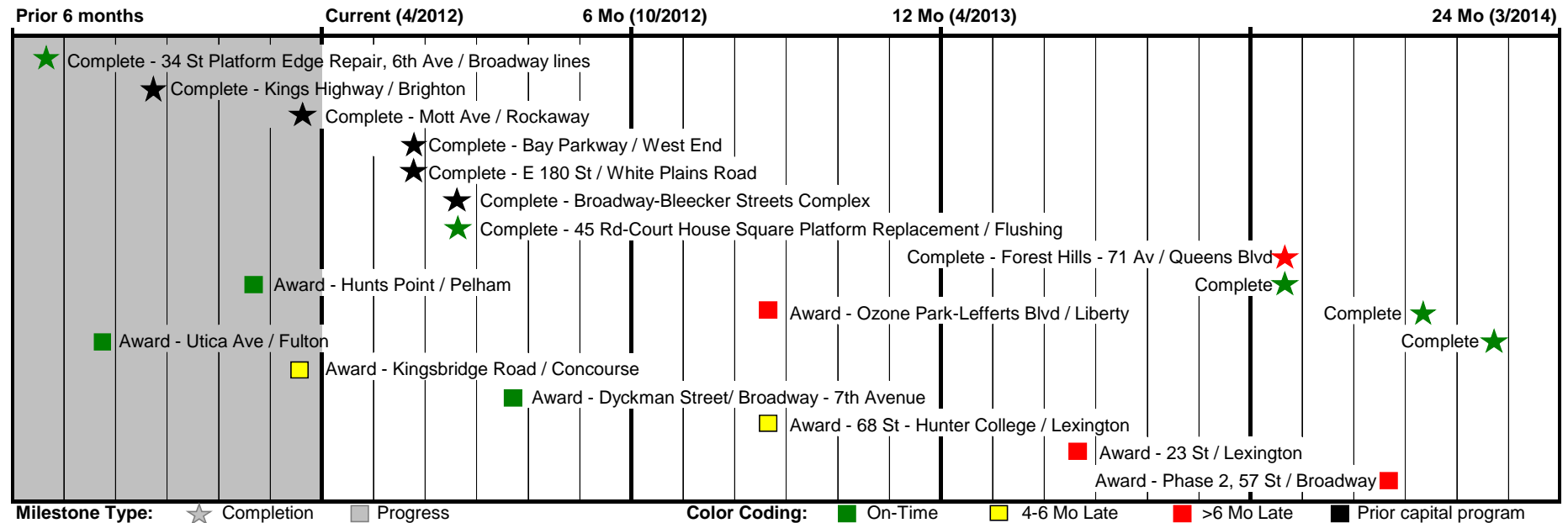
7-12 Months:

Award 4 Pelham line and 6 Liberty line renewals
Award components, 10 stns

13-24 Months:

Complete components, 2 stns
Award 7 Culver line renewals
Award components, 3 stns

Program Description: NYC Transit plans to make 100 key stations fully compliant with the Americans with Disabilities Act by 2020. Compliant stations generally include elevators to move between levels and other improved elements such as platform edges and Braille signage. NYC Transit has completed 76 of the 100 key stations, and has additionally made 17 non-key stations at least partially accessible.

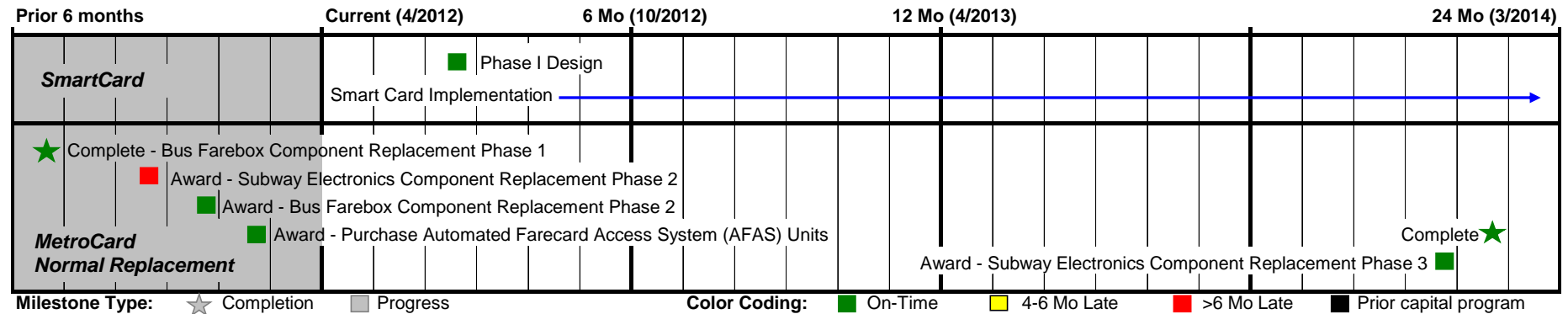


Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Completed 2 key stations	Complete 4 key stations	Award 2 key stations	Complete 4 key stations
	Complete edge remediation at Herald Square	Complete Court Sq Platforms		Award 1 key station
	Awarded 3 key stations	Award Dyckman St /Bway-7 Av		Award Phase 2 at 57 St / BWY

Fare Payment Systems

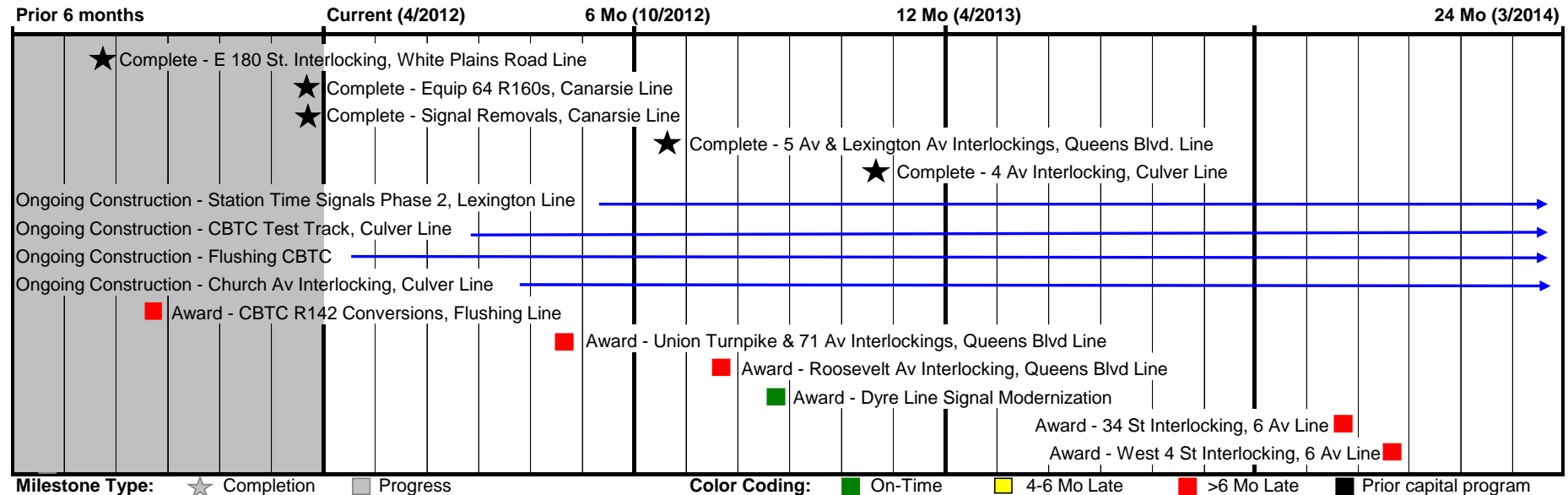
April 2012 – March 2014

Program Description: Fare Payment Systems encompasses the development, installation, renewal, and maintenance of both the current MetroCard system and the next generation Smart Card system in development.



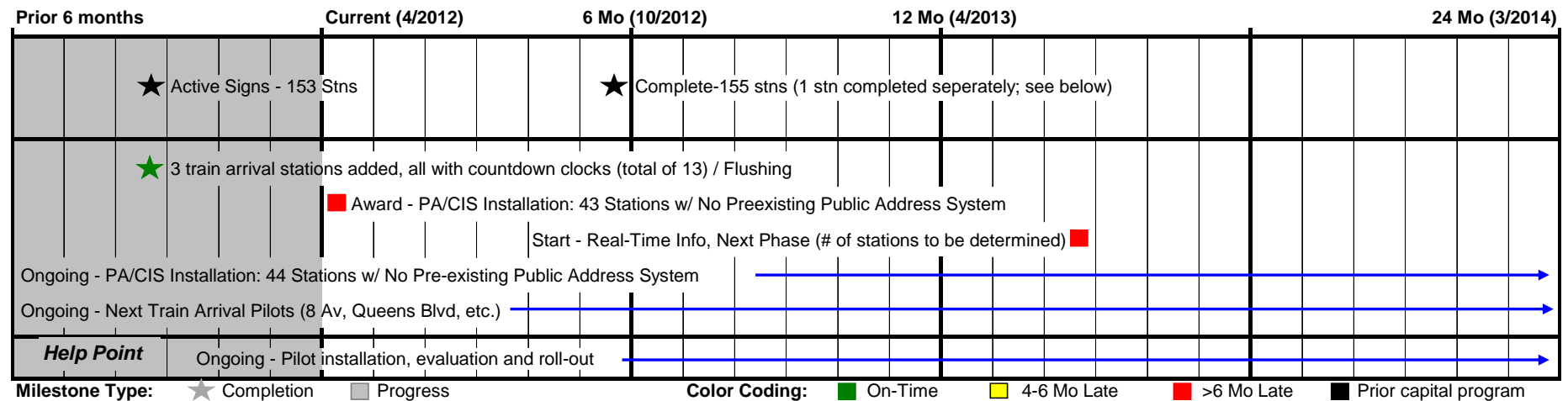
Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete first phase of bus farebox component replacement; award second phase Award the MetroCard component replacement for subway fare collection equipment	Award Smart Card design contract		Complete purchase of AFAS units Award next phase of AFC electronic component replacement

Program Description: The goal of signal investments is to eliminate overage signals and unmodernized interlockings, some of which date back to the original construction of the subway system and the failure of which remains one of the largest causes of train service delays. Types of investment include modernization of conventional fixed block signals and interlockings, and migration to new technology Communications-Based Train Control (CBTC) signals.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete 1 interlocking	Start 2 interlockings	Complete 2 interlocking	Start 2 interlockings
	Complete signal removals and CBTC fleet retrofit on Canarsie line, enabling full CBTC operation		Start 1 interlocking	
			Start Dyre line modernization (includes 2 interlockings)	

Program Description: Install public address systems and customer information screens (PA/CIS) and provide automated real-time train arrival information (audio and text) at all subway stations. Additionally, provide immediate access to assistance and information through Help Point intercoms located in passenger stations (stns), which debuted at two stations this Spring.



