



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

September 2012

Committee Members

J. Lhota, Chair

A. Saul

J. Blair

A. Cappelli

F. Ferrer

M. Lebow

S. Metzger

C. Moerdler

M. Page

M. Pally

J. Sedore

V. Tessitore

C. Wortendyke



MEETING AGENDA

MTA CPOC COMMITTEE

September 24, 2012 – 2:00 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

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| 2. COMMITTEE WORK PLAN | 1 - 5 |
| 3. CAPITAL CONSTRUCTION COMPANY | TAB 2 |
| • Progress Report on Fulton Center
<i>McKissack+Delcan Project Review (handout at meeting)</i> | 2 - 1 |
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MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
July 23, 2012
New York, New York
2:00 P.M.

MTA CPOC members present:

Hon. Joseph J. Lhota, Chairman
Hon. Alan Capelli
Hon. Fernando Ferrer
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. James Blair
Hon. Mark Lebow
Hon. Susan Metzger
Hon. Charles Moerdler
Hon. Mark Page
Hon. Andrew Saul
Hon. Vincent Tessitore, Jr.

MTA Board members present:

Hon. Andrew Albert
Hon. Robert Bickford

MTA staff present:

Naim Din
Nuria Fernandez
Gwen Harleston
Amil Patel
Hilary Ring
Ron Saporita

New York City Transit

Mark Bienstock
Branko Kleva
Bill Montanile
Nidhish Patel
Fred Smith

McKissack + Delcan staff present:

Joe DeVito
Gerry Gardvits

* * *

Chairman Lhota called the July 23, 2012 meeting of the Capital Program Oversight Committee to order at 2:00 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on June 25, 2012.

Committee Work Plan

Hilary Ring stated that the presentation for the West End Station Rehabilitation Projects has been deferred until the internal reviews have been completed.

New York City Transit

Systems & Security Division

Integrated Service Information and Management (ISIM): B Division

Mark Bienstock provided an update on the ISIM project. The deployment of the ISIM systems, which include the Automatic Train Supervision (ATS) and the Public Address/Customer Information Screens (PA/CIS), on the A Division have been very successful. This success has created expectations for similar success on the B Division. Implementation of the ISIM system on the B Division is especially challenging due to the B Division's large size (in comparison to the A Division) and the lack of centralized train tracking and modernized interlockings. Pilot testing of technology for train service information at 45 stations along the B line has been performed. This pilot testing and the 2009 Flooding and 2010 Winter Storm incidents provided important lessons that will be applied to the B Division ISIM expansion. These lessons include the need to re-focus project priority to provide centralized service monitoring and information at the RCC followed closely by customer information. A critical component is to ensure that consistent and timely information about the current state of the B-Division service is provided to staff and customers.

Next steps include the re-development of priorities along with the development of the Master Plan and a focus on project delivery efforts that will extend into the 2015-19 Capital Program. Supporting investments such as ATM-B and signal interlocking modernizations are either underway or near completion. A Board member asked if the same customer technology on the A line would be deployed on the B line and noted the importance of providing train arrival information for customers citing the A and D transfer points as an example. It was acknowledged that this information was critical for customers and is a service goal for the B Division.

ATM-B and PA CIS

Mr. Bienstock provided a summary of progress on the deployment of ATM on the B division. The project scope includes the installation of a high speed communication fiber optics network. ATM-B has achieved substantial completion, with an Estimate at Construction (EAC) of \$302M. Beneficial use has been requested for 47 out of 48 station branch loops. The 90-day look ahead includes a request for the final branch loop. PA/CIS achieved substantial completion for all 153 stations on March 30, 2012, with an EAC of \$225.5M. The 90-day look ahead includes the completion of the punch list and as-built drawings.

The discussion closed with concurrence on the presentation including scope, schedule and budget by the IEC.

Signals and Train Control Division

CBTC Flushing Line

Nidhish Patel provided an update on the Signals and Train Control Division's CBTC Flushing and Culver Lines. The Flushing Line CBTC was awarded to Thales, Inc. on June 16, 2010, with a budget of \$550M and a scheduled substantial completion date of November 2016. The scope includes the overlay of a new CBTC system on the Flushing Line between Main Street and the

new 34th/11th Avenue Terminal and the modernization of the 1st Avenue and Times Square Interlockings and equipping the fleet with CBTC carbene equipment. Progress includes the completion of the preliminary design review and the 1st Avenue Relay Room structure. A number of activities will be undertaken, in the next six months, including the completion of the critical design review and achieving final design for CBTC. Upcoming critical milestones include final design review (FDR) and the Factory Acceptance Testing (FAT). The team recently identified the development of radio communications as an area requiring monitoring.

The IEC concurred with the schedule, scope and budget information provided.

CBTC Culver Line

Siemens and Thales Consortium were awarded the Culver Line CBTC Integrated Test Facility on September 30, 2011. The project is budgeted at \$100.9M and is on schedule for a July 2015 substantial completion date. Critical milestones include the completion of the interface and interoperability specifications (12S) in the 3rd Quarter 2012 and the completion of the test track in 2nd Quarter 2015. In response to a Board question, it was explained that the track testing will occur only during non-peak periods. It was also noted that the completion of 12S was critical for qualifying potential CBTC suppliers. A Board member asked if the R188's will be equipped for CBTC. The response was affirmative and it was stated that this was necessary for program success.

The IEC concurred with the schedule, scope and budget information provided.

Stations Program

Bill Montanile provided an overview of the Stations Program which includes a Condition Survey, Station Rehabilitation, Renewal and Component Programs. He noted that the Station Rehabilitation Program was wrapping up and the focus will be on the renewal and component programs. Currently, there are 165 projects in planning & design including 126 projects in the Component Program, 23 Renewal Projects, 4 ADA Projects, 9 Rehabilitation Projects and 3 Elevator and Escalator Projects. Construction activity includes the recent completion of 17 projects. Six station rehabilitation and component projects are anticipated for completion by the end of 2012. It is expected that by 2014, 5 Small Business Mentoring Projects, 6 ADA Projects and 1 station Renewal Project will be completed. The Component Program includes those projects with defects defined as a 3.0 or worse rating – out of a 5-point scale. Typical component replacement items include stairs, platform edges and canopies. The greatest improvements were made in the area of canopies. Mr. Montanile stated that the component program successfully funneled projects to the Small Business Mentoring Program (SBMP) enabling NYCT to exceed its Year 2 Goal.

Branko Kleva provided a summary of the supplemental work performed by in-house forces. This work includes intense cleaning, painting and repairs. Seven stations were included in this program in 2011, 12 stations are planned for 2012 and 24 stations for 2012 and 2013. A companion program is in place to support the capital component work with targeted operating work including intense cleaning, painting and repairs that improve the overall station appearance.

There is also an Enhanced Station Cleaning and Maintenance Program that delivers a higher standard of cleanliness and addresses repairs more quickly at selected major station complexes and newly rehabilitated stations. The program started with 19 stations in 2010 including the Times Square and Atlantic Avenue Complexes. Nineteen additional stations were added in 2011. It is expected that 22 newly rehabilitated stations will be added by the end of 2012 for a maximum total of 60 stations in the Program. The Chairman noted the importance of providing increased funding, on the maintenance side, to ensure the preservation of capital investments.

MTA Small Business Mentoring Program (SBMP)

Amil Patel provided an update on the SBMP as it concluded its second year. Twenty-five projects were awarded in Year 1 and 31 projects were awarded in Year 2. These projects, with a total

value of \$31.5M, bested the 2-Year Program Goal of \$25M. The Program has exceeded the majority of its performance metrics except for Close Outs and Change-orders. There are on-going discussions to improve performance in these areas. The SBMP projects are located throughout the MTA's service area and there is a proactive outreach program to solicit small business firms in this service area. The SBMP has provided the MTA with a cost savings of \$3.5M when comparing the engineer's estimate to award. As of July 13, 2012, 157 firms have been pre-qualified. One hundred and twelve firms have completed the 10 course training program that began Fall 2010. Seven loans have been approved since April 2011, with 2 loans satisfied and 4 loans in review. Next Steps include the imminent launching of the Small Business Federal Program (SBFP) and the development of the Statewide Mentor-Protégé Program (MPP).

Quarterly Update on MWDBE Participation

Gwen Harleston provided the update on the MWDBE Participation Rates. The DBE participation percentages are trending upwards and the MTA achieved a 15.2% participation rate against its 17% Federal Goal at mid-year. The MTA exceeded its 10% MWBE goals at 13.6% and 24.5% respectively. It is expected that the participation rates will increase as the SBMP continues to position small businesses to serve as prime contractors.

Update on Signal System Improvements at Jamaica

The Chairman directed board members to the booklet presentation and asked for comments and/or questions. No questions or comments were posed.

MTA Capital Program Commitments and Completions

Mr. Ring stated that the MTA was on-track to achieve its goals. In response to a board member inquiry on the status of the smart card implementation, it was noted that a presentation will occur at the November CPOC meeting.

Adjournment

Upon motion duly made and seconded, Chairman Lhota adjourned the July 23, 2012 CPOC meeting at 2:40 P.M.

Respectfully submitted,
Iris Berman
Office of Construction Oversight



2012-2013 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

September 2012

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- SAS 96TH Street Station Risk Assessment
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

October 2012

Risk-Based Monitoring

- LIRR/MNR PTC Risk Assessment
- Interagency Rolling Stock Update
 - LIRR/MNR Report on M-9 Procurement
 - NYCT Report on Subway Car Procurement
 - Update of the Bus Program
- Red Light project follow-up reports (if needed)

Strategic Reviews

- Update on Bus Customer Information Systems

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

November 2012

Annual Review of CPOC Charter

Risk-Based Monitoring

- NYC Transit Report on Mother Clara Hale Depot
- Culver Line Viaduct Risk Assessment
- Red Light project follow-up reports (if needed)

Program Priorities

- Update on New Fare Payment System

December 2012

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- Fulton Center Risk Assessment
- NYC Transit Stations Program
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

January 2013

Risk-Based Monitoring

- LIRR/MNR Update on AVPN
- LIRR ESA Support Projects (beyond FFGA scope)
 - In Sunnyside (Regional Investments)
 - LIRR Readiness
 - Rolling Stock Budget
- Red Light project follow-up reports (if needed)

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

February 2013

Risk-Based Monitoring

- NYC Transit Report on Signals/Comms
 - VHF Radio
 - Flushing CBTC
- CBTC Risk Assessment
- Red Light project follow-up reports (if needed)

March 2013

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- ESA Risk Assessment
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

April 2013

Risk-Based Monitoring

- B&T Update
- Red Light project follow-up reports (if needed)

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

May 2013

Risk-Based Monitoring

- NYC Transit Stations Program
- NYC Transit Report on Mother Clara Hale Depot
- Red Light project follow-up reports (if needed)

June 2013

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- SAS Risk Assessment
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

July 2013

Risk-Based Monitoring

- LIRR/MNR Updates
- Red Light project follow-up reports (if needed)

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation
- Annual Report on Small Business Programs

Fulton Center

Project Overview

Overall Status (as per 2009 Re-Baseline Plan)

Item	Comments
Schedule	Overall project on schedule for June 2014 substantial completion
Cost	Trending below current budget of \$1.4 billion

2 - 1

Highlights

Progress

- Continue installation of Fulton Center curtain wall (50% complete); expected completion late Fall 2012 (vs. September, as stated in May 2012 CPOC Report).
- Reopened transfer between J/Z and A/C Station August 2012.
- Corbin Building façade restoration continuing (80% complete).

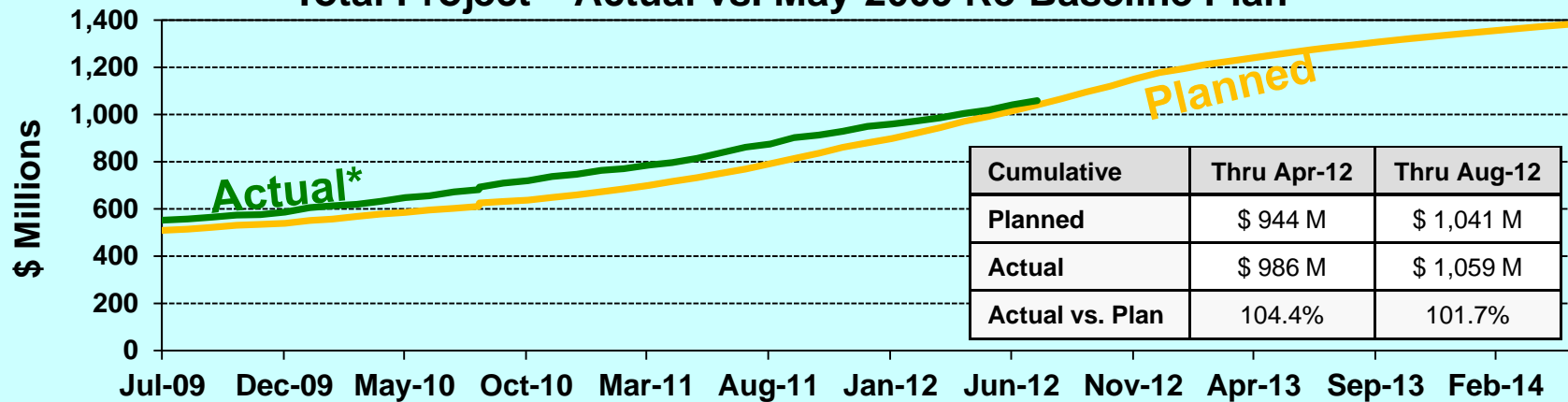
90 Day Look Ahead

- Open the Dey Street Entrance that connects to the Southern platform of the 4/5 (opening October 2012).
- Complete Corbin Building façade restoration and remove scaffolding.
- The Dey Street Concourse and other interim milestones will be discussed separately.

Fulton Center

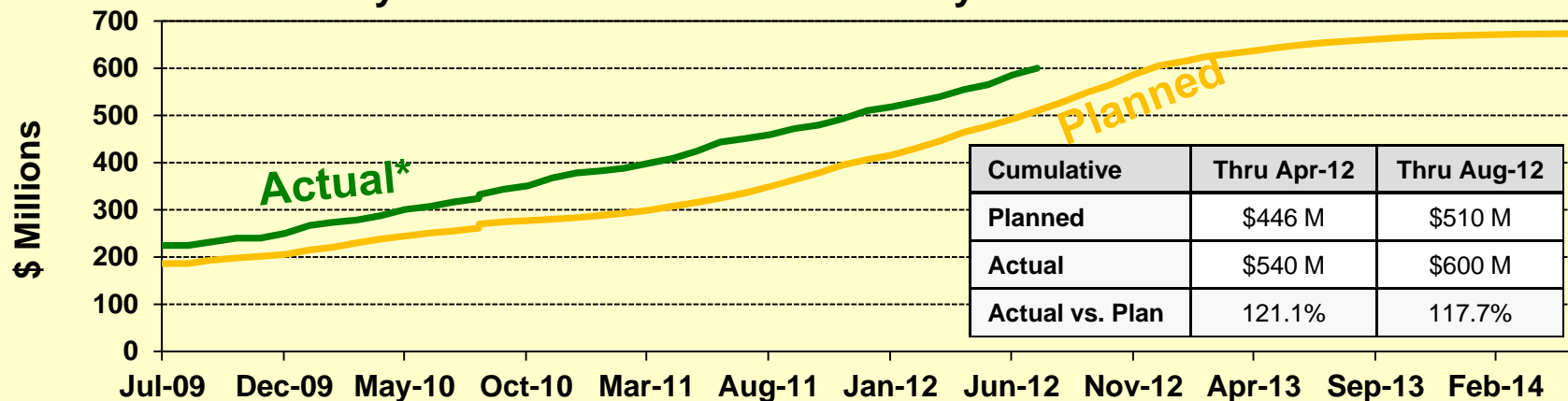
Cost & Schedule Performance

Total Project – Actual vs. May-2009 Re-Baseline Plan



* Actual represents expended; does not include retainage.

3rd Party Construction – Actual vs. May-2009 Re-Baseline Plan

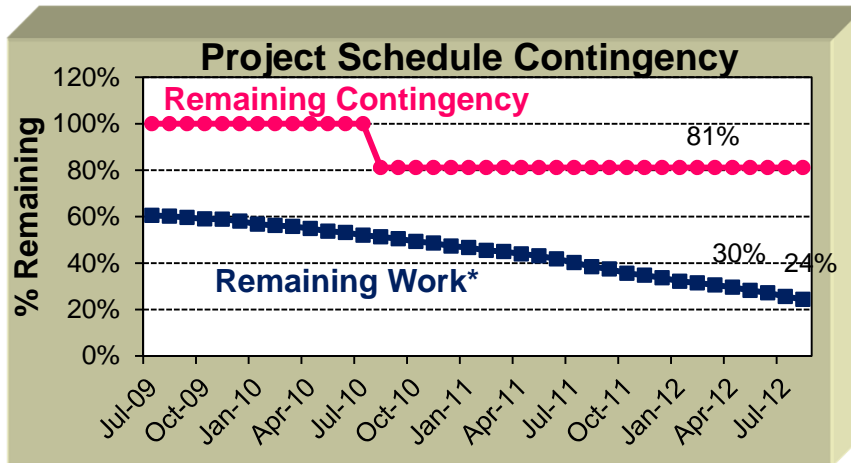


* Actual represents expended; does not include retainage.