	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
Summary	Arrival information at 153 A-Division stations 3 additional pilot stations added for 13 total, Flushing Line	Complete the A-Division PA/CIS project – 155 stations active. Begin installation of PA/CIS at 43 stations on B-Division		Start real-time information for entire B-Division and Flushing Line

NOTE:

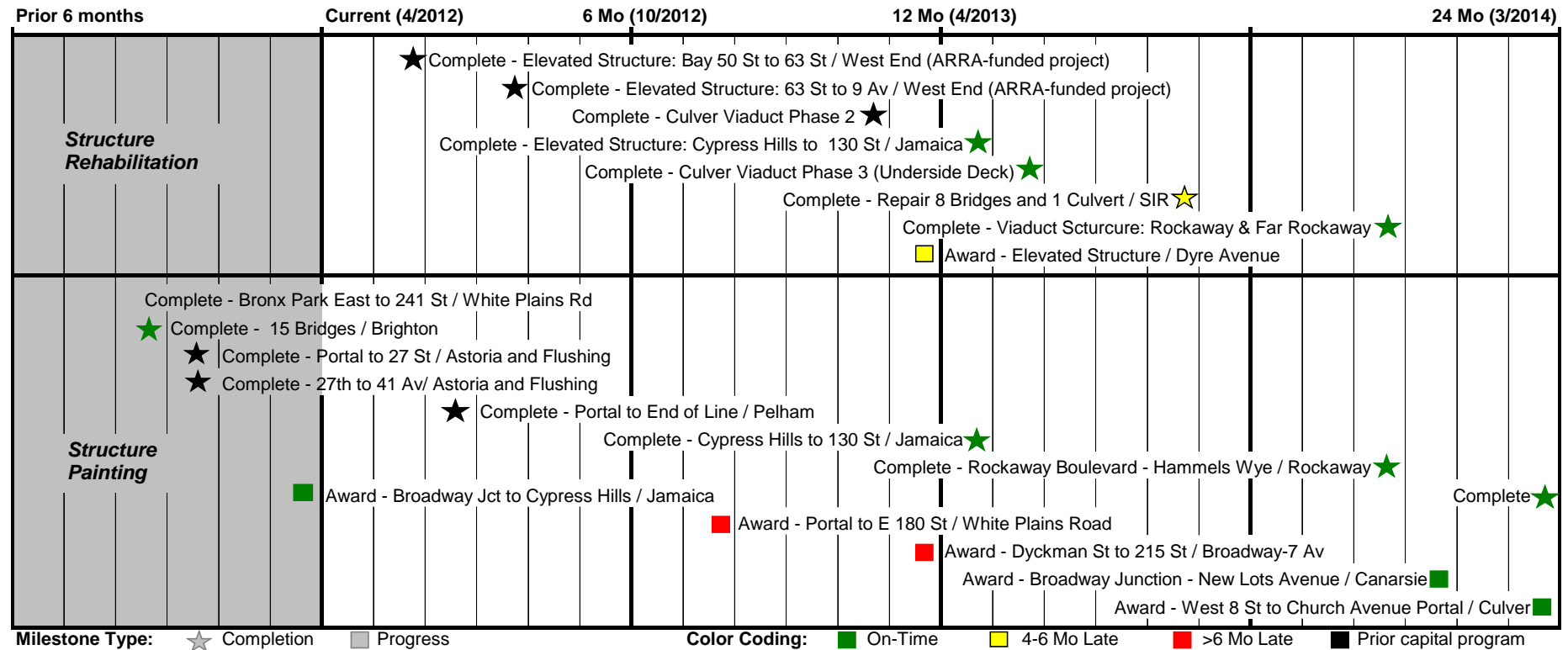
□ **Canarsie line:** Entire line already has PA/CIS and real-time information – **Total of 24 stations**

A-Division Projects: By April 2012, real-time information will be available for 155 stations on the 123456 lines. The remaining station will be accomplished with the reconstruction of Cortlandt St on the 1 – **Total 156 stations.**

B-Division Projects: Beyond the Canarsie line, **44 stations** have next train arrival: Queens Boulevard Line (11), 8th Avenue Line (19), 4th Ave Line (1), and Flushing Line (13) considered B-Division here because it was not included in the “PACIS at 156 Stations” project. Eventually all stations on the lettered lines and the 7 Flushing line will have next train information – **Total of 288 stations.**

Line Structures

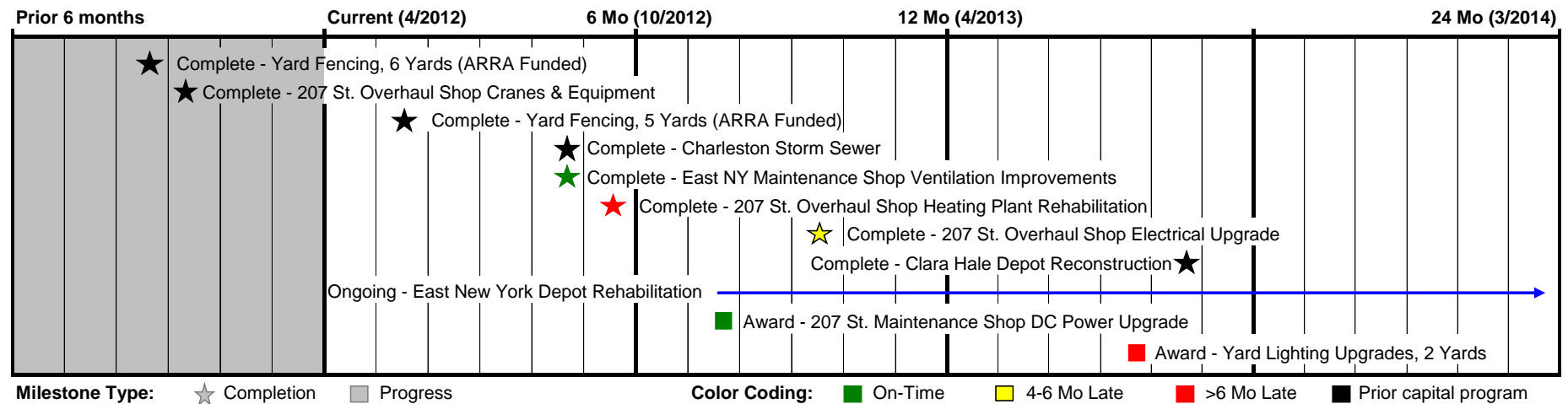
Program Description: Rehabilitate line structures to address deficiencies, and repaint steel elevated structures within a targeted timeframe of every 15 years.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Completed 4 painting projects	Complete West End structure rehabilitation	Complete 1 structure project	Complete 4 structure projects
	Start 1 painting project	Complete 1 painting project	Start 1 structure project	Complete 3 painting projects
			Start 2 painting projects	Award 2 painting projects

Maintenance Facilities

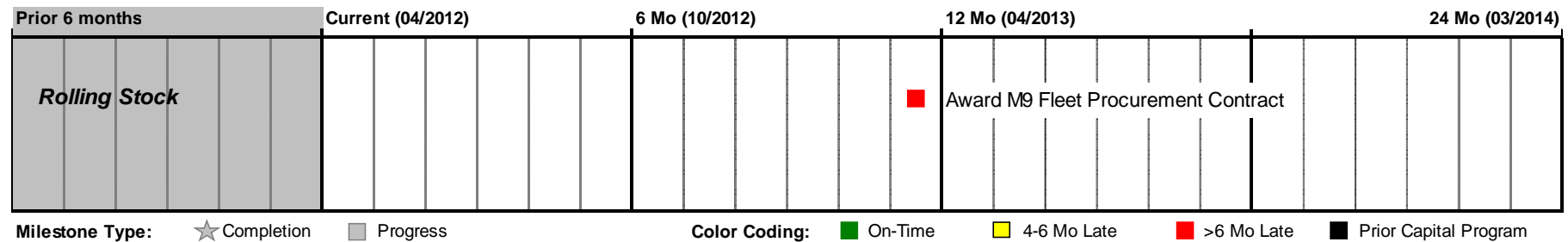
Program Description: Cost-effective investments are planned for shops, yards and depots that are aimed at keeping these facilities in good repair. Component-based or phased projects are favored; complete facility reconstructions are used only in select cases.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete fencing at 6 yards Complete 207 St. Overhaul Shop Cranes & Equipment	Complete fencing at 5 yards Complete Charleston storm sewer Complete East NY shop ventilation improvements Complete 207 St Overhaul Shop heating rehabilitation	Complete 207th St Overhaul Shop electrical upgrade Award 207 St. Maintenance Shop DC Power Upgrade	Complete Clara Hale Depot reconstruction Award yard lighting, 2 yards

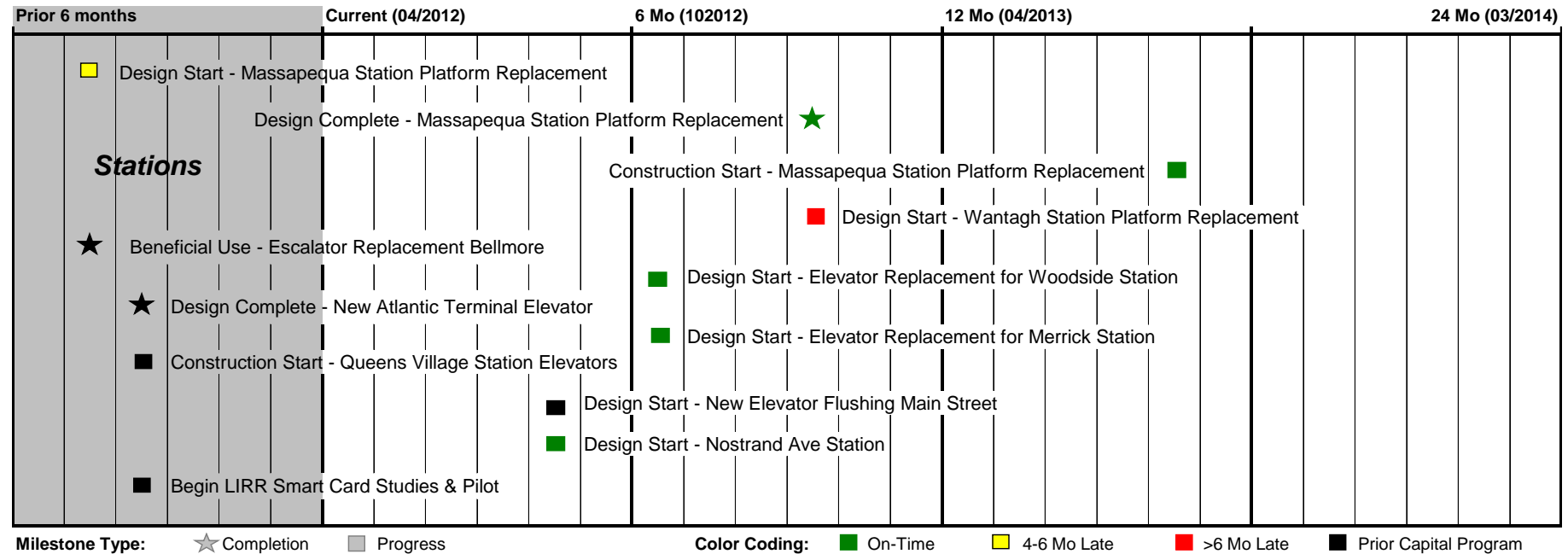
MTA LONG ISLAND RAIL ROAD

Program Description: As part of its fleet modernization and expansion effort, the LIRR will initiate the first phase of its M-9 procurement. This effort is required to support the East Side Access (ESA) project and to replace the aging M-3 cars, which utilize decades old technology. The M-9 car will incorporate the popular and successful features which are part of the M-7, while also utilizing the latest technology. Future M-9 purchase options will allow the LIRR to expand the size of its electric fleet to accommodate systemwide ridership growth.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
			Award M9 Fleet Procurement Contract	

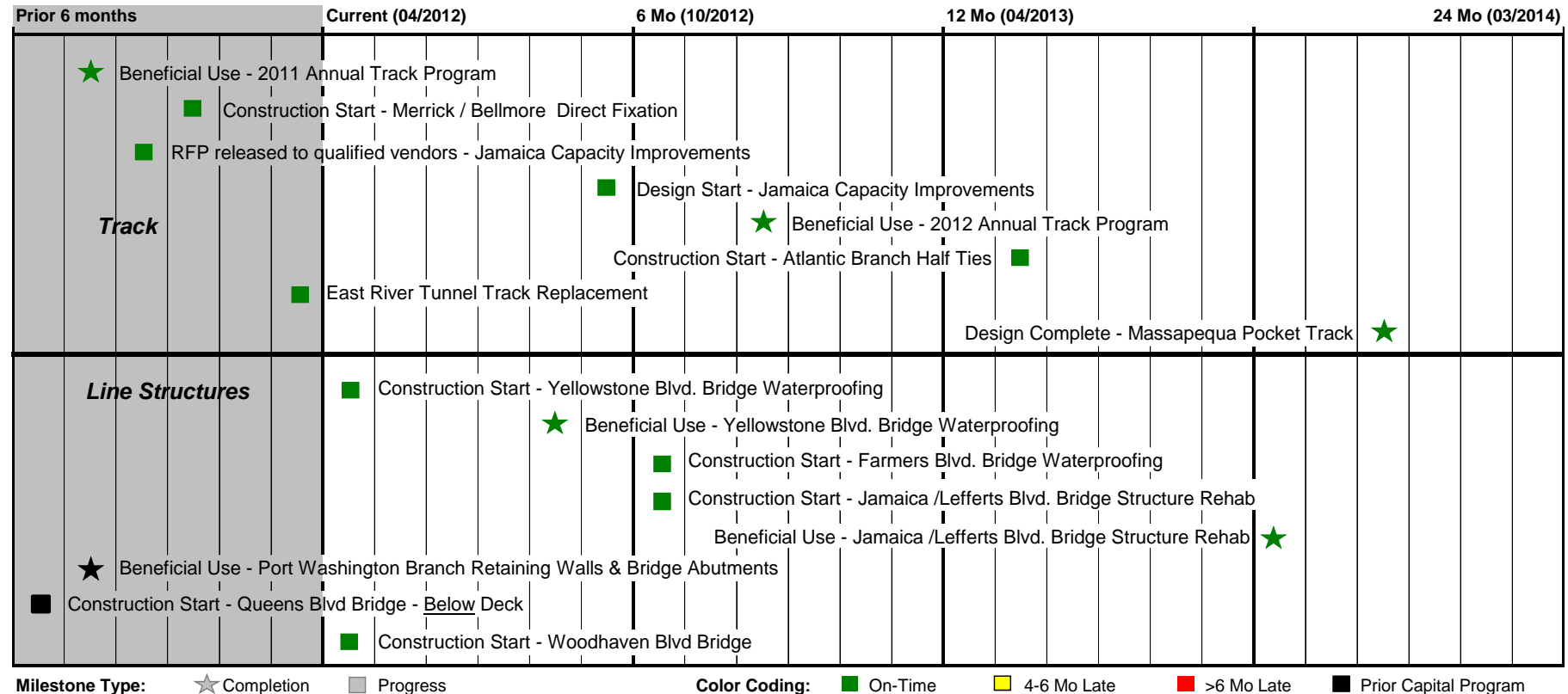
Program Description: Station investments work to improve ADA access and customer safety by installing new elevators, platform lighting, ADA-compliant platform handrails, station platforms, and other station components.



Summary: Previous 6 Months: Begin design at 1 station Complete Escalator replacement at 1 station Complete Elevator Design at 1 station Begin construction of elevators at 1 station Begin LIRR Smart Card Pilot	0-6 Months: Begin elevator design at 1 station Begin design at 1 station	7-12 Months: Complete platform design at 1 station Begin platform design at 1 station Begin elevator replacement design at 2 stations	13-24 Months: Begin Construction at 1 station
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Track / Line Structures

Program Description: LIRR's Track and Line Structures investment program provides for cyclical replacement of asset components to ensure service reliability and on-time performance and compliance with FRA track standards.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	<p>Complete 2011 Annual Track Program</p> <p>Begin Construction - Merrick / Bellmore Direct Fixation</p> <p>Complete Pt Wash Br Retaining Walls & Bridge Abutments</p> <p>Begin Construction on Queens Blvd. Bridge-Below Deck</p> <p>Release RFP - JCI Project</p> <p>Begin East River Tunnel Track Replacement Project</p>	<p>Begin Design of Jamaica Capacity Improvements</p> <p>Begin and complete the waterproofing work on the Yellowstone Blvd. Bridge</p> <p>Begin construction on the Woodhaven Blvd Bridge</p>	<p>Complete 2012 Annual Track Program</p> <p>Begin construction on the Farmers Blvd & Jamaica/Lefferts Blvd Bridges</p>	<p>Begin Construction on Atlantic Branch Half Ties</p> <p>Complete Design - Massapequa Pocket Track</p> <p>Complete construction on the Jamaica/Lefferts Blvd Bridge</p>

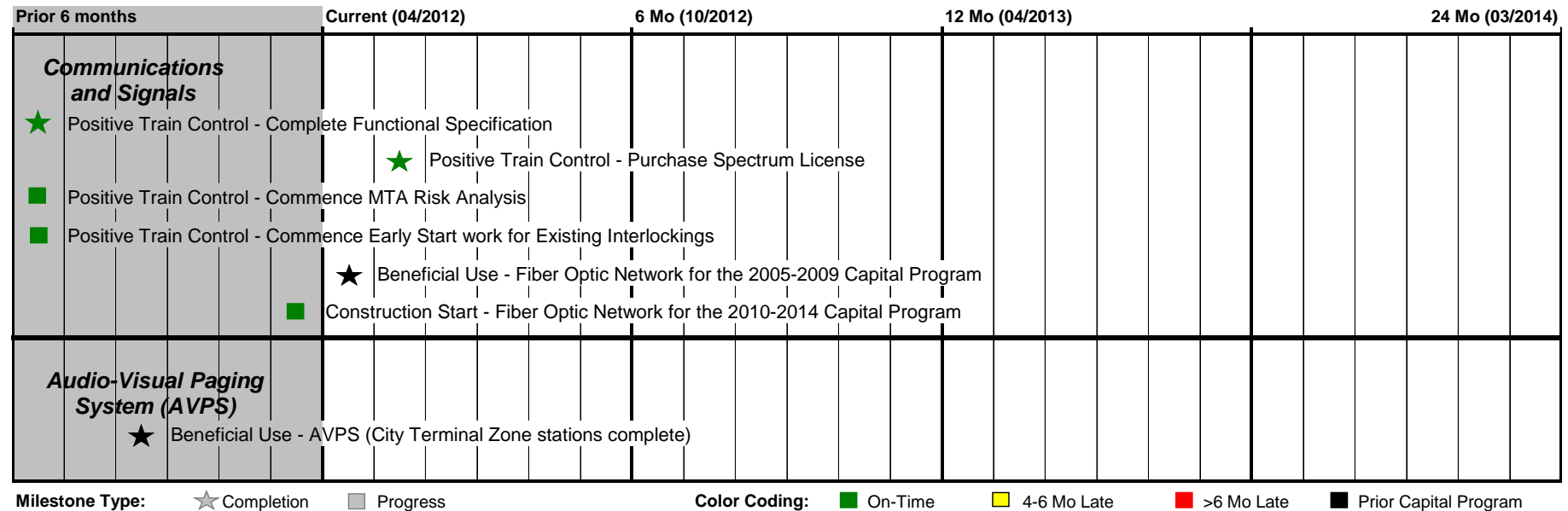
Signals / Audio-Visual Paging System

24 Month Look-ahead
LIRR Capital Program

April 2012 – March 2014

Program Description: To increase safety and comply with federal mandates, a Positive Train Control (PTC) system will be installed throughout LIRR territory in New York State (in coordination with MNR).

The Audio-Visual Paging System (AVPS) is a station-based customer communication system which replaces deteriorated 1970s-era public address systems. AVPS uses digital display screens and audio announcements to provide train status information to customers on station platforms. The AVPS installation effort was initiated in the 2000-2004 Capital Program.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete Functional Specification for Positive Train Control	PTC - Purchase Spectrum License		
	PTC - Commence MTA Risk Analysis and Commence Early start work for existing Interlockings	Complete Fiber Optic Network for 05-09 CP		
	AVPS installed at City Terminal Zone stations			
	Begin construction for Fiber Optic Network 10-14 CP			

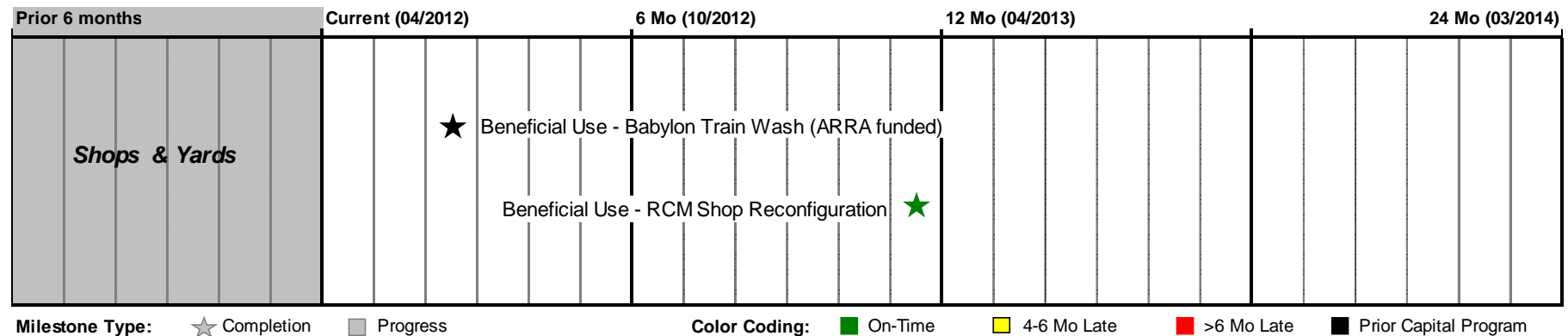
Shops and Yards

24 Month Look-ahead
LIRR Capital Program

April 2012 – March 2014

Program Description: The construction of a new train wash at one of the LIRR's busiest yard facilities will enable the LIRR to undertake exterior cleaning of more of its electric fleet, improving customer and community satisfaction and protecting the train car's body from corrosion.

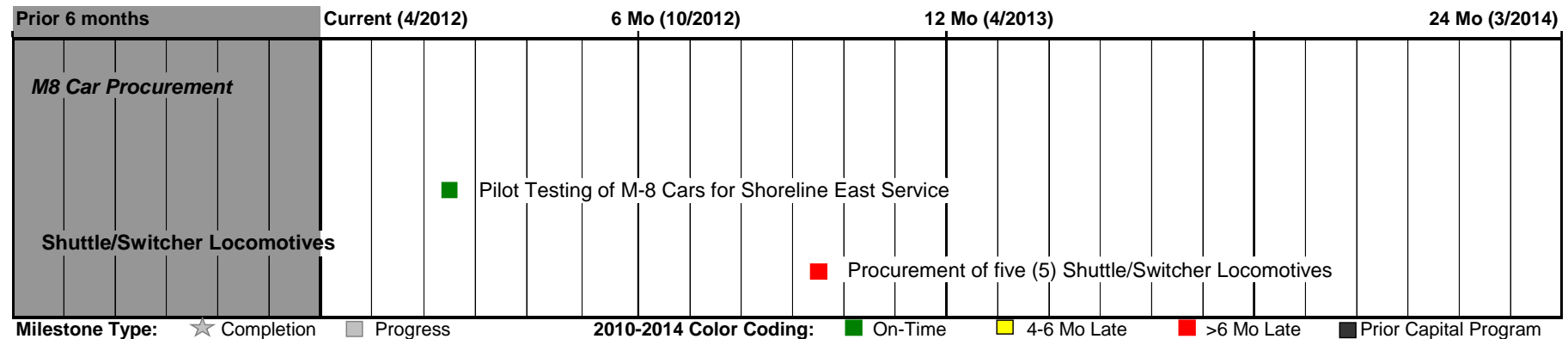
Under MTA mandate, the LIRR is currently in the process of implementing a Reliability-Centered Maintenance (RCM) program for its M-7 and diesel fleets. The RCM program works to maximize reliability of the Railroad's rolling stock, in direct support of established corporate goals to improve systemwide safety, on-time performance and overall customer satisfaction, while also increasing maintenance productivity and avoiding the need for employee overtime. Reconfiguration of the various shop facilities which enable the RCM program will allow the LIRR to perform fleet maintenance in the most effective and efficient manner.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
		Complete Construction of Babylon Train Wash	Complete RCM Shop Reconfiguration	

MTA METRO-NORTH RAILROAD

Program Description: Design, Manufacture, Test and Deliver new M8 electric cars for New Haven Line revenue service. The base contract for 210 cars and the first option for 90 additional cars were awarded on August 21, 2006. Acquire five locomotives suitable for road and switching service and equipped with HEP for shuttle service, which will improve much needed operational and maintenance flexibility. Commence with the replacement of the older EMU fleets with new fleet.