Fulton Center

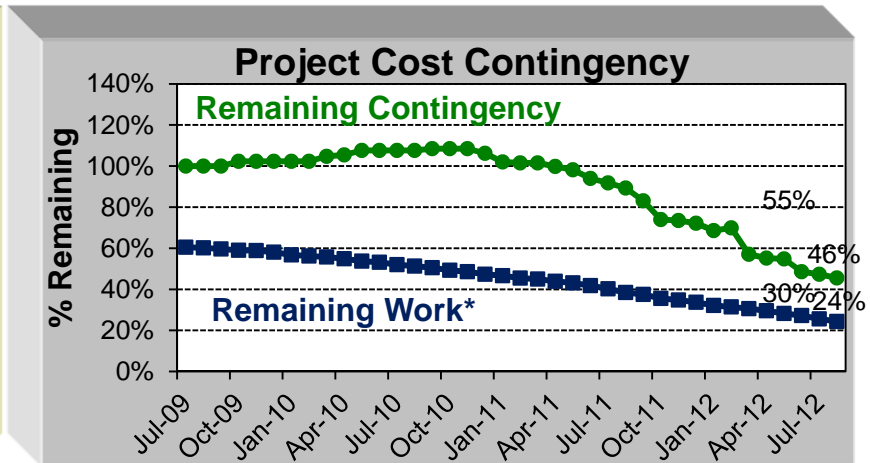
Cost & Schedule Contingency Status

2 - 3



* Remaining work is from start of project, which was re-baselined in May 2009

- May 2009 baseline schedule contingency: 180 days
- Current schedule contingency is 146 days, the same as the prior report





* Remaining work is from start of project, which was re-baselined in May 2009

- May 2009 baseline budget contingency: \$124 million
- Current budget contingency is \$57 million, \$12 million less than last report (\$69 million). This decrease reflects additional enhancement work, Transit Center and Corbin Building work, and a transfer of funds to construction phase services.




Fulton Center

Critical Milestones and Issues

2 - 4



Status	Activity	Date Needed	Issues
 Red	Customer Benefit Milestones: Opening Dey Street Entrance and 4/5 Rehab.	October 2012	<p>Issue: Customer benefit milestones have been missed.</p> <p>Impact: Does not impact the overall completion of the project in June 2014.</p> <p>Mitigation: Open the Dey Street entrance and elevator in October 2012.</p>
 Yellow	Interim Maintenance for Dey Street Entrance and Elevator	October 2012	<p>Issue: Interim maintenance needs to be in place in order to open customer benefit milestones to the public.</p> <p>Impact: Could delay opening of customer benefit milestones.</p> <p>Mitigation: Analyzing options and meeting with potential partners to determine best path forward.</p>

Legend




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

Fulton Center

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Design/Construction: Enhance public experience and fully integrate new and emerging technology in the Fulton Center Complex	Resolved	<p>Issue: Timely negotiations of Enhancement change orders.</p> <p>Impact: Delay in negotiations could reduce the schedule contingency and might delay the overall project schedule.</p> <p>Mitigation: All critical enhancement work has been negotiated.</p>
 Green	Master Lease	Bids Due November 2, 2012	<p>Issue: Need to effectively manage complex procurement process.</p> <p>Impact: No impact near term.</p> <p>Mitigation: N/A</p>

Legend

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

Fulton Center

Update of Customer Benefits Strategy

- Reassessment of early customer benefit milestones
- Key elements reviewed:
 - Anticipated usage of current configuration and congestion on the South Bound platform, security, elevator access and maintenance, and master lease strategy.
- Conclusions:
 - Open Dey Street Entrance including elevator and 4/5 Rehab in October 2012
 - Open A/C Mezzanine in March 2013
 - Open Dey Street Concourse, John Street Escalator, and Corbin Restoration in June 2014, concurrent with the completion of the Fulton Center Complex

2-6

Project Overview

Overall Status (as per 2009 Re-Baseline Plan)

Item	Comments
Schedule	On schedule to meet the December 2016 revenue service date
Cost	On budget

Highlights

Progress

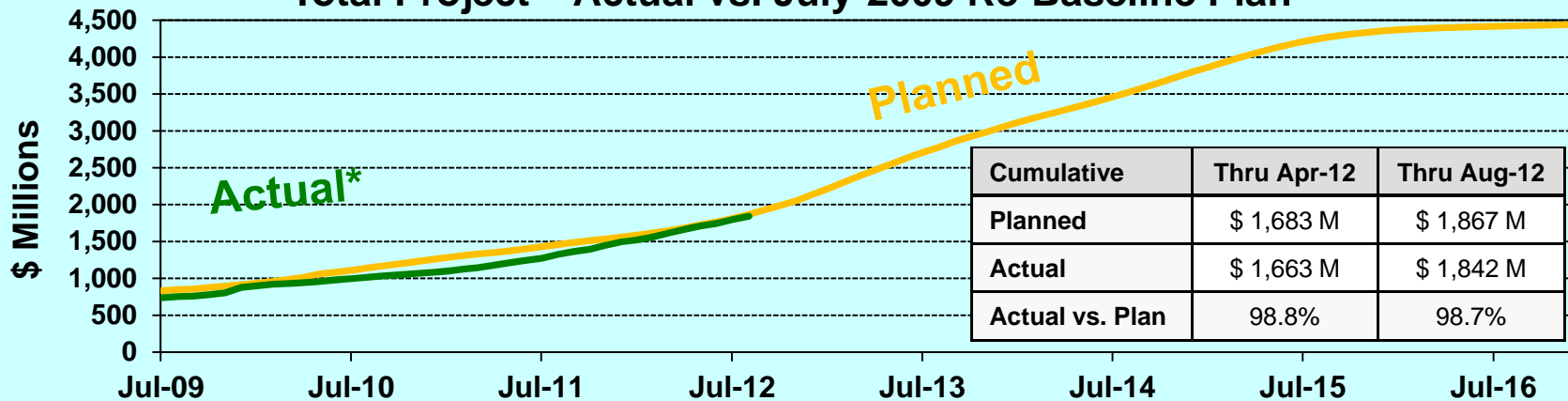
- Awarded the 96th St Station Finishes Contract on June 22 to E. E. Cruz/Tully
- Completed all remaining slurry wall and secant pile work at 96th St Station
- Completed muck conveyance systems at both shafts for the 86th St Station Contract

90 Day Look Ahead

- Complete all cavern blasting for the 72nd St Station Contract, one month later than planned
- Complete deck beams and roadway decking on eastside of 2nd Avenue 99th-95th Streets
- Continuing with controlled blasting operations at 86th St Station Cavern
- Continue controlled blasting at 72nd St and 69th St Ancillaries and Entrance 3 for 72nd St Station Contract
- Receive bids on 72nd St Station Systems and Finishes Contract

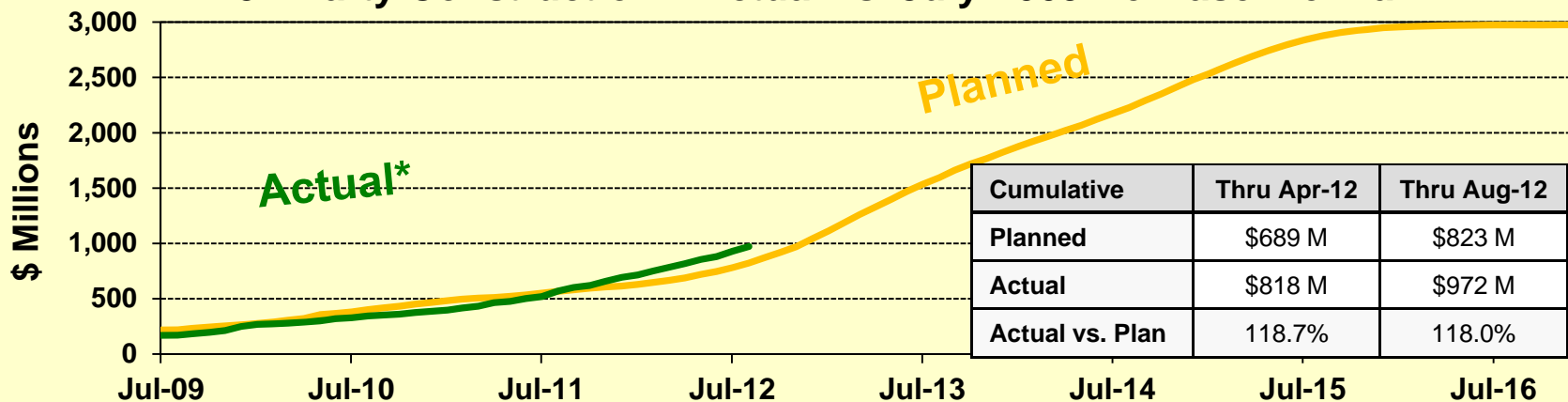
Cost & Schedule Performance

Total Project – Actual vs. July-2009 Re-Baseline Plan



* Actual represents expended; does not include retainage.

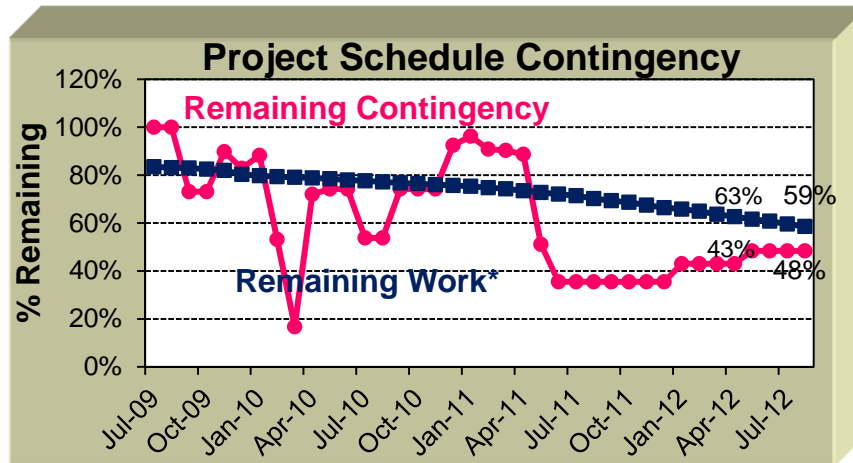
3rd Party Construction – Actual vs. July-2009 Re-Baseline Plan



* Actual represents expended; does not include retainage.

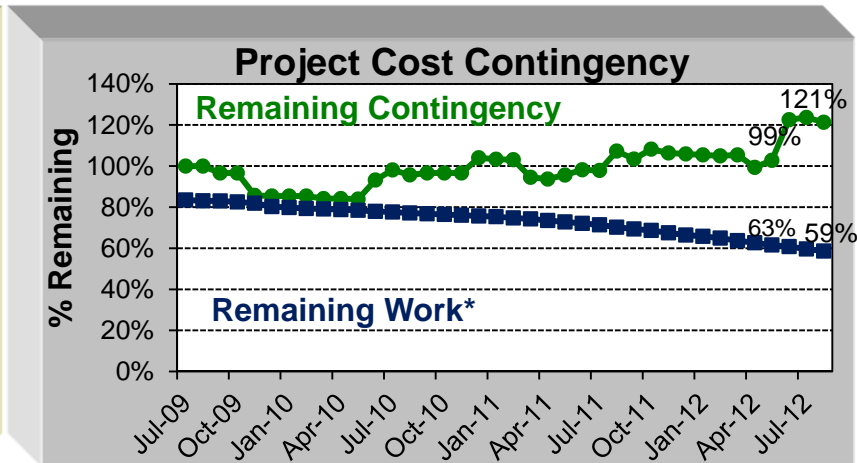
Cost & Schedule Contingency Status

6-2



* Remaining work is from start of project, which was re-baselined in July 2009

- July 2009 baseline schedule contingency: 186 days
- Current schedule contingency is 90 days, an increase of 10 days since last report
- Project continues a schedule recovery effort, with a target of restoring an additional 40 to 60 days of schedule contingency. The effort will focus on:
 - 86th St Station Cavern contract
 - Future 72nd and 86th Street Finishes contracts
 - Systems contract-Integrated Testing





* Remaining work is from start of project, which was re-baselined in July 2009




- July 2009 baseline budget contingency: \$322 million
 - Did not include \$189 million in design development contingency (AFI)
- Remaining budget contingency is \$ 391 million, an increase of \$72 million since last reported (\$ 319 million).
 - Does not include \$24 million in remaining design development contingency (AFI) for not-yet-awarded contracts. This is down from \$43 million last reported, due to the award of 96th St Station Finishes Contract.

Critical Milestones and Issues

2 - 10


Status	Activity	Date Needed	Issues
 Red	86th Street Station Cavern Schedule (Contract 5B)	Mitigation Ongoing	<p>Issue: The 86th St Station Structures contract includes critical path work for the overall project.</p> <p>Impact: Delay in award has resulted in the loss of four months of project schedule contingency.</p> <p>Mitigation: The Contractor started blasting ahead of schedule (April instead of June). MTACC is closely monitoring actual vs planned excavation production rates to identify any schedule slippage.</p>
 Green	Blasting for Excavation at 86th Street Cavern (Contract 5B)	Resolved	<p>Issue: Community complaints about the noise and vibration from late night blasting at 72nd St had resulted in limiting blasting to 7pm each day throughout the project.</p> <p>Impact: Possible cost impact and schedule delay of critical path.</p> <p>Mitigation: MTACC has met with the community and elected officials and extended allowable blasting hours from 7PM to 8PM. This blasting schedule is expected to have no impact on the project schedule with minimal cost impact.</p>

Legend




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

Critical Milestones and Issues

2 - 11

Status	Activity	Date Needed	Issues
 Yellow	Demolition/ Excavation of Entrance #1 (at 69th Street) of 72nd St. Station is currently delayed (Contract 4B)	Mitigation ongoing	<p>Issue: Building owner had needed to approve utility relocation design and grant access to areas beyond easements by agreement to complete the work.</p> <p>Impact: Possible delay for Contract 4B completion; however, contract not on project critical path.</p> <p>Mitigation: MTACC has terminated the agreement with Building owner. Additional temporary easements required to complete work have been filed under Eminent Domain. Potential partial scope transfer from Contract 4B to 4C to mitigate any delay claim.</p>

Legend

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

Second Avenue Subway Phase I

Risk Assessment
Contract 2B: 96th Street Station
Systems and Finishes
September 24, 2012



C2B 96th St Station Contract Summary

Scope:

Furnish and install the following items at 96th Street Station:

- Architectural finishes including all rooms, stairs, and ceiling
- Station Platform, Mezzanine, Roof, and Tunnel Invert from 87th Street to 92nd Street
- Mechanical (HVAC), Electrical , Plumbing, and Fire Protection systems
- All station elevators and escalators
- Rehabilitation of existing 99th Street-105th Street tunnel.

Schedule:

- 42 Month duration from Notice of Award
- Schedule interfaces with Contract 2A (96th Street Station Shell) and Contract 6 (Systems)
- Third Program Critical Path.