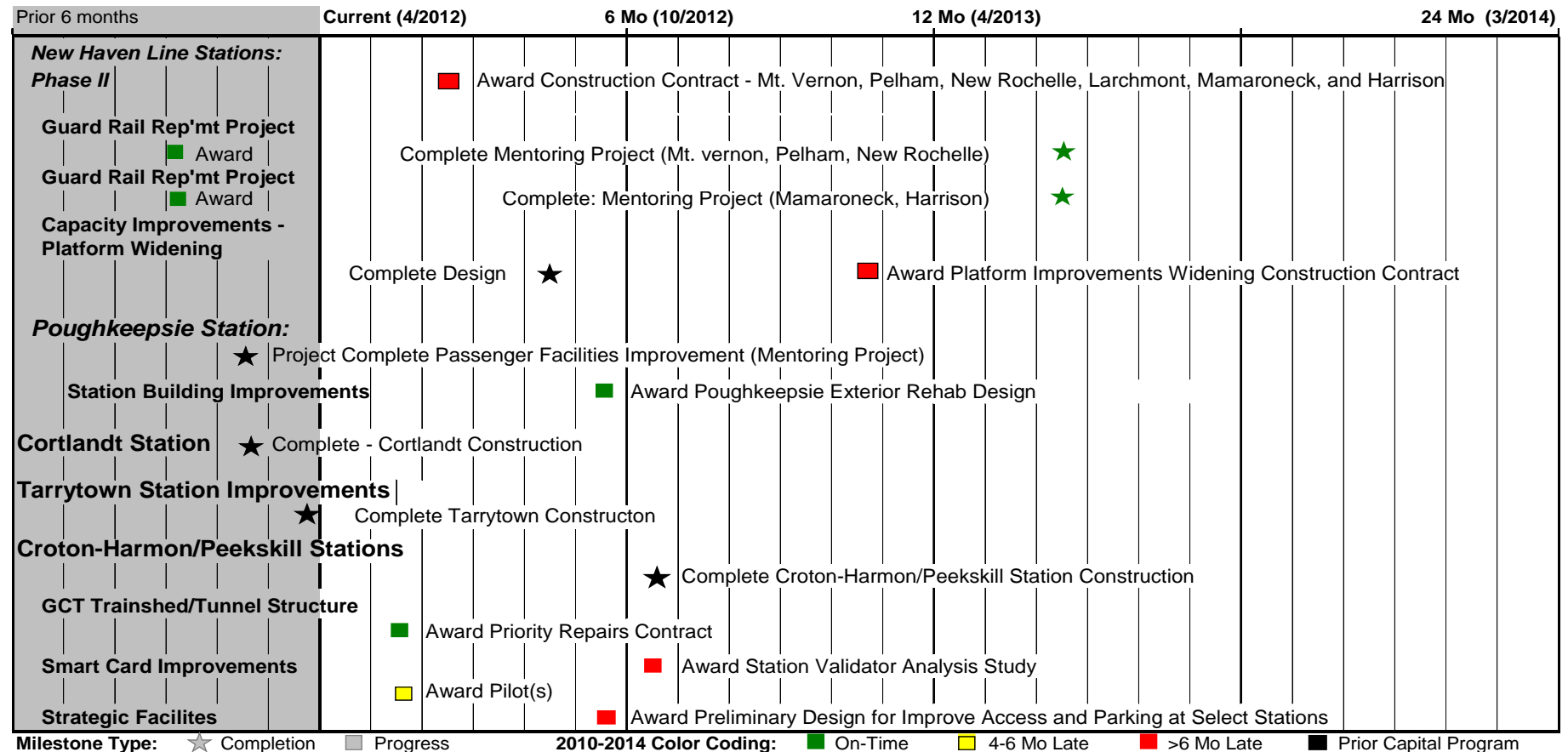
Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
		Pilot Testing of M-8 Cars for Shoreline East Service	Procure Shuttle/Switcher Locomotives	

**24 Month Look-ahead
MNR Capital Program**

Stations

April 2012 – March 2014

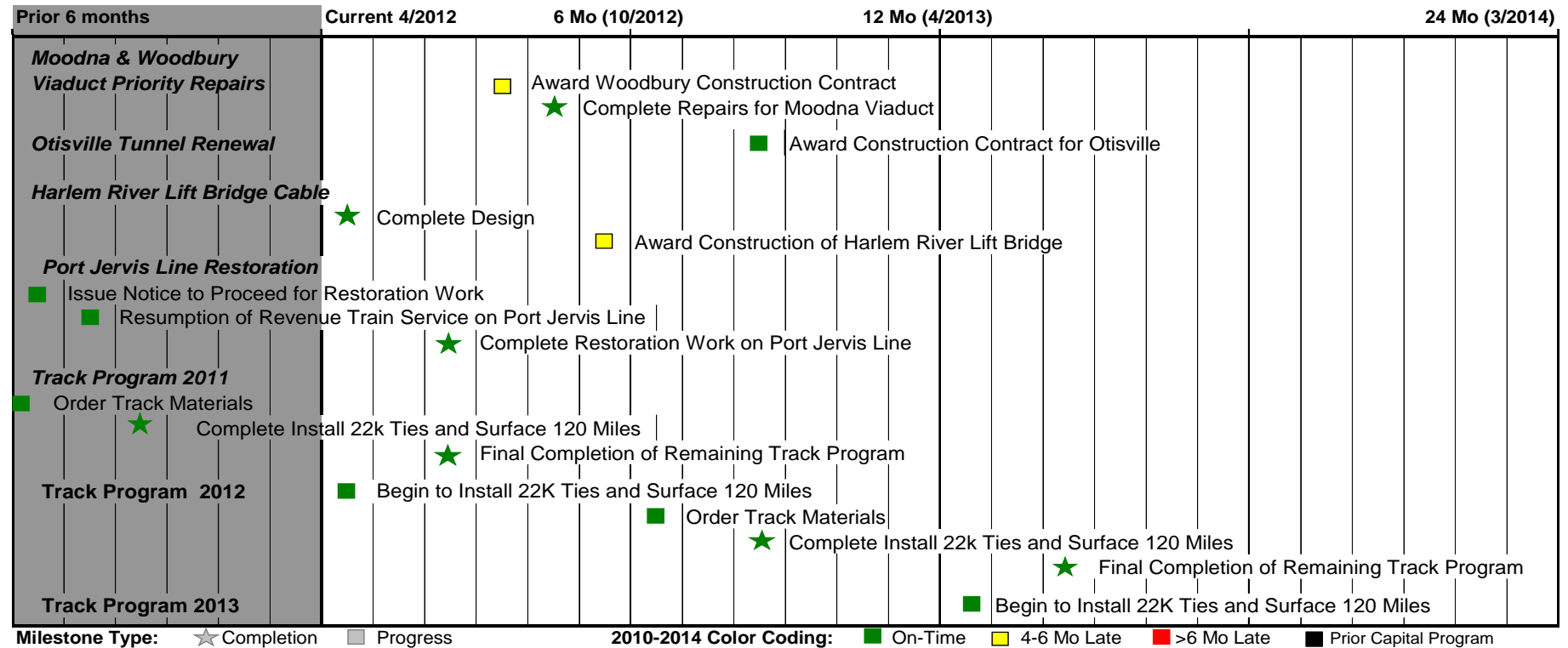
Program Description: Station rehabilitation work focuses on components in need of investment, so it varies by station. Work may include overpass replacement, platform replacement, canopy replacement, lighting, public address system, visual information system, tactile warning strips, parking expansion and other improvements.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete 2 Rehabilitation Station Award 3 Construction Projects	Award 2 Construction Projects Award 1 Design for Rehab Award 1 Preliminary Design Award Pilot Projects Complete 1 Design	Award 1 Study Award 1 Station Rehab Project Complete 1 Construction Project	Complete 2 Mentoring Station Projects

Track and Structures

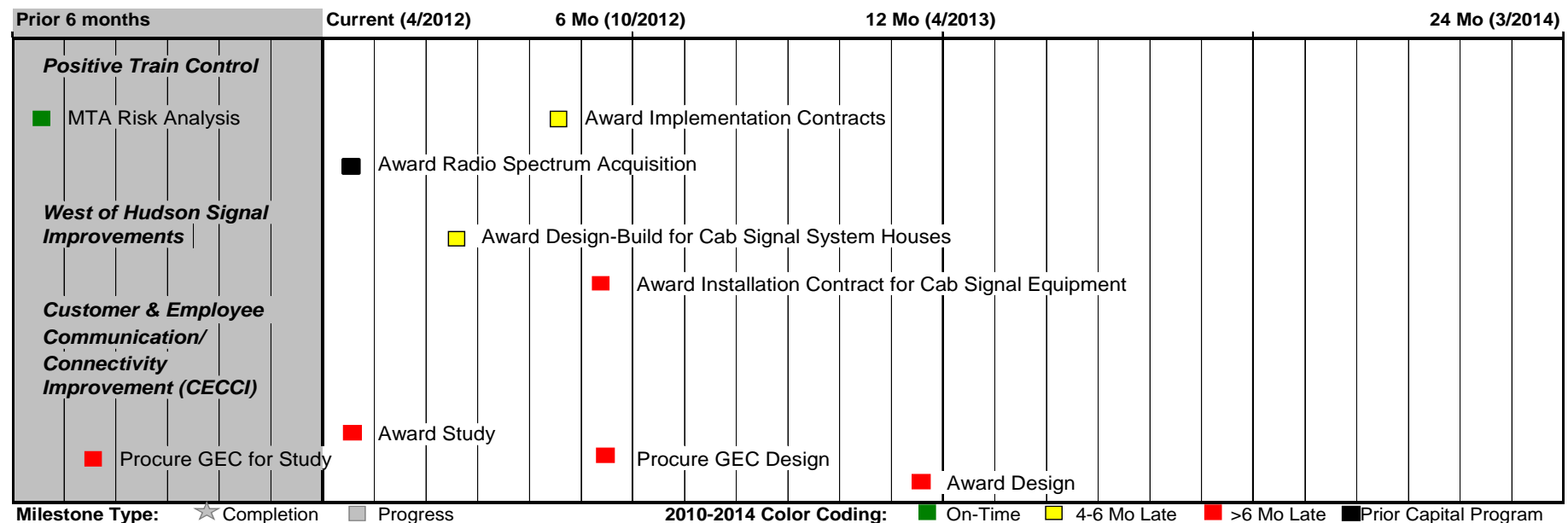
Program Description: The Structures program features priority bridge repairs on key structures and cable replacement on the Harlem River Lift Bridge. The program includes work to repair damage to the Port Jervis Line caused by Tropical Storm Irene. The annual Track program focuses on installation of new ties as well as track resurfacing.



Summary:	Previous 6 Months: NTP for Port Jervis Restoration Resumption of Train Serv. on Port Jervis Line Order Track Materials Complete 2011 install Ties & Surface	0-6 Months: Award 2 Construction Project Complete 1 Design Project Complete 1 Construction Project Complete 2011 Track program Commence 2012 Track Prog. Complete PJL Restoration	7-12 Months: Award 1 Construction Project Order Track Materials	13-24 Months: Complete 2012 Track Program Commence 2013 Track Program
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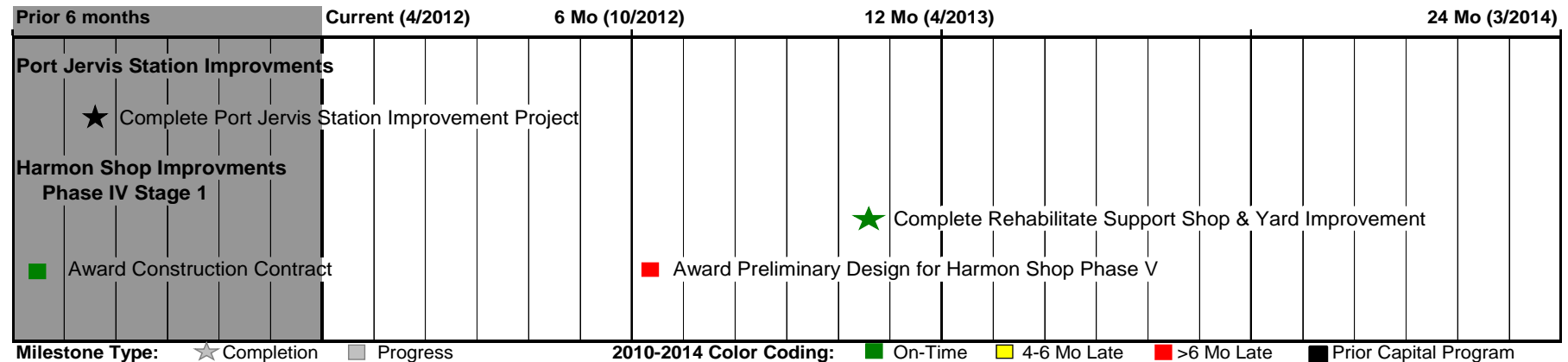
Program Description: To increase safety and comply with federal mandates, a **Positive Train Control** system will be installed throughout Metro-North territory in New York State (in coordination with LIRR). **West of Hudson Signal Improvements** will install a cab signal system including Positive Train Control for the Port Jervis Line, similar to MNR East of Hudson territory.

Initiate early Design efforts for the **Customer Service Initiatives (CSI) program** to provide real-time customer information to new and existing Visual Information Displays at all East of Hudson stations through the installation of new train information and public address system field equipment to provide departure time and destination, status, and track information to customers and employees. Ethernet-based network connectivity at each station will support the new system, provide ticket selling machine data communication upgrades, provide new ticket office workstations at key stations, and allow capability for remote CCTV and elevator monitoring/control.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Perform MTA Risk Analysis Commence Procurement for CECCI Study	Award 1 Design-Build Contract Award Acquisition Contract Award PTC Implementation Contracts Award 1 installation Contract for Cab Signal Equip Procure CECCI Design Award CECCI Study	Award CECCI Design	

Program Description: At Port Jervis complete design for yard improvements and commence construction phase for Station improvements to address platform lighting, provide an enclosed heated shelter, ADA ramp, public address system and signs. At Croton-Harmon continue with the Harmon Shop Improvements Program, with focus on maintaining the integrity of the existing facilities and yard which includes repairs and upgrades. In addition perform preliminary engineering for the first stage of design to replace the existing Electric Car Facility.



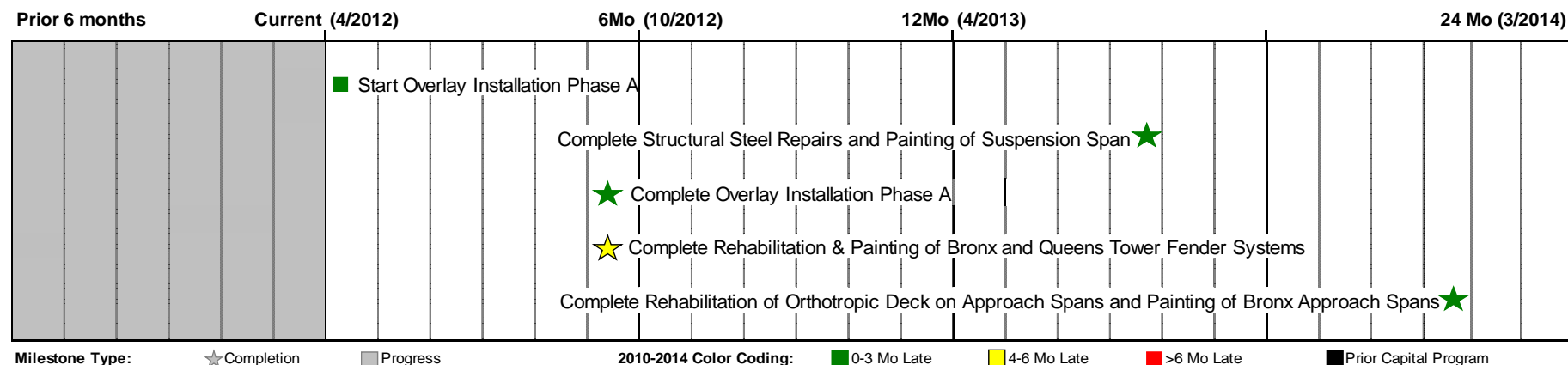
Summary:	Previous 6 Months: Award 1 Construction Project Complete 1 Station Project	0-6 Months:	7-12 Months: Award 1 Design Project Complete Rehab of Support Shop	13-24 Months:
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MTA BRIDGES AND TUNNELS

Throgs Neck Bridge

April 2012 – March 2014

Program Description: The goal of the Throgs Neck Bridge Rehabilitation Program is to address the facility's structural needs in order to maintain a state of good repair while also upgrading the bridge elements to current standards. Major work planned includes the replacement of roadway decks on the suspended span and approaches, rehabilitation of structural steel on suspended span and approaches, rehabilitation of the Bronx and Queens tower fender systems and painting of the approaches and tower fender systems.



Summary: Previous 6 Months

0-6 Months:

Start Overlay Installation Phase A (April 2012)
Complete Rehabilitation & Painting of Bronx and Queens Tower Fender Systems (September 2012)
Complete Overlay Installation Phase A (September 2012)

7-12 Months:

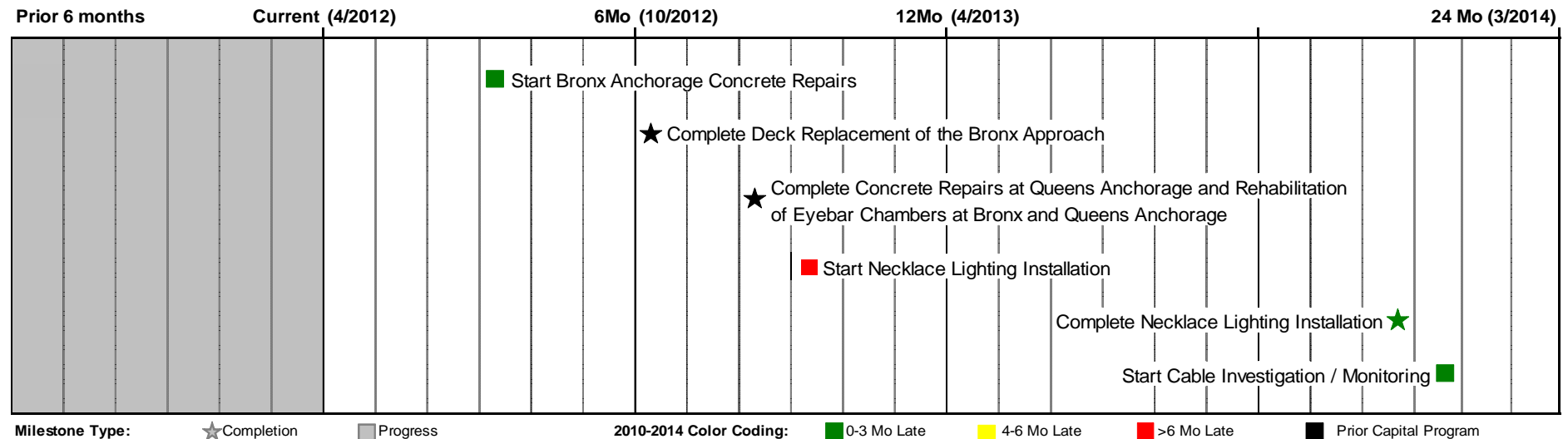
13-24 Months:

Complete Structural Steel Repairs and Painting of Suspension Span (July 2013)
Complete Rehabilitation of Orthotropic Deck on Approach Spans and Painting of Bronx Approach Spans (January 2014)

Bronx-Whitestone Bridge

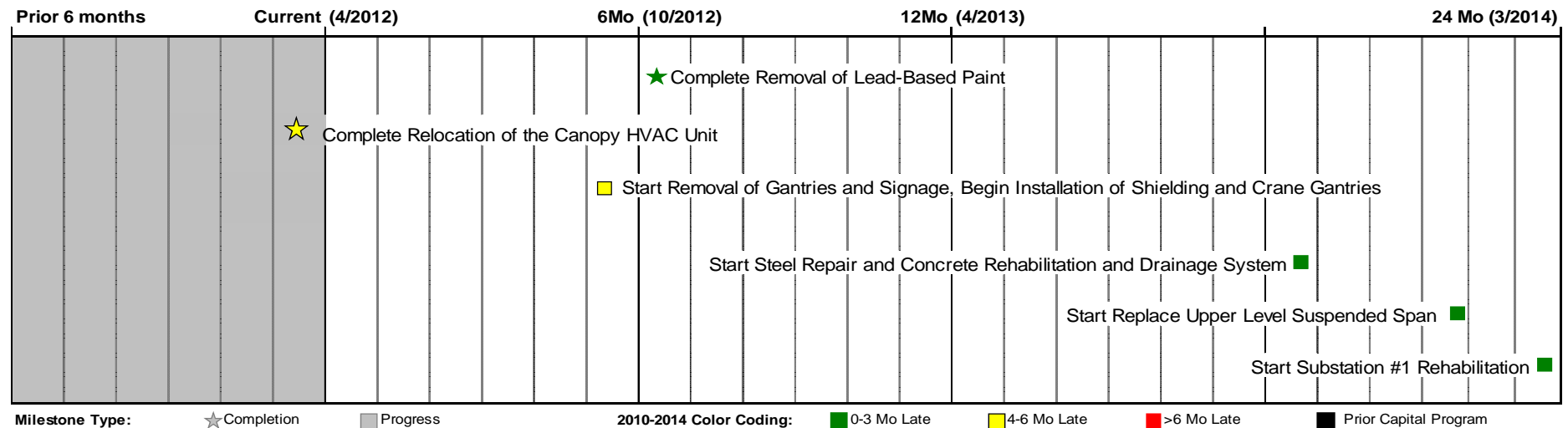
April 2012 – March 2014

Program Description: The goal of the Bronx-Whitestone Bridge Rehabilitation Program is to perform work needed to maintain the bridge elements in a state of good repair and integrating the latest design standards in order to meet current and future capacity demand. Work planned at this facility will focus on the complete replacement of the Bronx and Queens Approaches including roadway deck slabs and superstructures, piers and pile foundation, repair of anchorages and installation of necklace lighting.