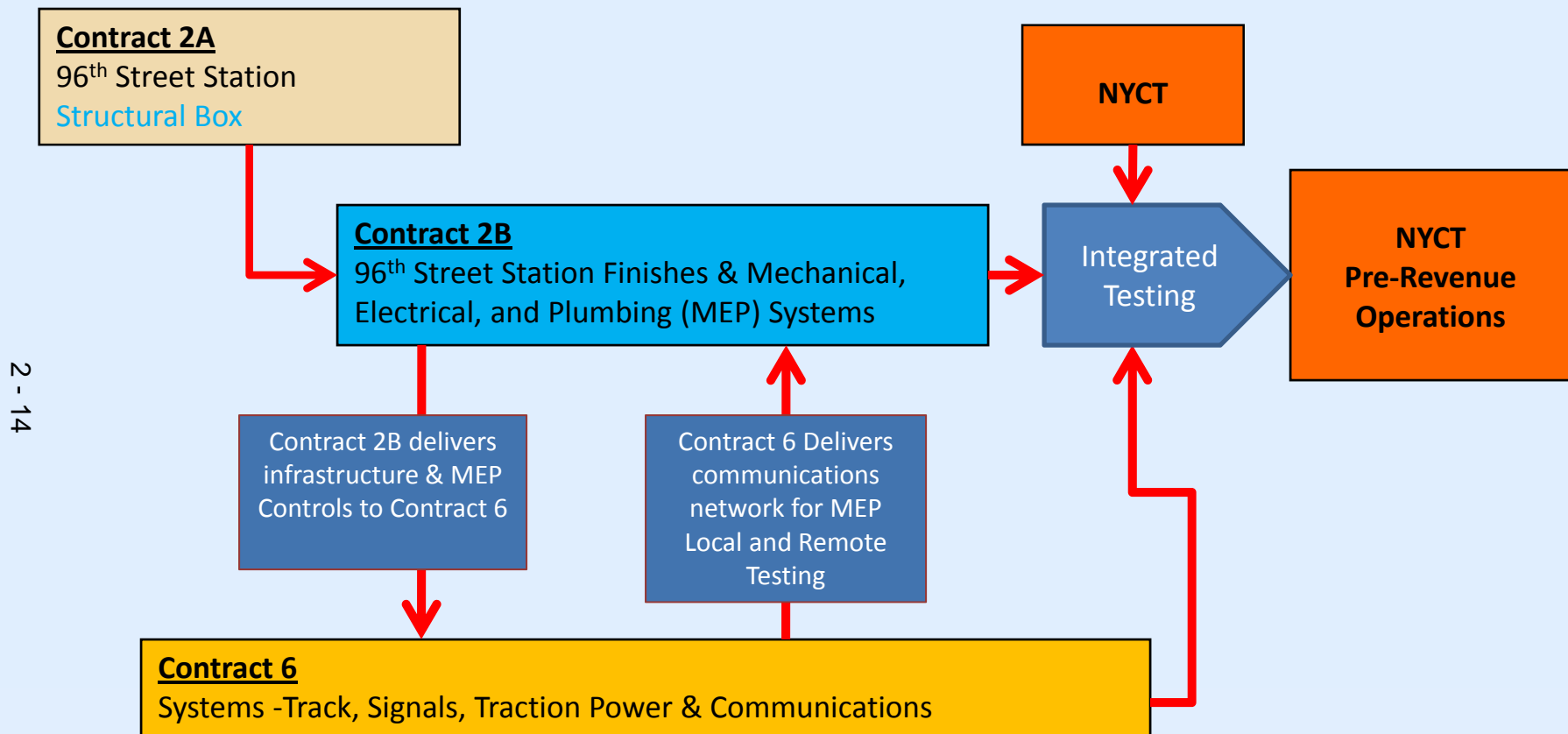
Budget (prior to receiving bids):

Construction Contract Estimate: \$397.8M

Contingency (AWO): \$ 19.8M

Total Project Budget: \$417.7M

96th Street Station Interfaces



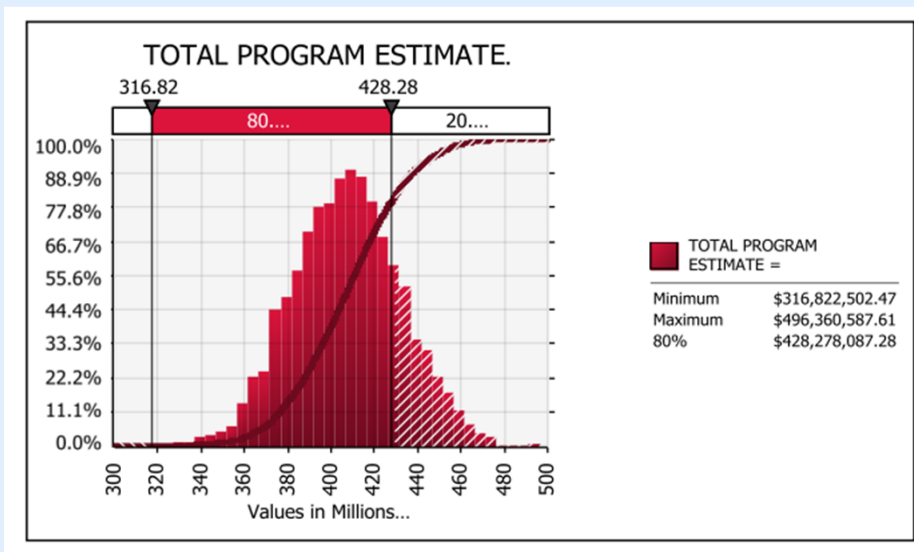
The project schedule relies on timely hand-offs of work areas from C2B Station to C6 Systems and back to C2B for testing and commissioning

Risk Assessment

- In November 2011, a risk assessment process commenced with a representative from AECOM-Arup JV facilitating the risk workshop.
- Representatives from MTACC, NYCT, MTA-OCO/IEC, FTA PMOC, AA JV(Design Consultant) and Parsons Brinckerhoff (CCM) participated in the risk workshop, which identified 47 significant risks that can potentially impact the project.
- A simulation model was developed and a risk profile was generated.
- The results of the risk assessment have been reviewed by two independent consultants: Dr. William Roberds from Golder Associates and Dr. Herbert Einstein from the Massachusetts Institute of Technology.



Risk Assessment Cost Results-Pre Bid



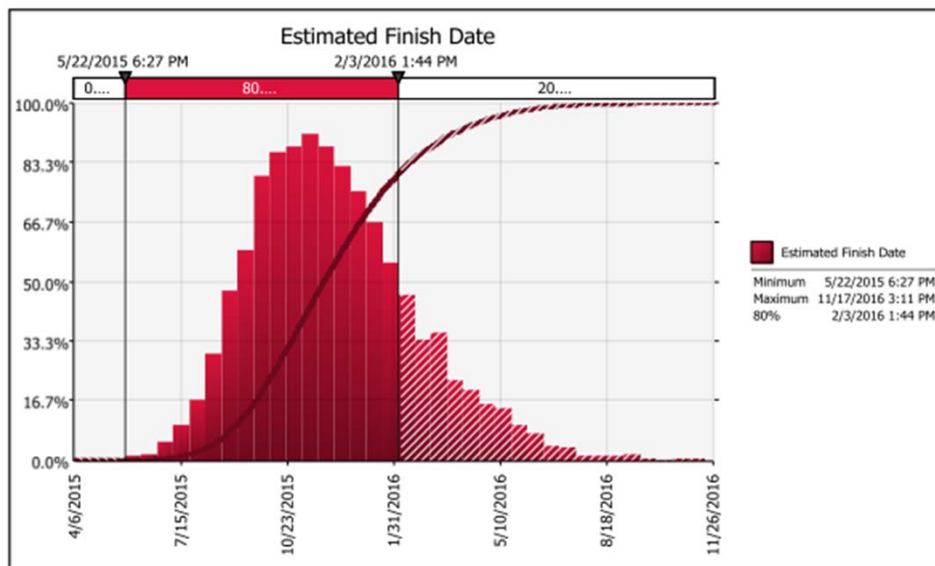
- The Risk Assessment shows an approximate range between the 5th and 95th percentiles of \$367 million to \$448 million around the project budget (\$417.7 million).
- The original project budget represented a 65% confidence level within that range.
- The 80% confidence level was determined to be \$428.3 million.

Risk Assessment Cost Results-Post Bid

- Risk Analysis was done in November, 2011; bids were received in April 2012:
 - All 7 bids received were between the 5th and 95th percentiles of the expected range reported in the risk assessment
 - Four bids were below the project budget and three were above
- Favorable award was made to the lowest bidder at \$324.6 million.
- Contract budget adjusted to award value plus 5% contingency at \$340.8 million.
- The significant budget surplus as a result of good bids has been retained within the SAS Program as non-allocated contingency and remains available to cover potential future risks for this contract .

	\$ Millions		
	Budget (prior to bids)	80%*	Awarded
Base	\$378.9	\$391.5*	\$324.6
Contingency	\$38.8	\$36.8*	\$16.2
Total	\$417.7	\$428.3*	\$340.8
*80% Confidence Level			

Risk Assessment Schedule Results-Pre Bid



- The Risk Assessment shows an approximate range between the 5th and 95th percentiles of 37 months to 55 months with 80% confidence at 45 months.
- Currently Contract 2B is scheduled to be completed in 42 months from NTP.
- The 42 month duration is associated with a 40% confidence level, unmitigated.

Risk Assessment Schedule Results-Post Bid

- Schedule Risk Mitigation effort is underway to mitigate the risk of a potential three month delay.
- Current SAS IPS schedule includes 3-1/2 months of float between this contract and the critical path of the program.
- Commenced sharing risk register with contractor to develop effective mitigation measures.
- Same Contractor as predecessor contract 2A (EE Cruz/Tully Construction JV) presents opportunities for early access.
- Will utilize risk assessment results from this contract in next program wide risk assessment.

	\$ Millions		
	Estimated	80%*	Awarded
NTP Date	30-April-12	20-June-12*	22-June-12
Substantial Completion	22-July-15	3-Feb-16*	22-Dec-15
Project Duration	39 Months	45 Months*	42 Months
*80% Confidence Level			

Most Significant Risks

Risk	Mitigation
Stakeholders increase scope and Design Changes, e.g.: Operations, NYCT requirements for C-6 or last minute MEP equipments	<ul style="list-style-type: none"> • Work with internal stakeholders (NYCT CPM and Dept of Subways) to identify potential scope increases as early as possible. • Utilize lessons learned from the 7 Line extension.
Contract packaging requires successful coordination of complex interfaces between multiple contractors and sharing of work spaces	<ul style="list-style-type: none"> • Contract 2B is contractually obligated to the Systems contract to turn-over areas one month prior to needed start dates building in float. • Project is developing a milestone schedule matrix that will be closely monitored at senior management level. • Project has adopted an Interface Management Plan and selected an Interface Manager.

2 - 20



Most Significant Risks

Risk	Mitigation
<p>EXTERNAL WORKING RELATIONSHIPS</p> <p>Working relationships between Contractor, Con-Edison, Verizon, and NYCDEP can result in delays and/or cost increases. Planned Street Restoration work does not meet community and/or agencies expectations and standards; leading to rework or additional restoration work.</p>	<ul style="list-style-type: none"> • Establish schedules for utility approvals, facilitate review process, maintain the effective relationships built by MTACC and Utility senior management to expedite agreements. • Community outreach is showing itself to be effective and will be maintained through restoration. • Early and regular meetings with stakeholder agencies.

2-21



Summary

- Very high confidence of meeting the pre-bid budget of \$417.7 million
- Confidence in project duration needs to be improved by implementing mitigation measures such as:
 - Share known risks with the contractor and mutually resolve risk issues
 - Strengthen Change Management Procedures so that future impacts to the schedule are reduced
 - Develop and utilize an Interface Management Plan with a full time Interface Manager
 - Utilize lessons learned from the 7 Line Extension Project

2 - 22



Project Overview

Overall Status (as per 2012 Re-Baseline Plan)

Item	Comments
Schedule	The Revenue Service Date is August 2019 which includes 12 months of contingency
Cost	On Budget

2 - 23

Highlights

Progress

- The 245 Park Avenue Entrance to GCT, which connects to MNR's existing 47th Street Cross passage, will be open to the public by the end of September
- All soft ground TBM mining in Queens is complete which includes the additional mining at the B/C tunnel
- Excavation at Northern Blvd. continues with four of seven drifts completed
- Work in Harold has focused on catenary and 12 kV ductbank (see next page)
- The 55th Street Vent Plant (CM013A) contract was awarded on August 29, 2012
- The Signal System contract (VS086) for procurement of equipment was advertised

90 Day Look Ahead

- Award the first Systems Contract (CS179)
- Award the Manhattan Cavern contract (CM012)
- Handover of the Queens open cut to the follow-on contractor (CQ032)

Rebuilding Harold

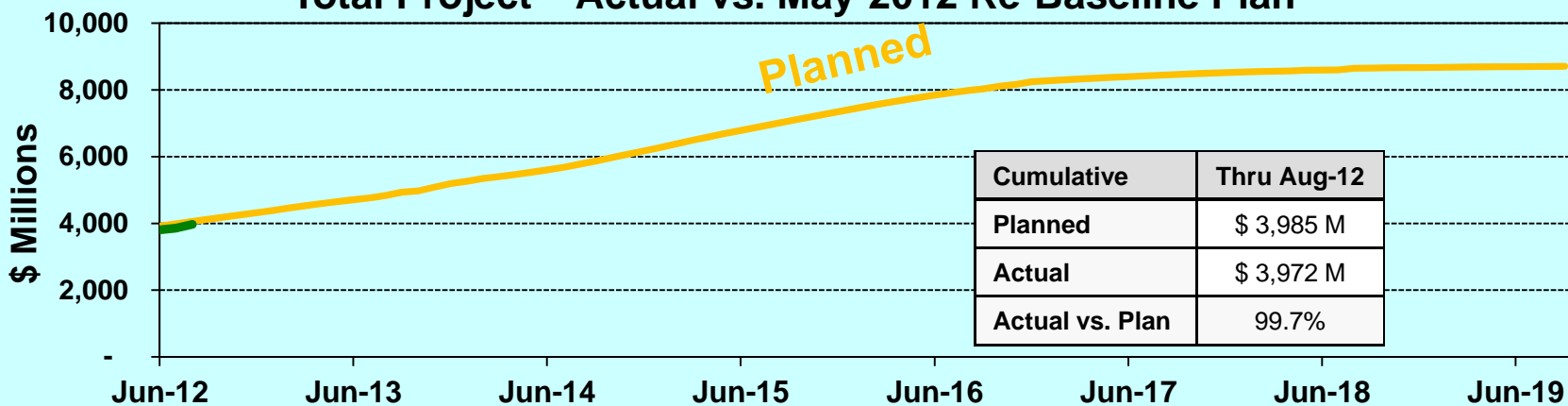
2 - 24

Jun – Aug 2012					
Infrastructure Element		Planned	Actual	Completed To Date	Total
New Switches		-	-	23	92
Linear Ft of New Track		-	-	19,350	56,850
*New Railroad Bridges		-	-	1	5
Catenary Poles/Signal Towers		40	30	105	313
Aerial Utility Bridges		1	1	3	3
Retaining Walls		1	1	8	15
Signal Bridges		-	-	2	14
Signal Hut (Wood / Harold / Loop)		1	1(H4)	7	15
LIRR/AMTRAK Signal Trough (Feet)		600	500	18,700	33,700
By-Pass Tunnels				0	2
12KV Civil Work	CH053	9.2% (855lf/1 Ea)	7.3% (605lf / 0 Ea)	78.5 % (3,435lf / 9 Ea)	Ductbank : 3,979lf Manholes : 13 Ea
	CH054A	13.4% (600lf / 2 Ea)	9.0% (400lf / 0 Ea)	18.0% (600 lf / 4 Ea)	Ductbank : 4,211lf Manholes : 17 Ea

* Continued WBY & ML4 Bridges at 43rd street

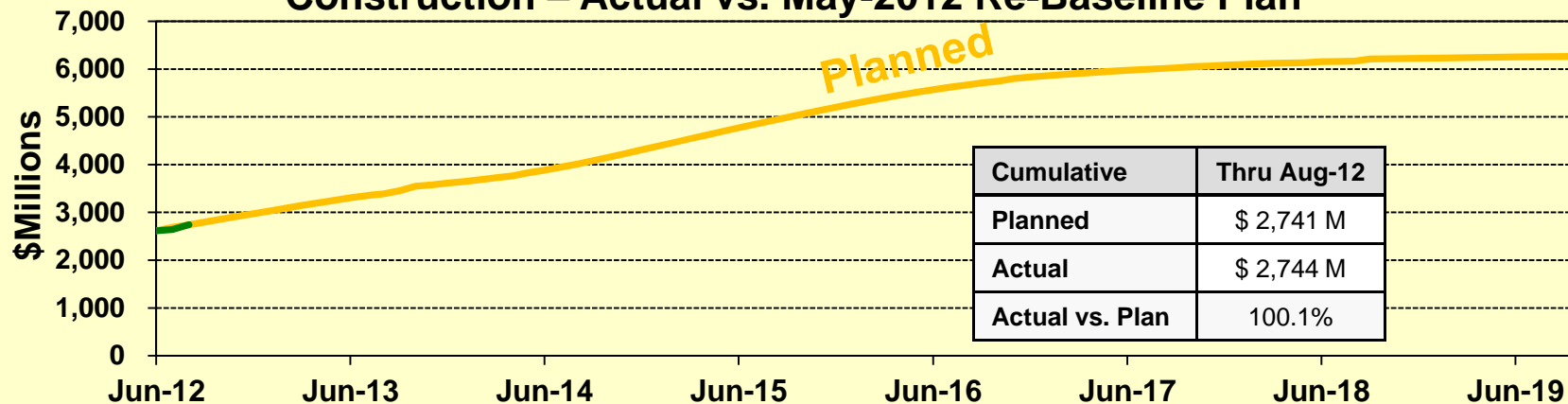
Cost & Schedule Performance

Total Project – Actual vs. May-2012 Re-Baseline Plan



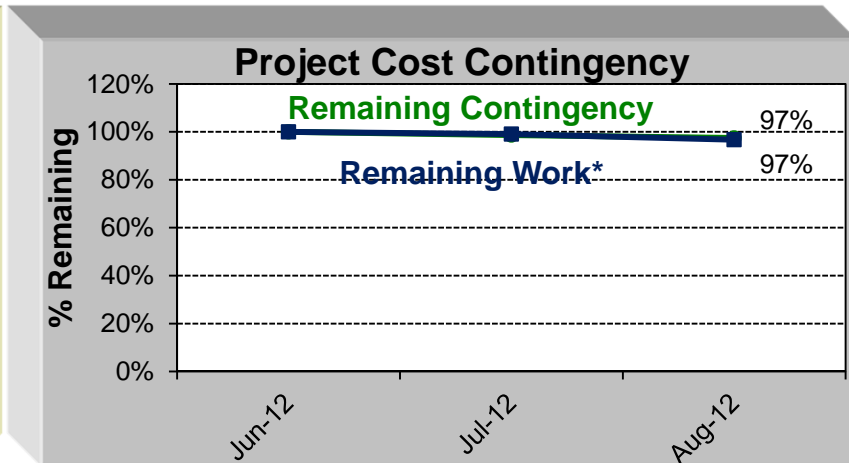
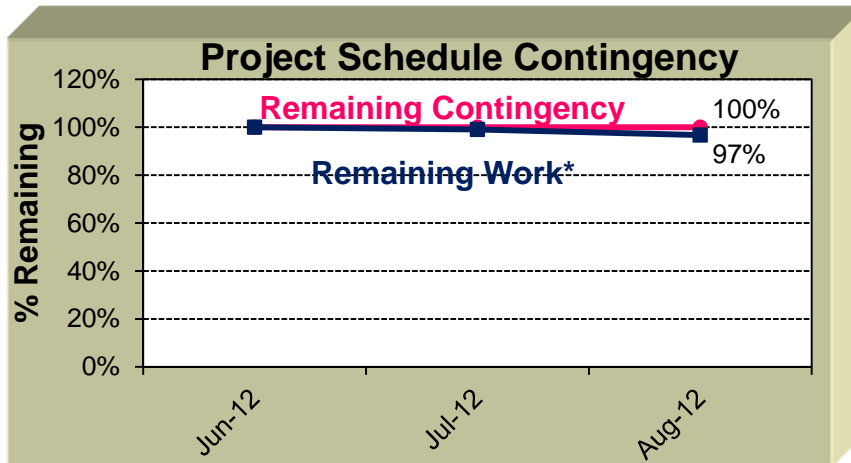
* Actual represents expended; does not include retainage.

Construction – Actual vs. May-2012 Re-Baseline Plan



* Actual represents expended; does not include retainage.

Cost & Schedule Contingency Status



* Remaining work is re-baselined in May 2012 and indexed to 100% remaining



- May 2012 baseline schedule contingency: 365 days
- Current contingency is 365 days

* Remaining work is re-baselined in May 2012 and indexed to 100% remaining




- May 2012 baseline budget contingency: \$365 million
 - Excludes \$184 million in design development contingency (AFI)
- Current budget contingency: \$356 million, \$9 million less than May baseline.
 - Excludes \$184 million in design development contingency (AFI)

Critical Milestones and Issues



2 - 27

Status	Activity	Date Needed	Issues
 Red	Schedule Delay: Award of Manhattan Structures 2 & Facilities Fit-Out (CM012)	December 2012	<p>Issue: Bid opening has been extended creating a tight time frame to award contract.</p> <p>Impact: This project is on the critical path. If the award is delayed, mitigations will be necessary to avoid eroding schedule contingency.</p> <p>Mitigation:</p> <ul style="list-style-type: none"> •To expedite award, Contractor responsibility and financial qualifications being reviewed prior to receiving bids. •Review schedule logic to allow follow-on contractor to advance work in critical locations.
 Yellow	Schedule Delay: Amtrak CILs (Signal System) Service Cutover	May 2013	<p>Issue: The schedule for the cutover of the Amtrak installed F2 and F1 Central Instrument Locations (CILs) has been delayed.</p> <p>Impact: Continued delay compresses future work in Harold consuming internal float.</p> <p>Mitigation:</p> <ul style="list-style-type: none"> •Working with LIRR and Amtrak to identify opportunities to re-sequence CIL cutovers. •Require longer track outages to facilitate CIL testing. This mitigation is currently under evaluation.

Legend




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

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Schedule Delay: Access to Queens Open-cut for Plaza contractor (CQ032)	July 2013	<p>Issue: Delays in Northern Blvd. excavation impacted access for follow-on critical work.</p> <p>Impact: The delay caused concurrent work and likely need to pay impact costs to the CQ032 contractor.</p> <p>Mitigation: Negotiating scope transfers (at no additional cost) will recover as much as four months of these delays.</p>
 Yellow	Schedule Delay: Award of Systems 1 – Facilities Systems Contract (CS179)	February 2013	<p>Issue: Potential delay to the award of this contract scheduled for November 2012.</p> <p>Impact: Delays beyond February 2013 will potentially result in late delivery of critical equipment.</p> <p>Mitigation: Pay for the acceleration of the fabrication, testing and delivery of critical equipment.</p>

2 - 28

Legend

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

MTA Capital Program 2010-2014 Capital Plan Savings Report

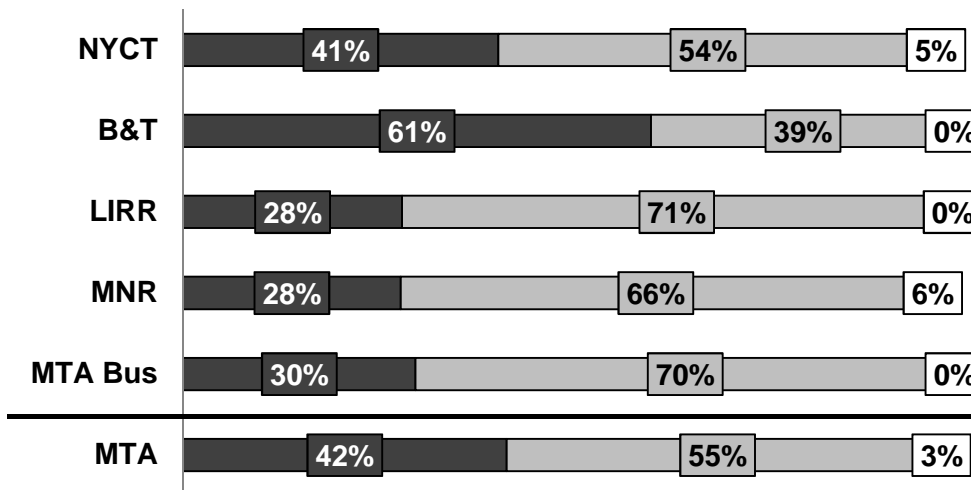
September 2012



Capital Program - 2010-2014 Capital Plan Savings Report - September 2012

Net Savings Progress (% of Target)

■ Completed ■ Proposed/Forecasted □ Gap



Net Savings Progress (Millions)

Completed	Proposed/Forecasted	Gap	Target
\$487.6	\$646.8	\$57.6	\$1,192.0
\$226.7	\$146.9	\$0.0	\$373.6
\$67.8	\$169.6	\$1.0	\$238.4
\$44.9	\$105.1	\$9.0	\$158.9
\$8.4	\$19.6	\$0.0	\$28.0
\$835.4	\$1,088.0	\$67.7	\$1,991.0

Highlights of Savings Accomplishments

NYCT: VHF Radio award (\$84.8m), Church Av interlocking award (\$43.7m), New Vent Mulry Square (\$47.6m)

LIRR: Design efficiencies in Jamaica Capacity Improvements (\$66.2m), Green Rock for Atlantic Branch 1/2 Ties (\$26m)

MNR: Utilize rehabilitated switcher/shuttle locomotives (\$13.1m), Further Track Program productivity improvements (\$1.5m)

B&T: Bronx-Whitestone deck replacement award (\$125.8m), Verrazano ramp improvement award (\$32.2m)

MTA Bus: Efficiencies in standard bus purchase (\$8.4m)

**MTA Capital Program
Commitments & Completions**

through

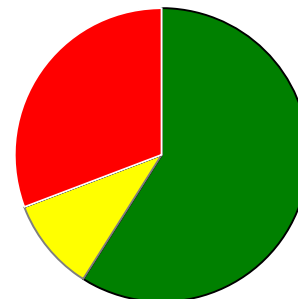
August 31, 2012

Capital Projects – Major Commitments – August 2012

Thirty-nine major commitments are reported on through August. Of these, 23 are being delivered on or near goal while four commitments occurred but late. Twelve other major projects are late and not yet achieved. Details are addressed in the following pages.

Regarding total commitments, agencies have committed \$3.3 billion through August, which is 3% below budget. By year-end, agencies currently forecast that 94% or \$6.9 billion of the \$7.3 billion annual goal will be committed. Projects to watch include four at NYCT representing nearly \$1 billion and currently forecast to be committed in December; these include the Dyre Avenue Signals and three projects to purchase standard and express buses.

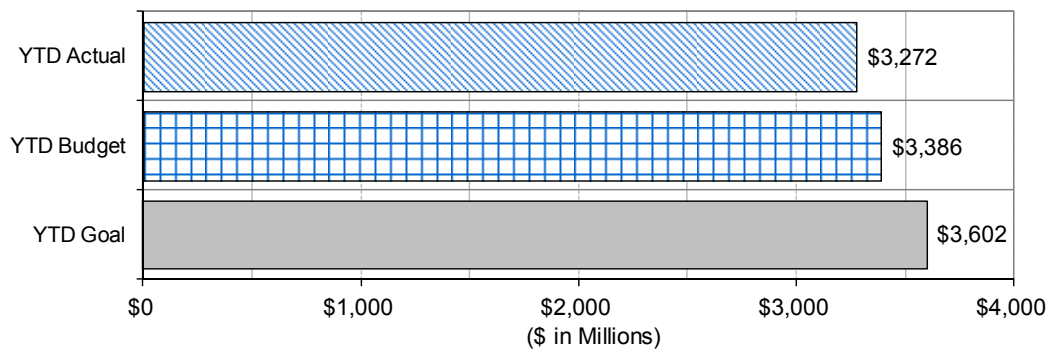
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within 2 months of Goal	23	59%	↑ 1
YELLOW = Commitments delayed beyond 2 months of Goal (already made)	4	10%	↑ 1
RED = Commitments delayed beyond 2 months of Goal (not yet made)	12	31%	↑ 3
Total	39	100%	↑ 5

Budget Analysis

2012 Annual Goal	\$7,289	
2012 Annual Forecast	94%	of Annual Goal
Left to Complete	52%	(\$3,599)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – August 2012– Schedule Variances

Project	Commitment	Goal	Forecast
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12 All-Agency Red Commitments (4 new this month; net increase of 3)

NYCT

Track

2012 Track & Switch Program (6 Projects) - 2nd Quarter	Construction Award	Jun-12 \$1.6M	Sep-13 \$1.6M
--	--------------------	------------------	------------------

One project (track replacement at Pelham) was delayed because of a materials shortage. The other 5 commitments have been made representing \$18.8M of the original \$20.4M goal.

Passenger Stations

Brick Arch Repair: 168th Street & 181st Street	Construction Award	Jun-12 \$38.0M	Dec-12 \$46.5M
--	--------------------	-------------------	-------------------

Postponed because General Orders required for this project will not be attainable until early 2013. Cost increased to address items requested and to be paid for by Columbia Presbyterian Hospital, as well as safety and structural needs.

Replace 11 Hydraulic Elevators	Construction Award	Jun-12 \$44.6M	Dec-12 \$27.1M
--------------------------------	--------------------	-------------------	-------------------

Contract specs are being reviewed by the legal department for advertisement in September. Cost decreased due to reduction in scope of electrical work by using the existing feeders, as well as to reduction in construction support costs.

Smart Card Implementation Phase 1- Design	Design Award	Jun-12 \$10.0M	Dec-12 \$10.0M
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NYCT is currently reviewing the assumptions for the business case that supports this project.

Bus Replacement

Purchase 90 Articulated Buses	Purchase Award	Jun-12 \$70.6M	Sep-12 \$69.5M
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Procurement action was approved by the MTA Board in June. Contract award is subject to NY State Comptroller review which can take up to 90 days from Board approval. Forecast date reflects this review period.

B&T

Structures

Concrete Anchorage Repairs, Bronx Whitestone (New Item)	Construction Award	Jul-12 \$8.0M	Oct-12 \$8.0M
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Additional time required to address bidders' questions and complete bid evaluation.

Project	Commitment	Goal	Forecast
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MNR

Rolling Stock

M8 Fleet - Purchase Spare Parts	Purchase Award	Jun-12 \$17.3M	Dec-12 \$17.3M
---------------------------------	----------------	-------------------	-------------------

Purchase has been delayed due to late submission of proposals from the vendor. It is anticipated that the commitment for these parts will be made by December 2012.

Track & Structures

CP109 (Botanical Gardens - Fordham) - (New Item)	Construction Award	Jun-12 \$23.0M	Sep-12 \$23.0M
--	--------------------	-------------------	-------------------

Remaining commitment (\$8.8M for force account) is in the process of being executed. Delay was due to track outage availability and manpower redistribution for several projects.

Communications & Signals

West of Hudson Signal Improvements - Cab Signal Construction	Construction Award	Apr-12 \$52.8M	Oct-12 \$52.8M
--	--------------------	-------------------	-------------------

Bid opening date was extended per bidders' request to allow for better understanding of the complexities and risks associated with the project and to price it accordingly. Bid opening was held on June 5th and final award is being planned for October 2012.

Positive Train Control Integrator (New Item)	Construction Award	Aug-12 \$23.6M	Jan-13 \$23.6M
--	--------------------	-------------------	-------------------

This is a two phase process for the procurement. The first phase has been completed. The second phase has been delayed due to a lengthy internal review process of the contract documents (specs and drawings) by the legal and procurement groups. These documents have not yet been released to the vendors.

MTA Bus

MTA Bus Projects

Emergency Generators: 6 Depots	Construction Award	Mar-12 \$7.7M	Oct-12 \$7.7M
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Initial delay due to extensive questions submitted by bidders. Continuing issues with the apparent low bidder have caused an additional delay.

Security Upgrade: Eastchester and LaGuardia (New Item)	Construction Award	Aug-12 \$7.5M	Dec-12 \$7.5M
--	--------------------	------------------	------------------

Extensive comments from the legal department had to be addressed, which caused significant delays in the overall project schedule.

Capital Projects – Major Commitments – August 2012– Schedule Variances

Actuals Results Shaded

Project	Commitment	Goal	Forecast
---------	------------	------	----------

4 All-Agency Yellow Commitment (1 new this month)

NYCT

Subway Cars

300 'B' Division Subway Car Purchase	Purchase Award	Mar-12 \$637.8M	Jun-12 (A) \$729.2M
--------------------------------------	----------------	--------------------	------------------------

The MTA Board approved the award of the contract in March 2012 . A bid protest was received and subsequently denied.

Bus Replacement

Purchase 54 Express Buses	Purchase Award	Mar-12 \$38.3M	Jul-12 (A) \$33.4M
---------------------------	----------------	-------------------	-----------------------

The contract was approved by the MTA Board in May, but was still subject to the approval of the Bankruptcy Court. The notice to proceed was withheld until the Court approval was received in July.

Track

2012 Track & Switch Program (27 Projects) - 1st Quarter (New Item)	Construction Award	Feb-12 \$246.6M	Jun-12 (A) \$248.1M
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All 27 projects were committed in the first and second quarters. Three projects had slipped beyond the first quarter due to track scheduling conflicts. All have been committed.

MTA Bus

MTA Bus Projects

Fuel Tanks and Bus Wash: Eastchester Depot	Construction Award	Jan-12 \$12.5M	May-12 (A) \$12.9M
--	--------------------	-------------------	-----------------------

The project was delayed due to additional addendums required as a result of bidder questions and also due to lease issues.

Capital Projects – Major Commitments – August 2012 – Budget Only* Variances

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

Actuals Results Shaded

Project	Commitment	Goal	Forecast
7 All-Agency Budget only variance (2 new this month)			
NYCT			
<i>Line Equipment</i>			
Vent Plant at Mulry Square	Construction Award	Apr-12 \$108.5M	Jun-12 (A) \$60.9M
Project cost reduced reflecting low bids. Delay of award due to vendor relations issues. Issues have been resolved and the award was made in June.			
<i>Signals & Communications</i>			
VHF Radio System Upgrade	Construction Award	Feb-12 \$210.7M	Feb-12 (A) \$197.4M
Lower actual costs due to good bid savings.			

LIRR

Line Structures

ERT Tunnel Rehabilitation	Construction Award	Mar-12 \$25.0M	Mar-12 (A) \$9.2M
The LIRR committed less than was originally planned. \$9.2M represents the 2012 portion of the overall project, the remaining portion will be committed in future years.			
Bridge Program	Construction Award	Apr-12 \$14.6M	Apr-12 (A) \$6.9M
Funding provided was limited to the current year's work effort.			

Track

Jamaica Capacity Improvements (New Item)	Construction Award	Sep-12 \$19.0M	Aug-12 (A) \$12.8M
Lower actual costs due to good bid savings.			

B&T

Roadways and Deck

Deck Replacement: RFK Bridge Manhattan-Queens Ramp	Construction Award	Jul-12 \$64.8M	Jul-12 (A) \$52.7M
Lower actual costs due to good bid savings.			

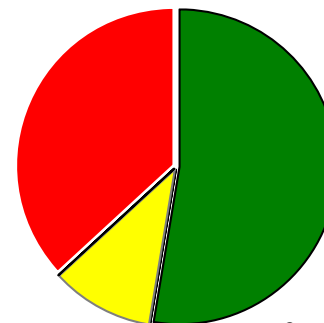
Project	Commitment	Goal	Forecast
MTACC			
<i>Second Avenue Subway</i>			
96th Street Finishes (New Item)	Construction Award	May-12 \$439.3M	Jun-12 (A) \$362.4M
Bid opening was delayed due to time extension request from multiple bidders. Budget decreased due to favorable bids.			

Capital Projects – Major Completions – August 2012

Thirty-eight major completions are reported on through August. Of these, 20 are being delivered on or near goal while four others occurred but late. Fourteen other major projects are late and not yet achieved. Details are addressed in the following pages.