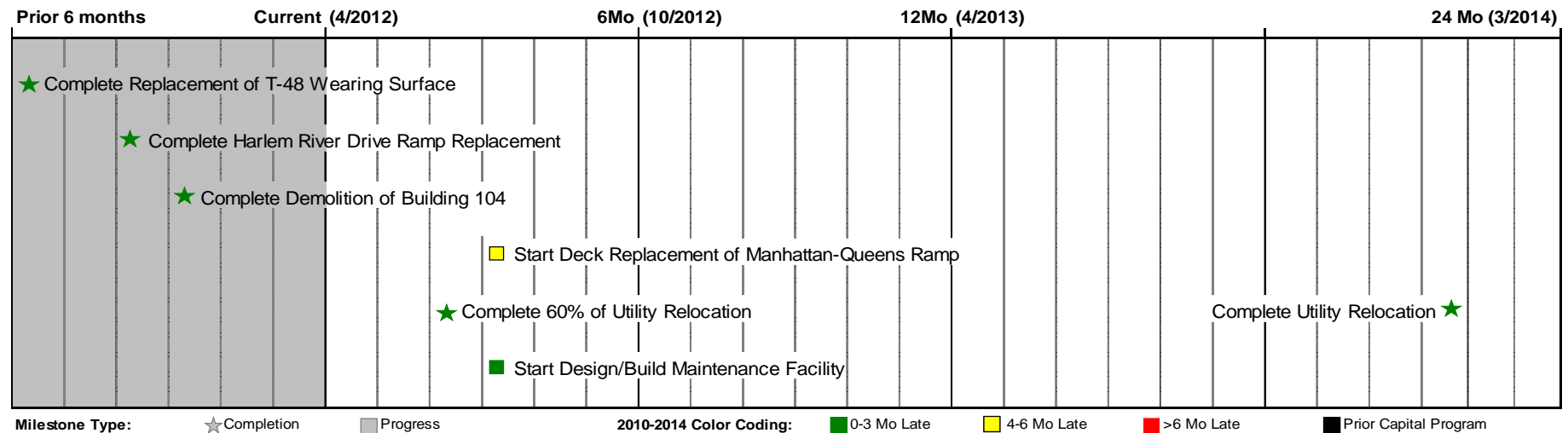
<p>Summary: Previous 6 Months:</p>	<p>0-6 Months:</p> <p>Start Bronx Anchorage Concrete Repairs (July 2012)</p>	<p>7-12 Months:</p> <p>Complete Deck Replacement of the Bronx Approach (October 2012)</p> <p>Complete Concrete Repairs at Queens Anchorage and Rehabilitation of Eyebars Chambers at Bronx and Queens Anchorage (December 2012)</p> <p>Start Necklace Lighting Installation (January 2013)</p>	<p>13-24 Months:</p> <p>Complete Necklace Lighting Installation (December 2013)</p> <p>Start Cable Investigation / Monitoring (January 2014)</p>
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Program Description: The goal of the Verrazano-Narrows Bridge Rehabilitation Program is to maintain the facility in a state of good repair by addressing on-going structural needs of the facility and planning for the appropriate timing for improvements to be carried out. Work planned at this facility includes the replacement of the roadway deck on the suspended span, upgrade of toll plazas, and painting of the towers.



Summary: Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
Complete Relocation of the Canopy HVAC Unit (March 2012)	Start Removal of Gantries and Signage, Begin Installation of Shielding and Crane Gantries (September 2012)	Complete Removal of Lead-Based Paint (October 2012)	Start Steel Repair, Concrete Rehabilitation and Drainage System (October 2013) Start Replace Upper Level Suspended Span (January 2014) Start Substation #1 Rehabilitation (March 2014)

Program Description: The goal of the Robert F. Kennedy Bridge Rehabilitation Program is to continue efforts begun in 1995 to ensure that the facility and bridge elements are in a state of good repair. As a critical part of the regional network, continuous rehabilitation and maintenance of the bridge structure must be carried out and elements upgraded to meet current standards and future demand in order to maintain a high level of service to customers. The most significant work planned at this facility includes the rehabilitation and reconstruction of the Bronx and Manhattan Toll Plazas, Manhattan Approach Ramps and replacement of the bridge deck's wearing surface.

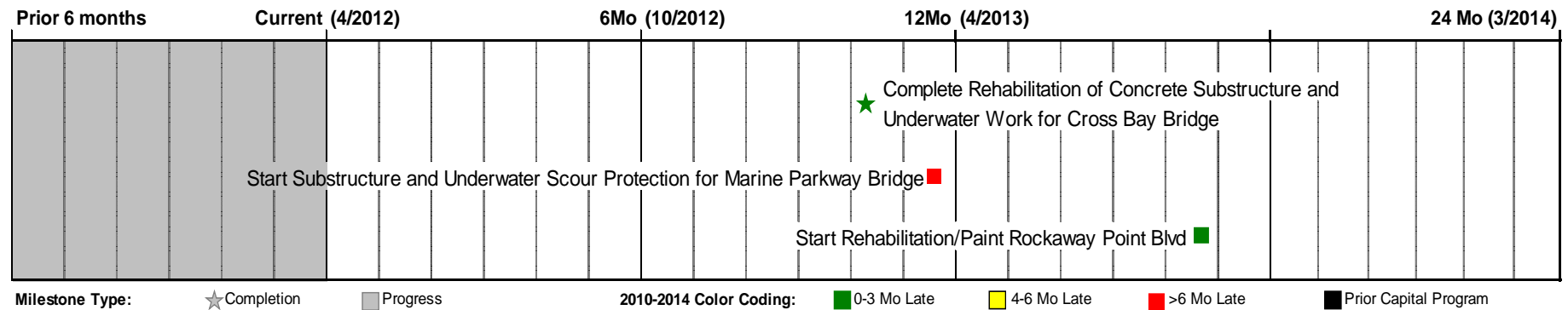


Summary: Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
Complete Replacement of T-48 Wearing Surface (October 2011)	Complete 60% of Utility Relocation (June 2012)		Complete Utility Relocation (January 2014)
Complete Harlem River Drive Ramp Replacement (December 2011)	Start Deck Replacement of Manhattan –Queens Ramp (July 2012)		
Complete Demolition of Building 104 (January 2012)	Start Design/Build Maintenance Facility (July 2012)		

Cross Bay and Marine Parkway Bridges

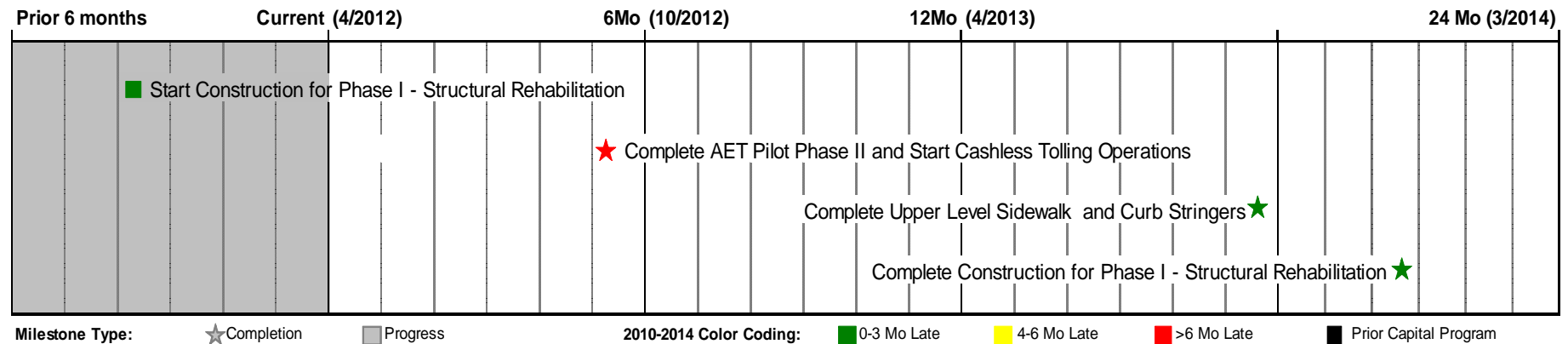
April 2012 – March 2014

Program Description: The goal of the rehabilitation programs at the Cross Bay and Marine Parkway Bridges is to maintain the bridge structure and elements in a state of good repair. The on-going needs of these facilities are carefully planned to minimize inconvenience to customers while ensuring proper coordination between the two bridges since they serve a common corridor. Major work planned at these facilities includes the rehabilitation of the Superstructure and Substructure elements of the Cross Bay and Marine Parkway Bridges.



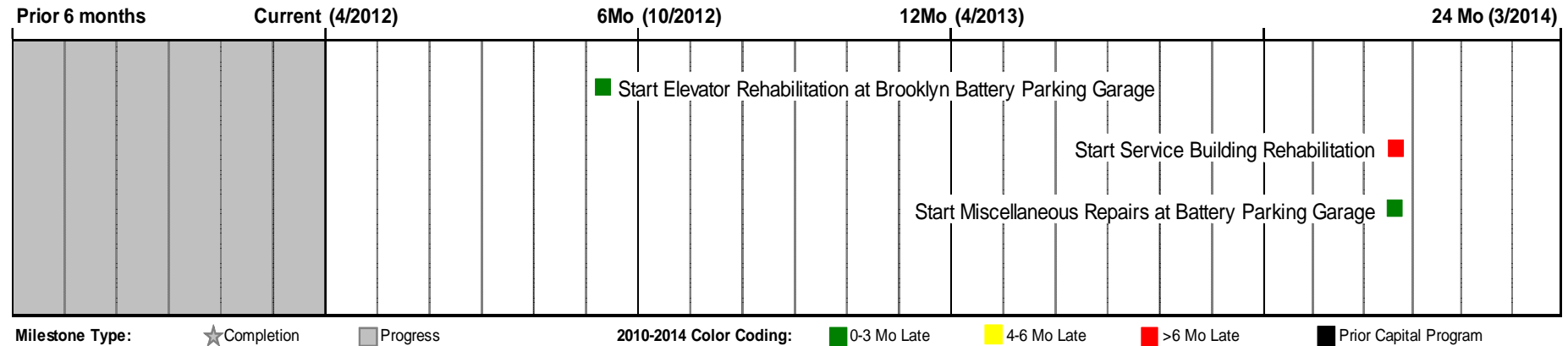
Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
			Complete Rehabilitation of Concrete Substructure and Underwater Work for Cross Bay Bridge (February 2013)	Start Rehabilitation/Paint Rockaway Point Blvd (August 2013)
			Start Substructure and Underwater Scour Protection Work for Marine Parkway Bridge (March 2013)	

Program Description: The goal of the Henry Hudson Bridge Rehabilitation Program is to maintain the bridge elements in a state of good repair while minimizing inconvenience to the traveling public. B&T plans to continue these efforts by addressing rehabilitation needs of the upper level roadway deck and toll plaza area. In addition, the pilot project for All Electronic Tolling (AET) will be carried out at this facility.



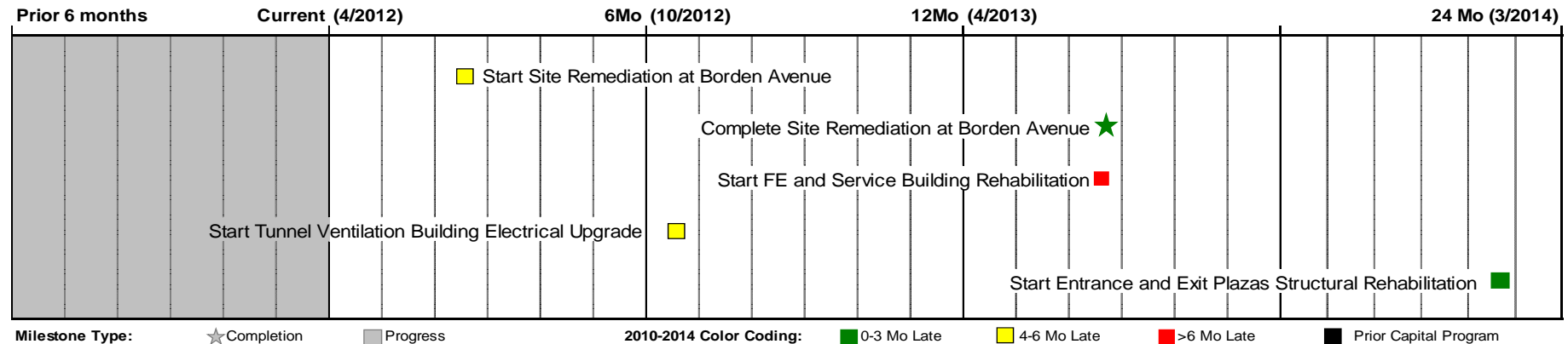
Summary: Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
Start Construction for Phase I - Structural Rehabilitation (December 2011)	Complete AET Pilot Phase II and Start Cashless Tolling Operations (September 2012)		Complete Upper Level Sidewalk and Curb Stringers (September 2013)
			Complete Construction for Phase I - Structural Rehabilitation (December 2013)

Program Description: The goal of the Brooklyn Battery Tunnel Rehabilitation Program is to rehabilitate or replace deteriorated or outdated components of the facility and coordinating a sequence of projects that systematically address the needs of the various tunnel systems and elements while allowing for efficient tunnel operations. The most significant work planned at this facility includes the replacement of the electrical power system and rehabilitation of the tunnel roadway, wall and ceiling.