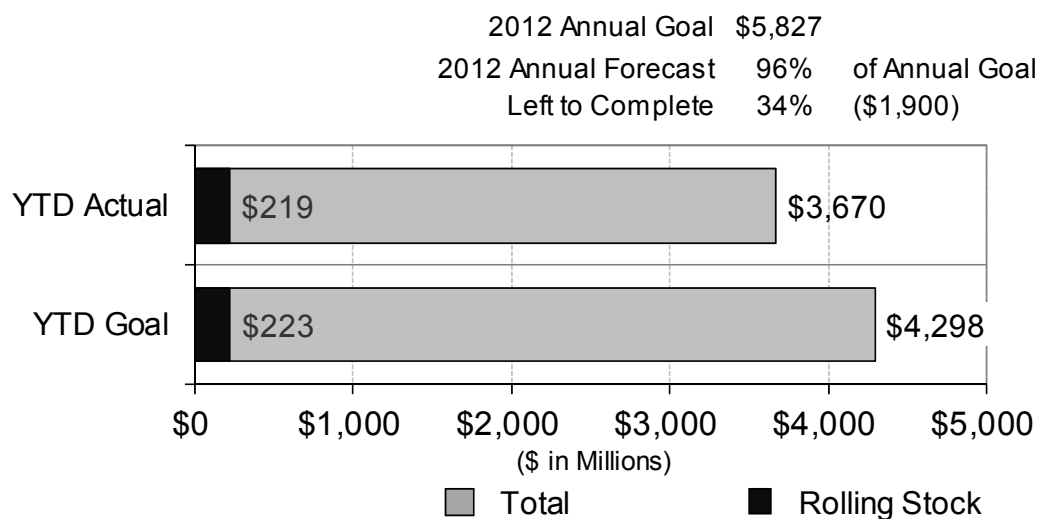
Regarding total completions, agencies have completed \$3.7 billion through August, which is 15% below the year-to-date goal. By year-end, agencies currently forecast that 96% or \$5.6 billion of the \$5.8 billion annual goal will be completed.

Year-to-Date Major Completions



GREEN = Completions made/forecast within 2 months of Goal	20	53%	↓ 1
YELLOW = Completions delayed beyond 2 months of Goal (already made)	4	11%	↑ 1
RED = Completions delayed beyond 2 months of Goal (not yet made)	14	37%	-
	38	100%	-

Budget Analysis



Year-to-Date Agency Breakdown

Prior month variance			
	GREEN	YELLOW	RED
New York City Transit			
9	3	7	
Long Island Rail Road			
3	1	+ 1 YELLOW	- 1 RED
Metro-North Railroad			
3	1		
Bridges and Tunnels			
1			
Capital Construction Company			
2	2		
MTA Bus Company			
2	4	- 1 GREEN	+ 1 RED
MTA Police Department			

Capital Projects – Major Completions – August 2012 – Schedule Variances

Project	Completion	Goal	Forecast
14 All-Agency Red Completions (1 new this month)			
NYCT			
<i>Track Program</i>			
2012 Track & Switch Program (6 Projects) - 2nd Qtr.	Construction	Jun-12 \$24.4M	Jun-13 \$24.4M
Three of the 6 projects with a combined forecast of \$12.0M have slipped due to drainage and material availability issues and track access opportunities.			
<i>Bus</i>			
90 Standard Diesel Buses - New Flyer Pilot	Purchase Contract	Feb-12 \$46.2M	Jan-13 \$44.2M
88 of the 90 buses ordered were accepted. One of the remaining 2 buses will be equipped with a different engine for evaluation purposes; it will be delivered in January along with the other standard diesel.			
<i>Stations</i>			
West End Line Stations - 5 Stations	Construction	Apr-12 \$100.2M	Sep-12 \$99.3M
Project completion extended 6 months due to two concurrent delays. 1- Additional corroded steel in south control area at Fort Hamilton Avenue Station. 2- Approval of material for the historic 9th Avenue Station control building by the State Historic Preservation Office.			
Far Rockaway Line Stations - 5 Stations	Construction	Jun-12 \$89.8M	Oct-12 \$92.6M
The Long Island Power Authority (LIPA) has had a major impact on the project resulting in delays and cost increase. The contractor's work requires power shut downs of LIPA's energized cable which is attached to the line structure. LIPA grants only intermittent power outages dependent on weather and their service/maintenance needs. Contractor delay in the completion of several wrap-up items, as well as late design and installation of fire alarm systems.			
Station Work: Dyckman- 7th Ave	Construction Award	Jun-12 \$74.9M	Jun-13 \$77.3M
Additional work including ADA work, elevator structural finishing, elevator ADA installation, and reconstruction of sidewalk and ADA ramp will extend the contract to June 2013			

Project	Completion	Goal	Forecast
Bleecker Street Complex / Lexington	Construction	Jun-12 \$126.1M	Oct-12 \$127.1M
Initial delay due to utility interferences, followed by delay in procurement and installation of the street elevator roof and procurement of glass for two other elevator enclosures. Further delayed to accommodate NYC DOT request for granite curbs at Houston Street, as well as late delivery of sidewalk granite.			
<i>NYCT Stations (continued)</i>			
Station Rehab: Smith- 9th Street & 4th Ave	Construction	Jul-12 \$40.6M	Jan-13 \$41.3M
Project completion was delayed to January due to the contractor's poor management, insufficient manpower and quality control and other design issues. Cost increased due to additional work to restore station entrances and storefronts and repair station towers.			
MNR			
<i>Communication & Signals</i>			
Tagging Relays Harlem & Hudson Lines	Construction	Mar-12 \$12.7M	Dec-12 \$12.7M
Staffing changes at MNR's design consultant resulted in a longer period for completing design modifications for 3 Remote Terminal Units (RTUs). The design modifications are necessary for proper configuration of the RTUs.			
MTACC			
<i>Fulton Center</i>			
Dey St Concourse & R Underpass Finishes 4E	Construction	Jul-12 \$32.2M	Nov-12 \$33.2M
Delays and adjusted budget are due to the enhancement program for Fulton Center.			
4/5 Station Rehab & Dey Street Head House Finishes	Construction	Jul-12 \$82.9M	Nov-12 \$82.9M
Delays and adjusted budget are due to the enhancement program for Fulton Center.			

Capital Projects – Major Completions – August 2012 – Schedule Variances

Actual Results Shaded

Project	Completion	Goal	Forecast
MTA Bus			
<i>Bus Company Projects</i>			
Fire Protection at JFK	Construction	Jun-12 \$4.0M	Nov-12 \$4.0M
Completion was delayed while issues from the lease agreements were reviewed and resolved.			
New Roof & Ventilation System at Baisley Park	Construction	Apr-12 \$8.5M	Oct-12 \$8.5M
Completion was delayed while issues from the lease agreements were reviewed and resolved.			
<i>Bus Company Projects (continued)</i>			
New Roof & Ventilation System at Far Rockaway	Construction	May-12 \$6.9M	Sep-12 \$6.9M
Purchase and installation of a computer system to monitor and control various pieces of equipment and systems in the building was delayed pending approval from the project's designer. Additional project delay due to contractor building a concrete stair tower to incorrect elevations, which required corrective work.			
New Roof and Vent. System at LaGuardia (New Item)	Construction Award	Jun-12 \$7.0M	Sep-12 \$7.0M
More time was needed by the contractor as the result of a request by National Grid for installation of additional gas regulators and valves necessary for the operation of the ventilation system. Further delay was due to longer than expected installation of this work.			

Project	Completion	Goal	Forecast
4 All-Agency Yellow Completions (1 new this month)			
NYCT			
<i>Stations</i>			
Rockaway Line Stations- 3 Stations	Construction	Feb-12 \$54.2M	May-12 (A) \$57.2M
Delays are due to an adjacent property owner not allowing the use of a parking lot for final inspections. Project cost increased due to delays resulting from site access difficulties stemming from the LIPA cable shutdowns, unanticipated asbestos removal and contractor's rate of progress.			
West End Line Stations - 7 Stations	Construction	Apr-12 \$135.5M	Jul-12 (A) \$130.7M
Elevator vibration issues delayed completion. Project cost decrease reflects latest estimate.			
<i>Bus Program</i>			
Purchase 90 Standard Low-Floor CNG Buses	Purchase Contract	Mar-12 \$46.0M	Jun-12 (A) \$46.3M
Project was delayed to June because of bus frame issues found in the last bus. All buses are now in service.			
LIRR			
<i>Power</i>			
Rockville Centre Substation (New Item)	Construction	May-12 \$56.9M	Aug-12 (A) \$56.9M
Completion delayed due to contractor delays in energization and testing of the substation.			

Capital Projects – Major Completions – August 2012 – Budget* Variances

Actual Results Shaded

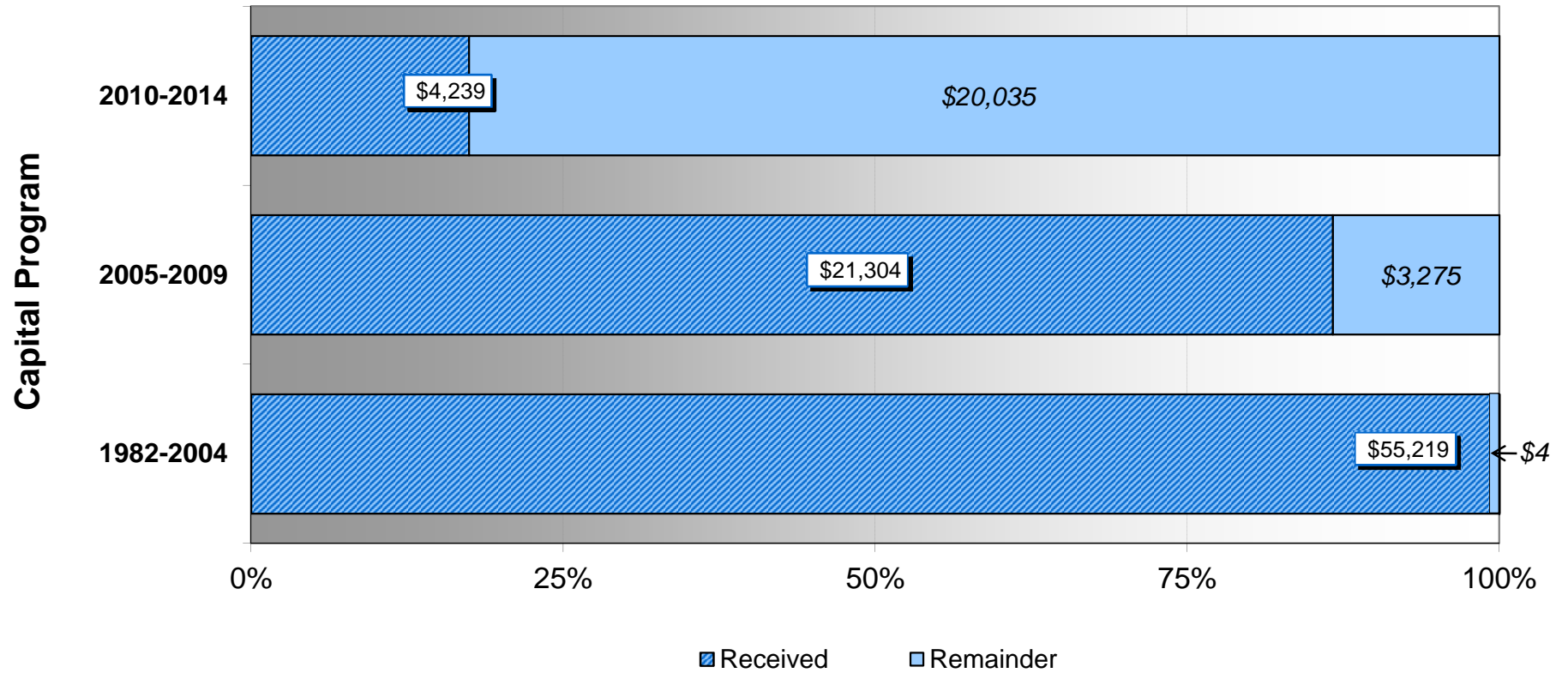
**for variances of more than \$5 million or 10%*

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
4 All-Agency Budget only variances (0 new this month)							
NYCT							
<i>Signals & Communication</i>							
CBTC Canarsie: Equip 64 R- 160 Cars	Construction	Mar-12 \$61.2M	Mar-12 (A) \$67.9M				
The cost increase is for additional support costs due to extended contract duration and higher than anticipated actual general order/diversion costs associated with rerouting of the MTrain and multiple supplements.							
PA/CIS Phase 2: 156 Stations (IRT)	Construction	Apr-12 \$183.6M	Mar-12 (A) \$208.8M				
Project cost increased due to the addition of training facility and extended project duration requiring additional support costs.							
<i>Track</i>							
2011Track & Switch Program (3 Projects) - 2nd Quarter	Construction	Jun-12 \$127.8M	Mar-12 (A) \$170.9M				
Project cost increased reflecting final actual charges.							
<i>Line Equipment</i>							
Vent Plant: Jackson Avenue / Queens		Sep-12 \$76.1M	Jul-12 (A) \$71.0M				
Project cost increased reflecting final actual charges.							

Status of MTA Capital Program Funding

Capital Funding (August 31, 2012)

\$ in millions



Capital Funding Detail (August 31, 2012)

\$ in millions

2005-2009 Program

Federal Formula and Flexible Funds
Federal New Start
Federal Security
Federal Other
Federal ARRA - Stimulus
City of New York
City #7 Line Extension Funds
MTA Bus Federal and City Match
Asset Sales and Program Income
State Transportation Bond Act
MTA Bonds (Including LGA)
B&T Bonds
Bonds from New Sources
Other (Including Operating to Capital)

Funding Plan	Receipts			
<u>Current</u>	<u>Receipts thru June</u>	<u>This month</u>	<u>Received to date</u>	
\$5,207	\$5,191	-	\$5,191	
2,795	1,817	-	1,817	
322	222	22	244	
7	7	-	7	
654	654	-	654	
405	405	-	405	
2,367	1,528	44	1,571	
152	143	-	143	
1,106	379	(9)	370	
1,450	881	-	881	
3,039	3,039	-	3,039	
1,221	1,221	-	1,221	
5,639	5,462	178	5,639	
216	107	17	123	
Total	\$24,579	\$21,053	\$251	\$21,304

2010-2014 Program

Federal Formula, Flexible, Misc
Federal High Speed Rail
Federal Security
Federal RIFF Loan
City Capital Funds
State Assistance
MTA Bus Federal and City Match
MTA Bonds (Payroll Mobility Tax)
Other (Including Operating to Capital)
B&T Bonds

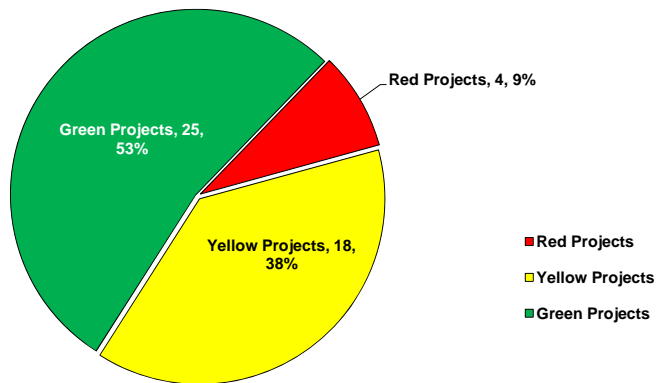
Funding Plan	Receipts		
<u>Current</u>	<u>Receipts thru June</u>	<u>This month</u>	<u>Received to date</u>
\$5,783	\$2,263	9	\$2,271
295	295	-	295
225	52	(15)	38
2,200	-	-	-
762	180	-	180
770	0	-	-
167	-	-	-
10,503	720	524	1,244
1,490	31	47	78
2,079	133	-	133
Total	\$24,274	\$565	\$4,239



2nd Quarter 2012 Traffic Light Report on MTA Capital Program Projects

A total of 234 Projects were Reviewed for the 2nd Quarter 2012

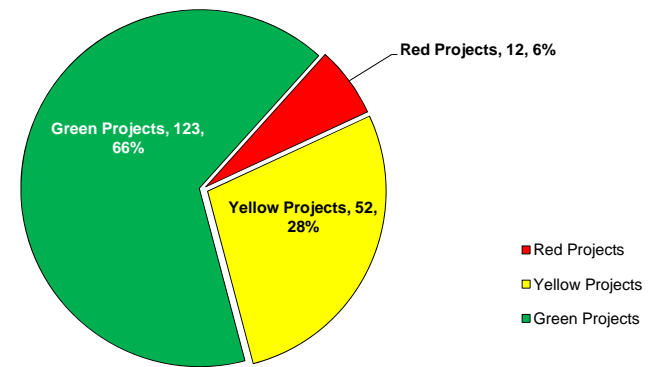
47 Projects in Design



Projects in Design: 47 projects were reviewed in the design phase with 25 (53%) designated green, 18 (38%) yellow, and 4 (9%) were red. For the 4 projects designated red, 3 were for schedule variance, and 1 for cost. Additional design review, including environmental assessment, third party acceptance, and coordination with related work were the primary causes for schedule variances for projects in design.

NYCT	17	18	4	Total Projects 39
MNR	3			Total Projects 3
LIRR	0			Total Projects 0
B&T	4			Total Projects 4
MTA Bus	1			Total Projects 1

187 Projects in Construction



Projects in Construction: 187 projects were reviewed in the construction phase with 123 (66%) designated green, 52 (28%) yellow and 12 (6%) red. Of the 12 projects designated red, 9 (75%) were for schedule variances, 2 projects for schedule and contingency, and 1 for contingency. For the 9 projects designated red for only schedule, the variances ranged from 3 months to 12 months. The majority of schedule variances were caused by additional work orders, scope change, and work restrictions.

NYCT	73	43	9	Total Projects 125
MNR	11	2	1	Total Projects 14
LIRR	22			Total Projects 22
B&T	15	2		Total Projects 17
MTA Bus	2	7		Total Projects 9

**2nd Quarter 2012 Traffic Light Report
Projects in Design and Construction**

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Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Replace HPEMs	05 - 09	Construction	\$4,223,132	80	.00	■	.81	▼	0	■	Y
Rehabilitate Bleecker Street Station - Lexington Avenue Line	05 - 09	Construction	\$32,019,486	86	.54	▼	1.02	■	1	■	Y
Rehabilitate Beach 67th Street Station - Far Rockaway Line	05 - 09	Construction	\$23,277,914	93	.57	▲	1.06	▼	0	■	Y
Rehabilitate Beach 60th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,667,195	81	.81	▼	1.04	▼	0	■	
Rehabilitate Beach 44th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,334,295	89	.82	▲	1.03	▼	0	■	
Rehabilitate Beach 36th Street Station - Far Rockaway Line	05 - 09	Construction	\$17,039,992	88	.93	▲	1.01	▼	0	■	
Rehabilitate Beach 25th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,343,934	87	.95	▲	1.01	▼	0	■	
Rehabilitate Beach 90th Street Station - Rockaway Line	05 - 09	Construction	\$20,050,764	95	.68	▲	1.04	▼	0	■	Y
Rehabilitate Beach 98th Street Station - Rockaway Line	05 - 09	Construction	\$21,298,536	95	.80	▲	1.06	▼	0	■	
Rehabilitate Beach 105th Street Station - Rockaway Line	05 - 09	Construction	\$19,218,750	96	.78	▲	1.05	▲	0	■	
Rehabilitate East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$45,694,161	96	.80	▼	1.00	■	0	■	G
Station Accessibility (ADA) - Bleecker-Broadway/Lafayette Street Station Complex	05 - 09	Construction	\$17,636,338	90	.51	▼	1.03	▼	1	■	Y
Station Accessibility (ADA) East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$9,938,224	97	.89	▲	1.00	■	0	■	G
Rehabilitate 71st Street Station - West End Line	05 - 09	Construction	\$10,028,769	98	1.06	▲	1.00	■	2	■	G
Rehabilitate 18 Avenue Station - West End Line	05 - 09	Construction	\$9,192,271	88	1.18	▲	1.00	■	2	■	G
Rehabilitate 20 Avenue Station - West End Line	05 - 09	Construction	\$8,917,805	96	.73	▲	1.00	■	2	■	G
Rehabilitate 25 Avenue Station - West End Line	05 - 09	Construction	\$10,994,007	94	1.13	▲	1.00	■	2	■	Y
Rehabilitate Bay 50th Street Station - West End Line	05 - 09	Construction	\$9,138,806	98	1.07	▲	1.00	■	2	■	G
Rehabilitate Bay Parkway Station - West End Line	05 - 09	Construction	\$21,483,434	98	1.24	▲	1.00	■	2	■	Y

**2nd Quarter 2012 Traffic Light Report
Projects in Design and Construction**

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Station Accessibility (ADA) Bay Parkway Station - West End Line	05 - 09	Construction	\$12,023,842	94	.75	▼	1.00	—	2	—	G
NYCT - New York City Transit Program											
Install Induction Loops for 642 Station Booths	05 - 09	Construction	\$9,584,202	86	.30	▼	1.00	—	-1	▼	G
Vent Plant Rehabilitation - Jackson Avenue - Queens Boulevard Line	05 - 09	Construction	\$70,971,543	98	.40	▲	1.00	—	0	—	G
Overcoat Whitlock Avenue Portal to Pelham Bay Park - Pelham Line	05 - 09	Construction	\$28,158,438	91	.00	—	1.00	—	1	—	Y
Flooding Mitigation: Various Locations	05 - 09	Construction	\$89,371,314	98	.02	▲	1.00	▼	0	—	G
Structural Rehabilitation 63rd Street to Bay 50th Street - West End Line	05 - 09	Construction	\$36,537,392	95	.65	▲	.99	▼	2	—	G
Structural Rehabilitation 9th Avenue to 63rd Street - West End Line	05 - 09	Construction	\$15,536,865	92	1.58	▲	.82	—	2	—	R
ATS B - Prep Work	05 - 09	Construction	\$15,945,581	96	.00	—	1.06	—	0	—	Y
Signal Key-By Circuit Modifications Phase 2	05 - 09	Construction	\$26,758,520	56	.00	—	1.00	—	0	—	G
Fire Suppression Ph 1	05 - 09	Construction	\$20,212,295	90	.59	▼	1.00	—	3	▲	R
Relay Replacement	05 - 09	Construction	\$10,817,410	91	.00	—	1.00	—	7	▲	R
Copper Cable Replacement: Various locations	05 - 09	Construction	\$11,406,688	100	.00	—	1.02	▼	2	—	G
Antenna Cable Replacement Phase 2	05 - 09	Construction	\$65,836,774	45	1.28	▲	1.05	▼	0	—	Y
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$35,572,694	75	.57	▼	1.35	▼	0	—	Y
Rehabilitate Underground Substation Hatchways	05 - 09	Construction	\$20,253,048	100	1.00	—	1.00	—	0	—	Y
Modernize Greeley Substation	05 - 09	Construction	\$30,810,976	67	.10	▲	1.00	—	0	—	Y
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,853,500	65	.33	▼	1.00	—	12	▲	R
Control Cables 4 Substation Control Zones	05 - 09	Construction	\$48,455,261	95	.00	—	1.00	—	0	—	Y
Repl Negative Cables RKY	05 - 09	Construction	\$13,117,490	85	.00	—	1.00	—	0	—	G
Manhole Repairs 2 Locs	05 - 09	Construction	\$7,412,912	92	1.05	—	1.00	▼	0	—	G

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Projects in Design and Construction**

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Jay Street Substation, DC Feeders, Circuit Breaker House # 579	05 - 09	Construction	\$27,720,667	77	.24	▲	1.00	▼	2	■	Y
NYCT - New York City Transit Program											
Yard Fencing Priority 2: 5 Locations	05 - 09	Construction	\$17,267,783	92	.80	▼	.39	▼	0	■	G
East New York Depot Repairs	05 - 09	Construction	\$17,192,000	59	.00	■	1.00	■	0	■	Y
Lifts: Stengel, Manhattanville	05 - 09	Construction	\$5,000,000	34	.00	■	1.07	▼	0	■	Y
Bus Lifts Various Locations	05 - 09	Construction	\$8,800,030	60	.00	■	1.00	■	0	■	Y
Depot Equipment	05 - 09	Construction	\$9,880,197	20	.00	■	1.00	■	0	■	Y
Priority Repairs: 3 Depots	05 - 09	Construction	\$17,647,027	30	.00	■	1.02	▲	0	■	Y
Purchase 2 Ballast Regulators	05 - 09	Construction	\$7,554,848	9	.00	■	.98	▼	0	■	G
Rubber Tire Vehicles 2008-2009	05 - 09	Construction	\$7,486,242	97	.00	■	1.00	■	0	■	Y
Purchase 19 Diesel-Electric Locomotives	05 - 09	Construction	\$72,372,636	40	.00	■	1.00	■	0	■	G
Fire Alarm/Sprinklers at 5 Locations	05 - 09	Construction	\$36,877,536	86	.78	▼	1.00	▼	0	■	Y
Employee Facilities Rehabilitation East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$6,654,045	98	.97	■	1.00	■	0	■	G
DOS Roof Replacement Ph 2	05 - 09	Construction	\$19,655,812	95	1.17	▼	1.00	▼	0	■	Y
Passenger Transfer: Bleecker-Broadway/Lafayette Streets	05 - 09	Construction	\$79,486,335	89	.57	▼	1.03	▲	1	■	Y
Rehabilitate 79th Street Station - West End Line	05 - 09	Construction	\$10,766,363	98	1.06	▲	1.00	■	2	■	Y
Rehabilitate Fort Hamilton Parkway Station - West End Line	05 - 09	Construction	\$22,785,764	94	1.14	▲	1.00	▼	2	■	Y
Rehabilitate 62nd Street Station - West End Line	05 - 09	Construction	\$18,786,743	92	.71	▲	1.00	■	2	■	
Rehabilitate 9 Avenue Station - West End Line	05 - 09	Construction	\$21,395,836	98	1.07	▲	1.00	■	2	■	
Station Work 50th Street Station - West End Line	05 - 09	Construction	\$9,442,144	78	1.23	▲	1.00	■	2	■	
Station Work 55th Street Station - West End Line	05 - 09	Construction	\$9,603,251	78	.80	▲	1.00	■	2	■	

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Projects in Design and Construction**

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Replace Canopies 5 Stns BW7	05 - 09	Construction	\$14,349,709	91	.00	■	1.01	■	12	▲	R
NYCT - New York City Transit Program											
Station Component Repairs	05 - 09	Construction	\$83,310,681	75	-.37	▼	1.07	▲	0	■	G
Tun Ltg Lex Av-5th Av QBL	05 - 09	Construction	\$10,444,500	96	1.00	■	.87	▲	0	■	G
Replace 3 Escalators in Southern Manhattan	10 - 14	Construction	\$12,560,452	4	.00	■	1.00	■	0	■	G
Station Work at 4th Avenue Station on the Culver Line	10 - 14	Construction	\$10,867,667	76	1.00	▲	1.00	■	5	▲	R
Improvements at the Dyckman Street Station on the Broadway/7th Avenue Line	10 - 14	Construction	\$45,513,276	71	.47	▲	1.05	■	12	▲	R
Rehabilitation of Smith-9th Station on the Culver Line	10 - 14	Construction	\$29,772,299	41	.71	▼	1.00	■	5	▲	R
Renewal of Central Avenue Station on the Myrtle Line	10 - 14	Construction	\$10,499,464	0	.00	■	.87	▼	0	■	G
Renewal of Seneca Avenue Station on the Myrtle Line	10 - 14	Construction	\$7,856,815	0	.00	■	1.10	▲	0	■	G
Renewal of Forest Avenue Station on the Myrtle Line	10 - 14	Construction	\$6,999,594	0	.00	■	1.03	▲	0	■	G
Renewal of Knickerbocker Avenue Station on the Myrtle Line	10 - 14	Construction	\$10,395,745	0	.00	■	.93	▼	0	■	G
Renewal of Fresh Pond Avenue Station on the Myrtle Line	10 - 14	Construction	\$8,569,673	0	.00	■	1.20	▲	0	■	G
Renewal of Hunters Point Avenue on the Flushing Line	10 - 14	Construction	\$9,179,198	84	.20	▲	1.00	■	0	■	G
Component Repairs at 5 Stations on the Brighton Line	10 - 14	Construction	\$1,549,698	35	.00	■	.16	■	0	■	G
Component Repairs at 149 St - Grand Concourse on the Jerome Line	10 - 14	Construction	\$6,878,017	0	.00	■	1.02	▲	0	■	G
Component Repairs at 149 St - Grand Concourse on the White Plains Road Line	10 - 14	Construction	\$8,514,801	0	.00	■	1.02	▲	0	■	G
ADA Accessibility at Forest Hills-71 Av Station on the Queens Blvd Line	10 - 14	Construction	\$21,798,619	18	1.03	▲	1.00	■	0	■	G
ADA Accessibility at Kingsbridge Rd Station on the Concourse Line	10 - 14	Construction	\$20,305,233	0	.00	■	1.00	▼	0	■	G

**2nd Quarter 2012 Traffic Light Report
Projects in Design and Construction**

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ADA Accessibility at Utica Ave Station on the Fulton Line	10 - 14	Construction	\$14,125,330	9	.00	■	1.00	■	0	■	G
NYCT - New York City Transit Program											
ADA Accessibility at Hunts Point Ave Station on the Pelham Line	10 - 14	Construction	\$13,694,749	4	.00	■	.98	▼	0	■	G
Water Condition Remedy	10 - 14	Construction	\$7,047,600	46	.00	■	1.00	■	0	■	G
Platform Replacement at 45 Rd-Court House Square on the Flushing Line	10 - 14	Construction	\$16,150,578	79	.00	■	1.00	■	0	■	G
2012 Mainline Track Replacement	10 - 14	Construction	\$3,676,920	40	.00	■	1.00	▲	0	■	G
2012 Track Force Account	10 - 14	Construction	\$35,000,000	50	.00	■	1.00	■	0	■	G
2012 Mainline Switch Replacement	10 - 14	Construction	\$6,792,800	40	.00	■	1.00	▲	0	■	Y
Replace Tunnel Lighting from 4 Av-Church Ave on the Culver Line	10 - 14	Construction	\$31,292,219	100	.00	■	1.01	■	-3	▼	G
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$60,908,428	0	.00	■	1.00	▲	0	■	G
Rehabilitation of Deep Wells on the Crosstown Line	10 - 14	Construction	\$10,103,823	84	.56	▲	1.00	▼	1	■	G
Structural Rehabilitation / Flood Wall at the 148 St Yard	10 - 14	Construction	\$22,767,046	52	.32	▲	1.01	■	0	■	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,300,000	40	.00	■	1.00	■	0	■	G
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$40,381,843	14	.00	■	1.00	■	0	■	G
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,766,541	16	-.29	▲	1.00	■	0	■	G
Structure Repair from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$20,992,819	72	1.15	▼	1.00	▼	0	■	Y
Overcoat Painting from Broadway Junction-Cypress Hills on the Jamaica Line	10 - 14	Construction	\$19,011,173	0	.00	■	1.00	■	0	■	G
Overcoat Painting from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$19,221,339	13	.00	■	1.00	■	0	■	G
Modification of Signal Control Lines - Phase 4	10 - 14	Construction	\$25,334,078	0	.00	■	1.00	▲	0	■	G
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$34,275,215	70	.00	■	1.00	■	0	■	G

2nd Quarter 2012 Traffic Light Report

Projects in Design and Construction

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Install Station Time Signal Enhancements on the Lexington Avenue Line - Phase 2	10 - 14	Construction	\$50,821,113	3	5.20	▼	1.00	▼	0	▬	G
NYCT - New York City Transit Program											
Replace Stop Cables for Signals - Phase 4	10 - 14	Construction	\$4,777,701	76	.00	▬	1.00	▬	0	▬	G
Modifications to Signal Control Lines - Phase 5	10 - 14	Construction	\$10,000,000	0	.00	▬	1.00	▬	1	▬	G
Upgrade Police Radio System	10 - 14	Construction	\$7,756,215	0	.00	▬	.28	▬	0	▬	G
Install Public Address/Customer Info Screen Systems at 43 Stations	10 - 14	Construction	\$82,241,017	1	.00	▬	1.08	▼	0	▬	G
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	100	.00	▬	1.00	▲	6	▲	R
Upgrade/Replacement of Copper Communications Cable - Phase 2	10 - 14	Construction	\$10,482,000	31	.00	▬	1.05	▼	0	▬	G
Upgrade/Replacement of Subway Radio System	10 - 14	Construction	\$210,621,649	0	.00	▬	1.00	▬	0	▬	G
Upgrade Heating, Ventilation and Air Conditioning (HVAC) Systems in Communication Rooms - Phase 2	10 - 14	Construction	\$967,363	0	.00	▬	1.00	▲	0	▬	G
Replacement of Copper Communications Cable	10 - 14	Construction	\$8,974,470	100	.00	▬	1.00	▬	2	▬	G
Rehabilitate 5 Substation Enclosures	10 - 14	Construction	\$15,180,038	34	-.40	▲	1.00	▲	0	▬	G
Modernize 10th Street Substation on the Culver Line	10 - 14	Construction	\$17,369,667	50	.48	▲	1.00	▬	0	▬	G
Repair/Replace Underground Substation Hatchways - Phase 2	10 - 14	Construction	\$10,160,335	11	.00	▬	.65	▼	0	▬	G
Repair Power System Duct Bank from 141st Street to 148th Street on the Lenox Avenue Line	10 - 14	Construction	\$19,818,512	57	.55	▲	1.00	▬	0	▬	G
Rehab Circuit Breaker Houses #292/#293 on the Nostrand Av Line	10 - 14	Construction	\$6,252,065	100	.40	▼	1.00	▬	-1	▼	G
Reserve for Power Cable Duct Rebuilding	10 - 14	Construction	\$15,224,435	64	.00	▬	.65	▬	0	▬	Y
Upgrade 207 St Overhaul Shop Electrical System	10 - 14	Construction	\$20,899,771	50	1.08	▲	1.00	▬	0	▬	Y
Upgrade 207 St Overhaul Shop Heating Plant	10 - 14	Construction	\$16,394,985	67	.70	▼	1.04	▲	0	▬	Y