Summary: Previous 6 Months:	0-6 Months: Start Elevator Rehabilitation at Brooklyn Battery Parking Garage (September 2012)	7-12 Months:	13-24 Months: Start Service Building Rehabilitation (December 2013) Start Miscellaneous Repairs at Battery Parking Garage (December 2013)
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Program Description: The goal of the Queens Midtown Tunnel Rehabilitation Program is to maintain the facility in a state of good repair while upgrading tunnel elements to current standards. Work planned at this facility will focus on mechanical and electrical needs, including the upgrade of the tunnel ventilation system.



Summary: Previous 6 Months:

0-6 Months:

Start Site Remediation at Borden Avenue (June 2012)

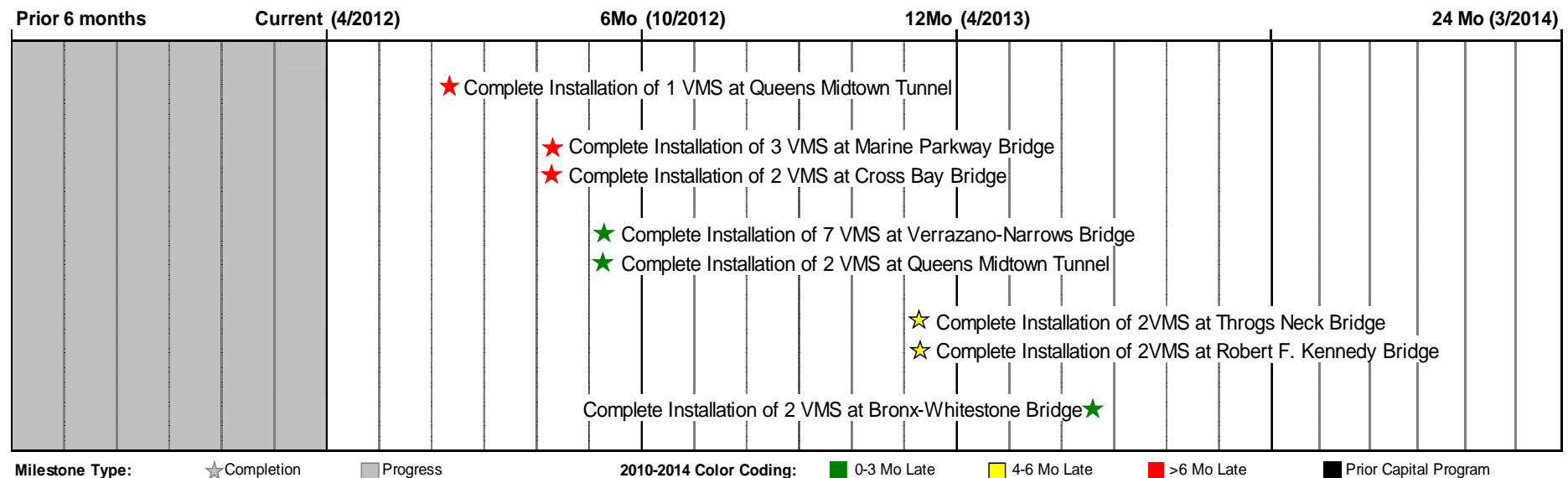
7-12 Months:

Start Tunnel Ventilation Building Electrical Upgrade (October 2012)

13-24 Months:

Complete Site Remediation at Borden Avenue (June 2013)
Start FE and Service Building Rehabilitation (June 2013)
Start Entrance and Exit Plazas Structural Rehabilitation (February 2014)

Program Description: The goal of B&T's ITS Program is to ensure that the systems and equipment used to support basic needs and services such as traffic management, safety, toll collection, and facility operations, are continuously improved and updated. As part of its on-going effort to enhance and implement the ITS Program, B&T will install and replace variable message signs (VMS) and upgrade toll systems and equipment based on established planned replacement intervals.



Summary: Previous 6 Months:

0-6 Months:

Complete Installation of 1 VMS at Queens Midtown Tunnel (June 2012)

Complete Installation of 3 VMS at Marine Parkway (August 2012)

Complete Installation of 2 VMS at Cross Bay Bridge (August 2012)

Complete Installation of 7 VMS at Verrazano-Narrows Bridge (September 2012)

Complete Installation of 2 VMS at Queens Midtown Tunnel at 34th Street (September 2012)

7-12 Months:

Complete Installation of 2 VMS at Throgs Neck Bridge (March 2012)

Complete Installation of 2 VMS at Robert F. Kennedy Bridge (March 2013)

13-24 Months:

Complete Installation of 2 VMS at Bronx-Whitestone Bridge (June 2013)

MTA CAPITAL CONSTRUCTION

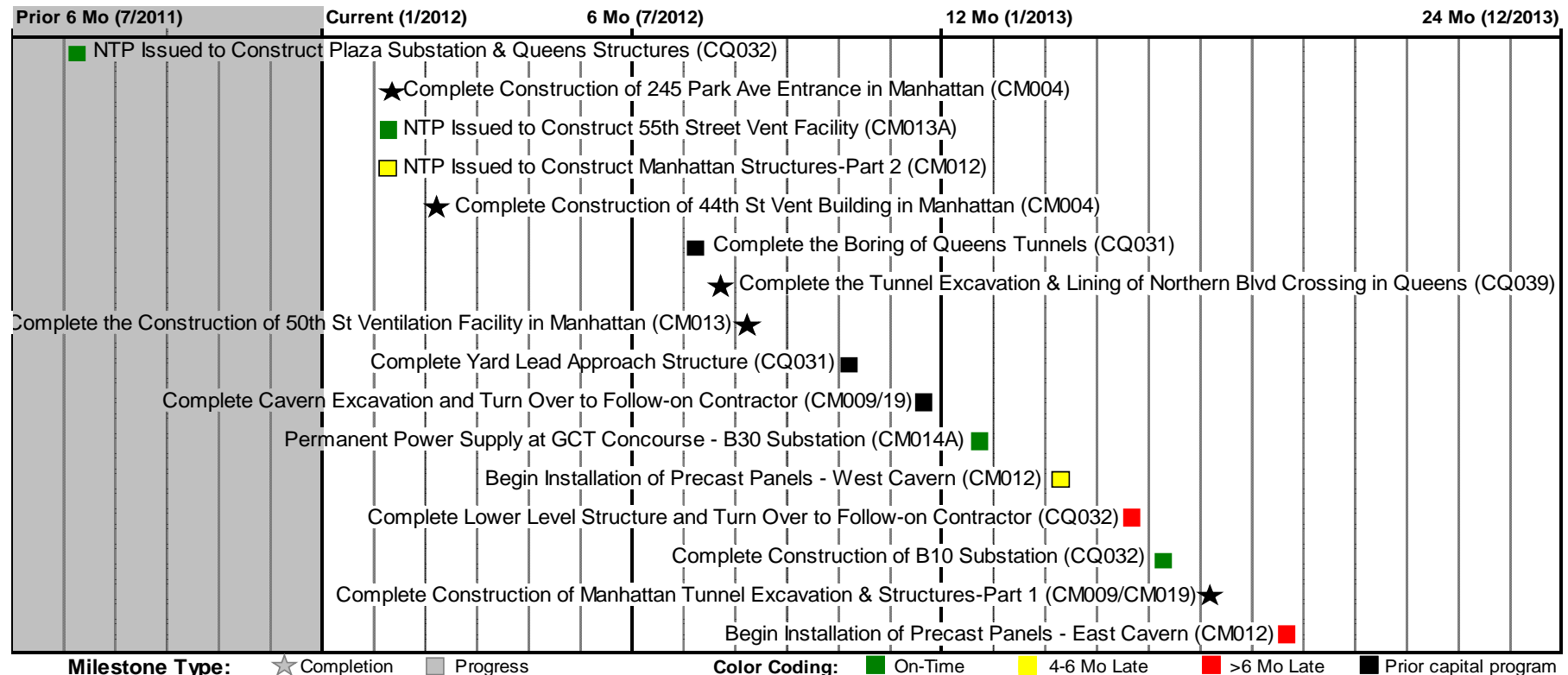
24 Month Look-ahead MTA Capital Construction

East Side Access

January 2012 – December 2013*

* As reported at the September 26, 2011 MTA Capital Program Oversight Committee Meeting, ESA project schedule adjustment underway. This Milestone report reflects the Dec 2011 update and will be updated once the project schedule adjustment is completed.

Program Description: The East Side Access Project will connect the Long Island Rail Road (LIRR) to Grand Central Terminal (GCT) in Manhattan. The scope of the project includes new tunnels in Manhattan and Queens, new tracks, crossovers, and bypasses within Harold Interlocking in Queens, a new terminal station underneath and within Grand Central Terminal, new street entrances, and new shops and yards. The new connection will increase the LIRR's capacity to Manhattan, and dramatically shorten travel time for Long Island and eastern Queens commuters traveling to the east side of Manhattan.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Start Construction of Plaza Substation & Queens Structure	Complete 245 Park Ave. Entrance; Start Construction of 55th St Vent Facility in Manhattan; Start Construction of Manhattan Structures-Part 2; Complete 44th St Vent Facility	Complete Tunnels Boring in Queens; Complete 50th St Ventilation Facility; Complete Tunnel & Lining of Northern Blvd Crossing	Begin Installation of Precast Panels – East/West Cavern; Complete Lower Level Structure; Complete Yard Lead Approach Structure; Complete Manhattan Tunnel Excavation & Structures; Complete B10 Substation; Permanent Power Supply at GCT Concourse

Contract Descriptions:

CM004 – 44th St Demolition, Construct Fan Plant Structure & 245 Park Ave Entrance
 CM009 – Manhattan Tunnels Excavation
 CM012 – Manhattan Structures Part 2
 CM013 – 50th St Vent Plant Facility