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Rehab East New York Maintenance Shop Ventilation	10 - 14	Construction	\$4,441,242	71	.00	■	.86	■	0	■	G
NYCT - New York City Transit Program											
Rehabilitate Coney Island Power Centers #2 & #3	10 - 14	Construction	\$8,379,049	33	.07	▼	1.00	■	0	■	G
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$12,210,531	21	.00	■	.49	▲	0	■	G
Replacement of Bus Radio System and Command Facility	10 - 14	Construction	\$308,948,412	0	.00	■	1.28	▼	0	■	Y
Purchase 8 Auger Snow-throwers	10 - 14	Construction	\$8,747,197	18	.00	■	.97	■	0	■	G
Fire Sprinkler/Alarm Systems at 12 Employee Facilities	10 - 14	Construction	\$31,688,929	2	.00	■	1.06	■	0	■	G
Disposition of Jay Street Systems Phase 1	10 - 14	Construction	\$10,000,000	0	.00	■	1.00	■	0	■	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	26	.00	■	1.00	■	0	■	G
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Design	\$13,478,684	95	.00	■	.65	■	0	■	Y
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Design	\$13,445,419	95	.00	■	.69	■	0	■	
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Design	\$13,432,637	95	.00	■	.69	■	0	■	
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Design	\$29,828,844	95	.00	■	1.47	■	0	■	
Rehabilitation of 20 Avenue Station on the Sea Beach Line	10 - 14	Design	\$246,267	90	.00	■	.01	▼	0	■	Y
Rehabilitation of 8 Avenue Station on the Sea Beach Line	10 - 14	Design	\$126,927	90	.00	■	.00	▼	0	■	
Rehabilitation of Fort Hamilton Parkway Station on the Sea Beach Line	10 - 14	Design	\$1,531,109	90	.00	■	.03	▼	0	■	
Rehabilitation of 18th Avenue Station on the Sea Beach Line	10 - 14	Design	\$1,583,759	90	.00	■	.03	▼	0	■	
Rehabilitation of Kings Highway Station on the Sea Beach Line	10 - 14	Design	\$1,448,723	90	.00	■	.03	▼	0	■	
Rehabilitation of New Utrecht Avenue Station on the Sea Beach Line	10 - 14	Design	\$1,398,765	90	.00	■	.03	▼	0	■	Y
Rehabilitation of Bay Parkway Station on the Sea Beach Line	10 - 14	Design	\$1,503,573	90	.00	■	.03	▼	0	■	
Rehabilitation of Avenue U Station on the Sea Beach Line	10 - 14	Design	\$1,447,870	90	.00	■	.03	▼	0	■	

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Rehabilitation of 86 St Station on the Sea Beach Line	10 - 14	Design	\$2,078,499	90	.00	—	.06	▼	0	—	
NYCT - New York City Transit Program											
Station Painting at Component Locations	10 - 14	Design	\$506,625	42	.00	—	.02	—	3	▲	R
Renewal of 104 Street Station on the Liberty Line	10 - 14	Design	\$1,426,446	60	.00	—	5.94	▲	0	—	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Design	\$1,031,394	60	.00	—	.13	▼	0	—	G
Renewal of 111 Street Station on the Liberty Line	10 - 14	Design	\$1,378,788	60	.00	—	.07	▲	0	—	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Design	\$1,472,805	60	.00	—	.08	▲	0	—	G
Renewal of 88 Street Station on the Liberty Line	10 - 14	Design	\$1,386,263	60	.00	—	.07	▲	0	—	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Design	\$1,442,175	60	.00	—	.08	▲	0	—	G
Component Repairs at 6 Stations on the Jamaica Line	10 - 14	Design	\$2,023,708	10	.00	—	.08	—	0	—	G
ADA Accessibility at 68 St-Hunter College Station on the Lexington Av Line	10 - 14	Design	\$52,000,149	40	.00	—	.77	▼	11	▲	R
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Design	\$3,250,463	90	.00	—	.09	▲	0	—	G
Access Improvements at Grand Central Station	10 - 14	Design	\$19,163,020	40	.00	—	.94	▲	0	—	G
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Design	\$51,372,735	50	.00	—	.83	▼	0	—	G
Rehabilitation of Retaining Wall on the Sea Beach Line	10 - 14	Design	\$607,257	90	.00	—	.01	▼	0	—	Y
Structure Repairs on the Dyre Ave Line	10 - 14	Design	\$12,235,519	70	.00	—	1.22	▲	0	—	Y
Overcoat Painting from Dyckman St-215 St on the Broadway-7th Av Line	10 - 14	Design	\$17,546,059	68	.00	—	.93	—	0	—	G
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Design	\$262,505,127	80	.00	—	.99	▼	1	—	G

**2nd Quarter 2012 Traffic Light Report
Projects in Design and Construction**

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Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Design	\$229,154,000	39	.00	—	.99	—	1	—	G
NYCT - New York City Transit Program											
Waterproofing of Communications Rooms	10 - 14	Design	\$20,187,016	65	.00	—	1.26	▲	-1	▼	R
Cabling Central Substation - 6th Avenue Line	10 - 14	Design	\$20,222,400	50	.00	—	1.04	▲	0	—	Y
Rehabilitate 5 Substation Roofs/Enclosures	10 - 14	Design	\$2,826,687	60	.00	—	.16	—	2	—	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Design	\$24,777,886	60	.00	—	1.03	▲	0	—	Y
Rehab Circuit Breaker House #146 on the Brighton Line	10 - 14	Design	\$6,690,957	70	.00	—	.94	—	0	—	G
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Design	\$18,050,020	80	.00	—	.92	—	2	—	Y
Maspeth Warehouse Repairs	10 - 14	Design	\$1,521,868	85	.00	—	.19	▲	1	—	G
Perimeter Hardening at the Rail Control Center and 130 Livingston Plaza	10 - 14	Design	\$12,107,952	80	.00	—	1.01	—	3	▲	R
Facility Roof Repair/Replacement Phase 3	10 - 14	Design	\$15,075,965	15	.00	—	1.10	—	0	—	G
St. George Terminal Improvmnts	05 - 09	Construction	\$8,339,763	94	1.00	▲	1.00	—	0	—	Y
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$12,067,672	25	.41	▲	1.05	▲	0	—	G
Rehabilitation of 8 Bridges and 1 Culvert on the Staten Island Railway.	10 - 14	Construction	\$26,491,800	47	.09	▼	1.00	—	0	—	G
LIRR - Long Island Rail Road Program											
New Elevators-Queen Village St	05 - 09	Construction	\$8,464,000	16	.38	▲	1.00	—	0	—	G
PS Third Rail & Signals	05 - 09	Construction	\$9,629,124	94	.00	—	1.00	▼	0	—	G
Queens Blvd Bridge Rehabilitation	05 - 09	Construction	\$23,086,847	23	.00	—	1.00	—	0	—	G
Life Cycle Maintenance Shop - Design and Construction	05 - 09	Construction	\$46,509,838	99	.35	▼	1.00	—	0	—	G
Babylon Car Wash	05 - 09	Construction	\$25,500,000	99	.97	▲	1.00	—	-1	▼	G

**2nd Quarter 2012 Traffic Light Report
Projects in Design and Construction**

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Demolish / Construct 6 Substations	05 - 09	Construction	\$61,336,283	91	.09	▼	1.00	—	1	—	G
LIRR - Long Island Rail Road Program											
Substations Environmental Reme	05 - 09	Construction	\$10,285,164	54	.00	—	1.00	▲	1	—	G
Morris Park Environmental Stud	05 - 09	Construction	\$8,594,501	92	.08	▼	1.00	—	0	—	G
2012 Annual Track Program	10 - 14	Construction	\$51,800,000	39	.00	—	1.00	—	0	—	G
Merrick and Bellmore viaduct direct fixation track structure replacement.	10 - 14	Construction	\$16,500,000	48	.30	▲	1.00	—	0	—	G
Right of Way - Fencing installation	10 - 14	Construction	\$8,000,000	50	.00	—	1.00	—	0	—	G
Rehabilitation construction of three bridges on the Montauk Branch in Hampton Bays, Suffolk County.	10 - 14	Construction	\$18,456,647	49	.00	—	.95	▼	0	—	G
Bridge Painting Program	10 - 14	Construction	\$5,200,000	74	.00	—	1.00	—	0	—	G
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	11	.00	—	1.00	—	0	—	G
Communication Pole / Copper Plant Replacement systemwide	10 - 14	Construction	\$7,000,000	55	.00	—	1.00	—	0	—	G
Atlantic Avenue Tunnel Cable Replacement	10 - 14	Construction	\$5,100,000	7	.00	—	1.00	—	0	—	G
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	50	.00	—	1.00	—	0	—	G
Shop Reconfiguration and Reliability Centered Maintenance Infrastructure Improvements	10 - 14	Construction	\$10,400,000	92	.43	▲	1.00	—	0	—	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	35	.00	—	1.00	—	0	—	G
3rd Rail - Aluminum Rail replacement	10 - 14	Construction	\$10,900,000	49	.00	—	1.00	—	0	—	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	6	.00	—	1.00	—	0	—	G
Woodhaven Boulevard Bridge rehabilitation	10 - 14	Construction	\$11,000,000	22	.00	—	1.00	▲	0	—	G
MNR - Metro-North Railroad Program											

**2nd Quarter 2012 Traffic Light Report
Projects in Design and Construction**

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Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
Croton-Harmon and Peekskill Station Improvements	05 - 09	Construction	\$15,441,666	72	1.39	▼	1.00	▲	0	■	Y
Tarrytown Station Improvement	05 - 09	Construction	\$34,895,000	100	1.00	▼	.97	▲	0	■	G
Replace/Repair Undergrade Brid	05 - 09	Construction	\$25,423,490	96	.00	■	.96	▲	0	■	Y
Tagging Relays - H&H	05 - 09	Construction	\$12,614,274	94	.00	■	1.00	■	3	▲	R
GCT Leaks Remediation	05 - 09	Design	\$1,634,942	98	1.08	▲	.68	▲	0	■	G
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$67,822,000	25	.00	■	1.00	■	0	■	G
Grand Central Terminal Turnout / Switch Renewal	10 - 14	Construction	\$13,527,900	50	.00	■	.99	■	0	■	G
Annual Track Program	10 - 14	Construction	\$12,436,000	100	.00	■	1.00	▲	0	■	G
Annual Track Program	10 - 14	Construction	\$12,886,000	16	.00	■	1.00	▲	0	■	G
Employee Welfare and Storage Facility Rehabilitations	10 - 14	Construction	\$10,000,000	20	.00	■	1.00	■	0	■	G
West of Hudson Annual Track Program	10 - 14	Construction	\$21,184,000	40	.00	■	1.00	■	0	■	G
Replace Fiber/Communication & Signals Cables	10 - 14	Construction	\$8,338,000	3	.00	■	.95	■	0	■	G
Renewal of Harlem and Hudson Substation Switchgear	10 - 14	Construction	\$7,605,227	5	.00	■	.95	■	0	■	G
Replace 3rd Rail Infrastructure in the Park Avenue Tunnel	10 - 14	Construction	\$5,600,000	0	.00	■	1.00	■	0	■	G
Harmon Shop Replacement Program	10 - 14	Construction	\$289,758,606	16	.00	■	1.00	■	0	■	G
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Design	\$29,031,000	100	.85	▲	1.00	■	0	■	G
Rebuild Retaining Walls	10 - 14	Design	\$5,000,000	100	.95	▼	1.00	■	1	■	G
B&T - Bridges and Tunnels Program											
Concrete Anchorage Repairs	05 - 09	Construction	\$9,240,306	90	.89	■	1.00	■	0	■	G
Structural Steel Repairs at The Suspended Spans and Tower Spans of the Throgs Neck Bridge	05 - 09	Construction	\$40,400,752	13	.00	▼	1.00	▼	0	■	G

**2nd Quarter 2012 Traffic Light Report
Projects in Design and Construction**

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Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
Anchorage and Tower Protection	05 - 09	Construction	\$12,661,249	95	1.82	▲	1.07	▲	3	▲	R
B&T - Bridges and Tunnels Program											
Elevated and on Grade Approach Deck Replacement - Whitestone Bridge	05 - 09	Construction	\$212,269,160	96	-.15	▲	1.00	■	0	■	G
Cable and Anchorage Investigat	05 - 09	Design	\$8,178,426	91	.00	■	1.00	■	0	■	G
Service & FE Building Rehab	05 - 09	Design	\$13,324,490	25	.00	■	1.00	▲	0	■	G
Rehabilitation of the Concrete Substructure and Underwater Work - Cross-Bay Bridge	10 - 14	Construction	\$20,114,140	51	1.60	▼	1.00	■	9	▲	R
Structural Rehabilitation - Phase I - Henry Hudson Bridge	10 - 14	Construction	\$8,578,850	15	.00	■	1.00	■	0	■	G
Miscellaneous Structural Rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$22,043,388	10	.00	■	1.00	■	0	■	G
Deck Replacement - the Queens Elevated and On-Grade Approach of the Bronx-Whitestone Bridge	10 - 14	Construction	\$166,058,112	24	.52	▼	1.00	■	0	■	G
Replacement of the Upper Level Sidewalk, Curb Stringers, and Roadway Lighting - Henry Hudson Bridge	10 - 14	Construction	\$41,996,754	43	1.41	▼	1.00	■	0	■	G
Phase B of the Rehabilitation of the Orthotropic Deck - Throgs Neck Bridge	10 - 14	Construction	\$25,368,124	20	.00	■	1.00	■	0	■	G
Toll Plaza Improvements: Eastbound and Westbound Ramps, Eastbound Mainline Rehabilitation - Verrazano-Narrows Bridge	10 - 14	Construction	\$73,584,446	14	.00	■	1.00	■	0	■	G
Replacement of the Electrical Switchgear and Equipment - Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,736,825	49	.91	▲	1.00	■	0	■	G
Hazardous Materials Abatement - Agency-Wide	10 - 14	Construction	\$8,650,797	0	.00	■	1.00	■	0	■	G
Traffic Enforcement Support	10 - 14	Construction	\$5,751,246	0	.00	■	1.00	■	0	■	G

**2nd Quarter 2012 Traffic Light Report
Projects in Design and Construction**

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Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
Paint - Bronx Approach, Throgs Neck Bridge	10 - 14	Construction	\$46,240,750	20	.33	▲	1.00	—	0	—	G
B&T - Bridges and Tunnels Program											
Paint - Structural Steel of Bronx and Queens Tower Fender Systems - Throgs Neck Bridge	10 - 14	Construction	\$8,306,173	100	.00	—	1.00	—	0	—	G
Paint - Towers below the Roadway Level - Verrazano-Narrows Bridge	10 - 14	Construction	\$30,356,011	95	.59	▼	1.00	—	0	—	G
Substructure and Underwater Scour Protection - Marine Parkway Bridge	10 - 14	Design	\$17,102,440	55	.00	—	1.00	—	0	—	G
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Design	\$20,593,747	25	.00	—	1.00	—	0	—	G
MTA Bus Program											
Roof/Ventilation LaGuardia	05 - 09	Construction	\$7,005,130	94	.00	—	1.00	—	1	—	Y
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$13,367,829	28	.19	—	1.00	▼	0	—	G
Relo. Tanks/Washers-Eastchester	05 - 09	Construction	\$13,859,895	0	.00	—	1.08	—	0	—	G
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,764,776	38	.00	—	1.00	—	0	—	Y
Roof/Ventilation Far Rockaway	05 - 09	Construction	\$6,930,900	97	.00	—	1.00	—	2	—	Y
Roof/Ventilation Baisley Park	05 - 09	Construction	\$8,504,840	95	.00	—	1.00	—	0	—	Y
Roof/Ventilation JFK	05 - 09	Construction	\$9,542,474	53	.00	—	1.00	—	0	—	Y
Addtnl Fuel Capacity BP JFK LG	05 - 09	Construction	\$3,627,169	2	.00	—	.42	—	0	—	Y
Fire Protection JFK LG BP ECH	05 - 09	Construction	\$8,624,855	33	.00	—	1.00	—	0	—	Y
Environmental Remediation Rsrv	05 - 09	Design	\$17,856,383	74	.00	—	1.24	▲	0	—	G

2nd Quarter 2012 Traffic Light Report on MTA Capital Program Projects





The following Terms and Definitions used to identify “red light projects” are based on three performance indicators: cost, contingency and schedule. A project is designated a “red light project” when one or more of the three indicators exceed a specified threshold. Agencies are required to produce follow-up one-page reports for all red light projects. Following this page are one-page agency summaries (on pink paper stock) of issues associated with each project showing a red indicator.

Traffic Light Report Project Terms and Definitions

Projects in Design: 47

-  Green: No indices 115% or more and no index movement 15% or more
-  Red-Cost Index: An EAC increase of 15% (or index movement of 15% or more since last Traffic Light Report)
-  Red-Schedule Variance: An increase of 3 months or more to substantial completion or since last Traffic Light Report
-  Yellow: Previously indicated as red with no new substantial change since last Traffic Light Report

Projects in Construction: 187

-  Green: No indices 110% or more and no index movement 10% or more
-  Red-Cost or Contingency Index: An increase of 10% (or index movement of 10% more since last Traffic Light Report)
-  Red-Schedule Variance: An increase of 3 months or more to substantial completion or since last Traffic Light Report
-  Yellow: Previously indicated as red with no new substantial change since last Traffic Light Report

Report Index Formulas and Criteria:

- Cost Index = Total Project EAC / Current Approved Budget
- Schedule Variance = Number of months of change in schedule since last Traffic Light Report
- Contingency Index = % Contingency used / % 3rd Party Contract Completion (contingency used includes expended & pending AWOs). Triggered when project has reached 50% or higher. Threshold for NYCT is \$15M or more, other agencies \$5M or more.
- Excludes projects in CPOC's Risk-Based Monitoring Program listed at end of report
- Only projects with budgets of \$5M or greater are included in the report
- Projects in design must be at a 30% level or greater

**New York City Transit**

MTA Agency: NYC Transit	Status as of June 30, 2012
Project Name: Elevated Line Structure Rehabilitation, 9th Ave. to 63rd St., West End Line	Budget at Award: \$16.68M
	Project EAC: \$15.5M
	Substantial Completion Date at Award: January 2012
Project No: T5079902	Current Substantial Completion Date: September 2012
Project Phase: Construction	Phase Complete: 90%

Project Description

This project is part of an overall contract to rehabilitate five stations and a segment of the elevated line structure between the stations. The worst structural deficiencies are eliminated and electrical, mechanical, fire alarm and lighting systems are upgraded. ADA progressive elements are incorporated. The stations are painted and art work installed. Stations include; 9th Avenue, Fort Hamilton, 62nd Street, 55th Street, 50th Street, and the structural rehabilitation from 9th Avenue to 63rd Street in Brooklyn.