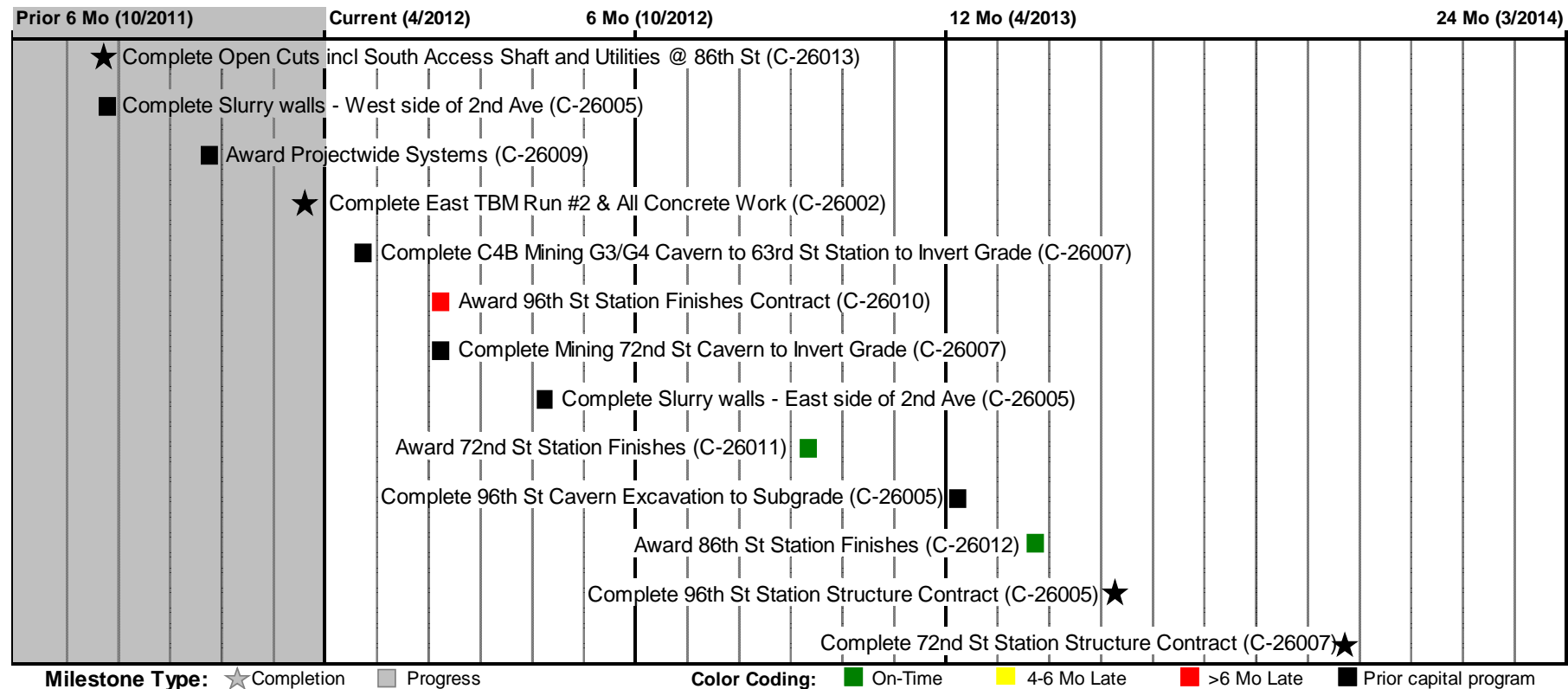
CM013A – 55th St Ventilation Facility
 CM014A – GCT Concourse & Facility – Part 1
 CM019 – Manhattan Structures Part 1
 CQ031 – Queens Bored Tunnels and Structures
 CQ032 – Plaza Substation & Queens Structures
 CQ039 – Northern Boulevard Crossing

Note: Further information on capital project milestones can be found on the MTA Capital Program website: <http://mta.info/capital/>

Second Avenue Subway

April 2012 – March 2014

Program Description: The Second Avenue Subway includes tunnels from 105th Street and Second Avenue to 63rd Street and Third Avenue, with new stations along Second Avenue at 96th, 86th and 72nd Streets and new entrances to the existing Lexington Avenue/63rd Street Station at 63rd Street and Third Avenue. This project will reduce congestion on the Lexington Avenue line and improve access to mass transit for residents of the far East Side of Manhattan. Stations will have elevator connections from street-level to station mezzanine to platforms in compliance with the Americans with Disabilities Act.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete 86th St Open Cuts and Utilities contract; Awarded Projectwide Systems; and Complete Tunneling contract	Award 96 th St Station Finishes contract	Award 72nd St Station Finishes contract	Award 86 th St Station Finishes contract; Complete 96 th St Station Structure & 72 nd St Station Structure contracts

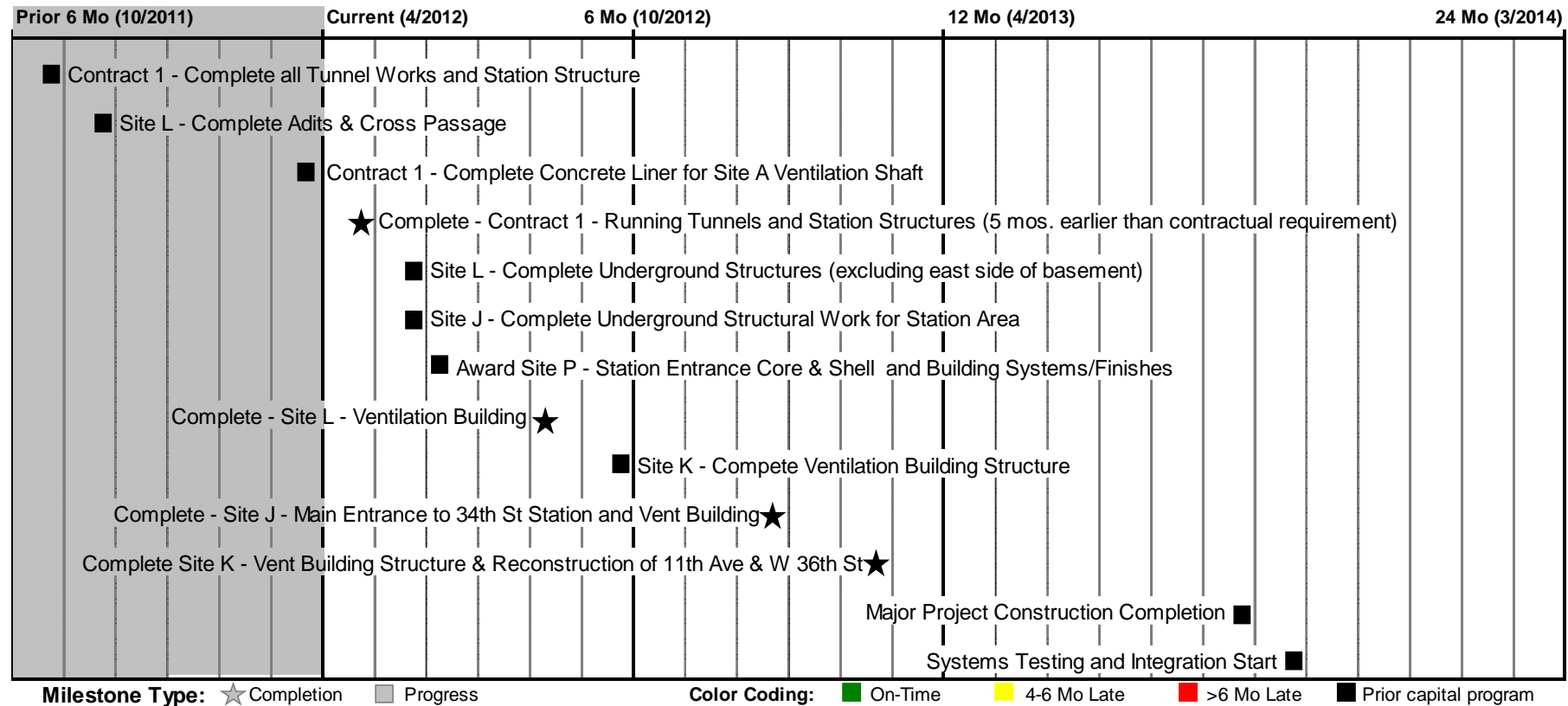
Contract Descriptions:

C-26002 – TBM Tunneling & 96th St Station Box
 C-26013 – 86th St Station Open Cuts & Utilities
 C-26005 – 96th St Station Upgrade
 C-26006 – 63rd St Station Upgrade

C-26008 – 86th St Station Mining & Lining
 C-26007 – 72nd St Station Mining & Lining
 C-26009 – Project-wide Systems
 C-26010 – 96th St Station Finishes
 C-26011 – 72nd St Station Finishes

C-26012 – 86th St Station Finishes

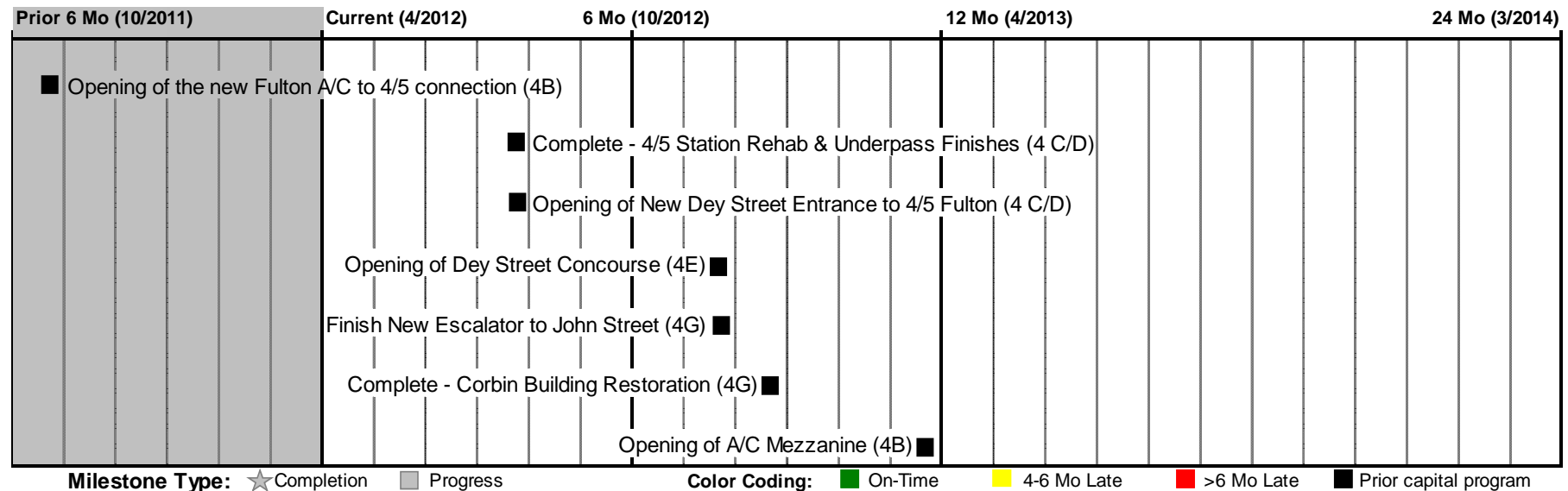
Program Description: The 7 Line Extension will extend the existing 7 Line from its current terminal at Times Square to 11th Avenue and 34th Street. The scope of the project includes construction of over a mile of new tunnels and a new terminal station at 34th Street and 11th Avenue. The project will support planned development on the far west side of Manhattan and provide improved transit access to the Javits Convention Center.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
		Complete Running Tunnels & Site L contracts; Award Site P contract	Complete Site J and Site K contracts	Major Project Construction Completion, Systems Testing and Integration Start

Contract Descriptions:		
Contract 1 – Running Tunnels and Station Structures	Site J – Ventilation Building and Station Entrance	Track & Tunnels and Finishes/Systems
Site L – Ventilation Building	Site K – Ventilation Building Structure and Reconstruction of 11th Ave & West 36th St	Site P – Station Entrance Core and Shell and Building Systems/Finishes

Program Description: The Fulton Street Transit Center project at the corner of Fulton Street and Broadway will improve connections to the Lower Manhattan stations of existing subway lines: 4/5, A/C, J/Z, 2/3, R, 1 and E. The project will include a new transit center building, underground passageways, improved mezzanine and platform access and improved American with Disabilities access. These investments will improve travel for hundreds of thousands of daily commuters, Lower Manhattan residents and visitors and better connect the subway with the World Trade Center site, PATH transit services and the World Financial Center.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Opening of the new Fulton A/C to 4/5 connection	Completion of Dey Street Concourse, Entrance, 4/5 Rehab	Completion of Corbin Building Restoration, Opening of the A/C Mezzanine	

Note: Schedule is under review

Contract Descriptions:

- 4B – A/C Mezzanine Reconfiguration
- 4C/D – 4/5 Station Rehab and Underpass Finishes & Dey St Headhouse
- 4E – Dey Street and R Underpass Finishes
- 4F – Transit Center Building
- 4G – Corbin Building Reconstruction