Problem Since Last Quarterly Report**Index Trigger (s) : Contingency**

Contingency: Contingency expenditure rate exceeds percent completion. Additional Work Orders were processed during the 2nd Quarter to repair unanticipated deteriorated structural columns. It is expected that sufficient contingency funds remain in the five stations and elevated line structure contract to complete the project.

What is Being Done

Reallocation of contingency funds within the five stations and the line structures project was processed.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluations of the overall contractor's performance rating for this reporting period.



MTA Agency: NYC Transit	Status as of June 30, 2012
Project Name: Fire Suppression System for various Signal facilities	Budget at Award: \$17.8M
	Project EAC: \$20.2M
	Substantial Completion Date at Award: April 2011
Project No: T5080317	Current Substantial Completion Date: August 2012
Project Phase: Design / Construction	Phase Complete: 90%

Project Description

This report provides the status of contract C34892 that provides Fire Suppression system for various Signal facilities such as relay rooms and Signal towers at 20 stations.

Problem Since Last Quarterly Report**Index Trigger (s) : Schedule**

Schedule: The current substantial completion for contract C34892 has slipped from May 2012 to August 2012. There are several factors affecting the delay in substantial completion.

- Additional Work Orders (AWOs) issued to reflect major design changes at two locations (Ave. X and Signal Tower B at 207th Street) due to excessive asbestos abatement and/or operational constraints (Signal Tower could not be closed for an extended period to allow asbestos abatement).
- Coordination with another ongoing contract that prevented access to the facility (Concourse yard).
- Unavailability of existing condition information (software/record drawings, etc.) that is required for interfacing new panels with existing panels (primarily for 207th Street Tower A & B).
- Several field condition AWOs.
- Restricted availability of NYCT User groups to witness tests and/or visit sites for Pre-final inspections.
- Additional items that were not part of the contract were termed as safety items that resulted into reinstallation of some of the devices at alternate locations.

What is Being Done

Schedule: Discharge tests, and functional tests have been successfully performed at all 20 locations after recreating existing condition data for 207th Street Tower A & B with the help of past contractor's record drawings. We are also working with the contractor to expedite as-built documents, and manuals, etc. Pre-final inspections for all locations are completed. The contractor is addressing safety punch list. Preparing a request for proposal to Users since the Office of System Safety (OSS) has agreed to consider interfacing with existing station Fire Alarm panels before final inspection due to unavailability of existing condition information for three out of seven locations. OSS requested relocation of some of the devices installed per contract and approved shop drawings due to safety hazards. The contractor has mobilized its forces to address such issues. NYCT is evaluating the impact to the project budget.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluations of the overall contractor's performance rating for this reporting period.



New York City Transit

MTA Agency: NYC Transit	Status as of June 30, 2012
Project Name: Alstom Relay Replacement / System-wide	Budget at Award: \$10.0M
	Project EAC: \$10.82M
	Substantial Completion Date at Award: Jan. 2011
Project No: T5080324	Current Substantial Completion Date: Nov. 2012
Project Phase: Construction	Phase Complete: 91%

Project Description

The objective of this project is to replace approximately 17,000 B1 Alstom relays manufactured between January 1960 and December 1985 per an Alstom Safety Notice. The relays are distributed system-wide and insure safe and reliable signal operation. To date 98% of the relays have been replaced.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: During the 2nd Quarter, forecasted substantial completion has slipped seven months, from April 2012 to November 2012, due to challenges encountered to install the balance of three hundred relays which are located in track cases that are difficult to access.

What is Being Done

Schedule: The activities related to the B1 Relay replacement have been hampered in their progress to date. NYCT is investigating options in order to complete the balance of the relay installations in a timely manner.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: Construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.



MTA Agency: New York City Transit	Status as of June 30, 2012
Project Name: Fulton Street Duct Reconstruction; Ryder's Alley – Front Street 8 th Ave – Cranberry Tube, Canarsie Line	Budget at Award: \$33.9M
	Project EAC: \$33.9M
	Substantial Completion Date at Award: Sept 2011
Project No: T5090402	Current Substantial Completion Date: December 2013
Project Phase: Construction	Phase Complete: 65%

Project Description
<p>This project will make improvements to the power distribution system in the Cranberry Tube and along Fulton Street in Manhattan to service the IND 8th Avenue Line. Work will include the installation of new ducts, replacement of positive and negative power cables and the installation of new manholes.</p> <p>Overall, the New York City Department of Design and Construction is in charge of the project, which requires close coordination between multiple agencies.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: The Substantial Completion date slipped from December 2012 to December 31, 2013 due to the following:</p> <ul style="list-style-type: none"> ▪ Additional scope of work incorporated into the project by Con Edison, New York City Department of Design & Construction (NYCDDC), Empire City Subway (ECS) and Department of Transportation (DOT). ▪ Approval of Maintenance and Protection of Traffic (MPT) Plan's changes in traffic stipulation and issuance of permit by New York City Department of Transportation. ▪ Access of work area was not available due to work site occupied by MTACC on Fulton Street and weather conditions. ▪ Change in work-hour stipulation imposed after the bid by New York City Department of Transportation.
What is Being Done
<p>Schedule: On April 20, 2012 contractor requested extension of time for 699 consecutive calendar days to NYCDDC mainly due to additional work added to original contract by the various city agencies.</p> <p>On May 30, 2012 NYCDDC approved extension of time to December 31, 2013. The time extension does not impact the project budget.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: Construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>



MTA Agency: NYC Transit	Status as of June 30, 2012
Project Name: Repair Canopies: 5 Stations / Broadway - 7th Avenue	Budget at Award: \$14.1M
	Project EAC: \$14.1M
	Substantial Completion Date at Award: June 2012
Project No: T5041407	Current Substantial Completion Date: June 2013
Project Phase: Construction	Phase Complete: 90%

Project Description

This project will repair / replace canopies at five stations on the Broadway Line. Station control houses roofs, platform canopies and the street stairs canopies on all five stations will be repaired / replaced.

Problem Since Last Quarterly Report**Index Trigger (s) : Schedule**

Schedule: 12-month slip from June 2012 to June 2013.

This project is one of the six companion projects that also include Dyckman Street Station; Dyckman Street southbound ADA Accessibility; platform edge reconstruction at five stations; stair replacements at two stations, and station painting at 207th Street on the Broadway Line. All companion projects were awarded as one construction contract, to one contractor and share a contractual Substantial Completion date of June 2013. The change in Substantial Completion is due to the added contract for the ADA Accessibility at the Dyckman Street Station. This additional work and scope change has negatively affected the Substantial Completion date for all the companion projects listed under this single contract.

What is Being Done

Schedule: Canopy work at five stations will be completed earlier than the contractual Substantial Completion date. Beneficial Use, currently forecast for September 2012, will be declared separately for work under the canopy repair project.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluations of the overall contractor's performance rating for this reporting period.



MTA Agency: NYC Transit	Status as of June 30, 2012
Project Name: Smith-9th Streets Station Rehabilitation /4th Avenue Station Platform Repair	Budget at Award: \$44.2M
	Project EAC: \$44.2M
	Substantial Completion Date at Award: July 2012
Project No: T6041212 & T6041201	Current Substantial Completion Date: December 2012
Project Phase: Construction	Phase Complete: 55%

Project Description
<p>This project is for the rehabilitation of Smith-9th Streets Station (except escalators) and platform repair at 4th Avenue Station, Culver (IND) Line in Brooklyn. Both locations will get new platform canopies, topping, edge, warning strips, lighting, and public address systems. The historic arch spanning 4th Avenue will be restored to its original finishes. The Smith-9th Streets Station will have a new expanded control house and escalator enclosures and rehabilitated upper and lower mezzanines. Finishes include exterior brick, stainless steel and porcelain wall panels, and interior ground face masonry, porcelain wall panels and artwork.</p>
Problem Since Last Quarterly Report
<p>Index Trigger (s) : Schedule</p> <p>Schedule: The forecast substantial completion date has been revised to December 30, 2012. Delays are due primarily to contractor performance; the contractor not managing the project properly – inadequate management, insufficient manpower, lack of coordination between subcontractors, safety and quality issues that have led to re-work, and delays in verifying existing conditions and dimensions critical to developing shop drawings. Also the Contractor is not mitigating any delay (not working extended hours or adding manpower).</p> <p>In addition, AWOs at Smith-9th Streets Station for the modification to the north control house, and at 4th Avenue Station, the modification of storefronts, entrances, and historic entrance lights on the east mezzanine have contributed to the delay in the substantial completion date.</p>
What is Being Done
<p>Schedule: Liquidated damages are being withheld from monthly progress payments at the rate of \$6,000/day for the missed Intermediate Milestone for re-opening the Smith-9th Streets Station. Final damages will be determined at the completion of the work. Additional meetings are being held, i.e., meetings with the contractor's principals and attorneys (about 10 times since November 2011), and NYCT Construction Management staff is now holding weekly coordination meetings with subcontractors.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluations of the overall contractor's performance rating for this reporting period.</p>



MTA Agency: NYC Transit	Status as of June 30, 2012
Project Name: Dyckman Street / Broadway-7th Avenue	Budget at Award: \$44.05M
	Project EAC: \$45.5M
	Substantial Completion Date at Award: June 2012
Project No: T6041211	Current Substantial Completion Date: June 2013
Project Phase: Construction	Phase Complete: 83%

Project Description

This project is for normal replacement of the historic Dyckman Street Station in Manhattan on the IRT Broadway Line. Station platforms will be reconstructed, platform stairs and canopies will be replaced. Station elements will be upgraded to a state of good repair. This project will provide progressive ADA upgrades.

Problem Since Last Quarterly Report**Index Trigger (s) : Schedule**

Schedule: 12-month schedule slip from June 2012 to June 2013. Based on an agreement with United Spinal Association, ADA Accessibility for the south bound platform was added to this project during construction phase. The construction schedule is modified to reflect the installation of an elevator at Dyckman Street via an additional work order (AWO). This AWO will add one year to the contract duration.

What is Being Done

Schedule: Design for the addition of the ADA elevator has been completed and construction work has started. A budget modification has been submitted and is under review. Additional funds will be allocated to the project to incorporate the elevator installation.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluations of the overall contractor's performance rating for this reporting period.



MTA Agency: NYC Transit	Status as of June 30, 2012
Project Name: RTO Portable Radio Replacement	Budget at Award: \$6.6M
	Project EAC: \$6.8M
	Substantial Completion Date at Award: March 2011
Project No: T6080606	Current Substantial Completion Date: December 2012
Project Phase: Construction	Phase Complete: 50%

Project Description

This project will replace approximately 8000 portable radios with accessories and ancillary equipment system-wide for use with the NYCT subway radio system and to comply with the FCC mandate to send and receive radio frequencies by only using narrow band radio transmission by January 1, 2013.

In addition, this project will provide identification of the radio operator and display his/her name on a display at the Rail Control Center dispatcher's desk by decoding the Automatic Number Identification feature. To accomplish this, design effort is needed to modify both the hardware interface and the software decoding system.

Problem Since Last Quarterly Report**Index Trigger (s) : Schedule**

Schedule: In April of 2012, the project was expanded to include the reprogramming of all RTO radios to comply with the FCC mandate and also to provide the new radios with the capability to operate wide band on the existing base stations. Currently, NYCT is in the process of reprogramming the nearly 9000 RTO radios and base stations so that they will be able to comply with the FCC mandate and also operate in the wide band mode until the installation of new base stations which is permitted with the recently obtained FCC waiver. This effort would not have been necessary had the original 2010 award date for the base stations upgrade to narrow banding in contract W32686 been achieved.

The project schedule slipped six months from June 2012 to December 2012 due to administrative delays in procuring the prototype equipment. And the requirement to operate both narrow and wide band due to the delays in the award and completion of the base station contract W32686.

What is Being Done

Schedule: The procurement is being processed; the prototype equipment is expected to be delivered without further delays and project substantial completion will be in December 2012.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: Equipment purchased and then adapted by in-house labor. Agency ACE evaluation is not applicable.

**New York City Transit**

MTA Agency: NYC Transit	Status as of June 30, 2012
Project Name: Station Painting at Component Locations	Current Budget: \$24.5M
	Project EAC: TBD
	Original Design Completion Date: April 2012
Project No: T6041224	Current Design Completion Date: July 2012
Project Phase: Design	Phase Complete: 42%

Project Description

This project will perform painting at selected stations where station components repairs are scheduled.

Problem Since Last Quarterly Report**Index Trigger (s) : Schedule**

Schedule: A three-month slip in Design Completion, from April 2012 to July 2012. The project schedule has been modified to reflect the station component project schedules.

What is Being Done

Schedule: Station Painting at Component locations will be done as part of the component work projects after component repairs have been completed at the same location for greater design and construction efficiencies.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The construction contract has not been awarded. Agency ACE evaluation is not applicable.

**New York City Transit**

MTA Agency: NYC Transit	Status as of June 30, 2012
Project Name: ADA 68th St-Hunter College / Lexington	Current Budget: \$72.1M
	Project EAC: \$52M
	Original Design Completion Date: August 2012
Project No: T6041307	Current Design Completion Date: July 2013
Project Phase: Design	Phase Complete: 40%

Project Description

This project will provide full Americans with Disabilities Act (ADA) accessibility/compliance at the 68th Street – Hunter College Station on the IRT Lexington Avenue Line located in Manhattan.

Problem Since Last Quarterly Report**Index Trigger (s) : Schedule**

Schedule: 11-month slip in Design Completion, from August 2012 to July 2013.

The design completion date has shifted to allow time for resolution of community opposition to the construction of this project. An Environmental Assessment (EA) report is required to address their concerns. The EA completion and approval process has resulted in an 11-month delay.

What is Being Done

Schedule: A sub-consultant has been acquired to prepare the EA report. A draft report has been prepared. Final completion of the report is anticipated in September 2012.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluations of the overall contractor's performance rating for this reporting period.



New York City Transit

MTA Agency: NYC Transit	Status as of June 30, 2012
Project Name: Waterproofing of Communications Rooms	Current Budget: \$16.0M
	Project EAC: \$20.2M
	Original Design Completion Date: December 2012
Project No: T6080619	Current Design Completion Date: December 2012
Project Phase: Design	Phase Complete: 65%

Project Description

This project will provide waterproofing of Communications Rooms at 22 locations in the Bronx, Manhattan, Brooklyn, and Queens. Room locations vary from areas adjacent to station platforms and station mezzanines on both elevated structures and underground tunnels.

Problem Since Last Quarterly Report

Index Trigger (s) : Cost (EAC increase)

Cost: During the 2nd Quarter, EAC was revised from \$16.0M to \$20.2M. The original budget was established as a placeholder and was not based on a defined project scope. The revised EAC reflects the estimated based on a completed scope.

What is Being Done

Cost: The project Master Plan is currently approved for 19 of the 22 locations. The scope and estimate are currently under review for three locations. Alternate design solutions are being considered.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency

All Agency Contractor Evaluation: Design work has been performed by in-house labor. As of 2nd Quarter 2012, the prime construction contract has not been awarded. Agency ACE evaluation is not applicable.



New York City Transit

MTA Agency: New York City Transit	Status as of June 30, 2012
Project Name: Perimeter Hardening: RCC, PCC & 130 Livingston	Current Total Budget: \$12M
	Project EAC: \$12.10M
	Original Design Completion Date: March 2012
Project No: T6160707	Current Design Completion Date: September 2012
Project Phase: Design	Phase Complete: 80%

Project Description

This project will provide Security hardening at the following NYCT locations: 130 Livingston Plaza, Rail Control Center (RCC) and Power Control Center (PCC) facilities.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: The Final Design completion for 130 Livingston and RCC slipped from June 2012, last quarter to September 2012, this quarter due to additional design changes requested by NYPD, NYCDOT, City Planning and NYC Design Commission.

The design of PCC cannot be finalized because NYPD and DOT are requesting to study additional design options and alternatives.

What is Being Done

Schedule: NYCT included additional changes on the design drawings for 130 Livingston and RCC. The revised drawings have been resubmitted to NYPD, DOT, NYFD, and City Planning Group for their approval.

While additional options and alternatives are being studied for PCC, NYCT and DOT agreed to proceed with Final Design and award of work at 130 Livingston and RCC as a separate contract. A revocable consent package is also being reviewed by NYPD, NYCDOT, NYFD, Parks, City Planning Group, and Design Commission.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluations of the overall design contractor's performance rating for this reporting period.



Metro-North Railroad

MTA Agency: Metro-North Railroad	Status as of March 31, 2012
Project Name: Tagging Relays Harlem & Hudson Line	Budget at Award: \$12.7M
	Project EAC: \$12.7M
	Substantial Completion Date at Award: March 2012
Project No: M5050102	Current Substantial Completion Date: December 2012
Project Phase: Construction	Phase Complete: 94%

Project Description

The purpose of this project is to retrofit the substation's control system in order to provide the capability for remote lock-out/tag-out function. The following work will be performed in the Substation Retrofit - Harlem and Hudson Line project: Construction (Harlem and Hudson Lines): Installation of a remote operated field electronic tagging relay to all circuit breakers or other disconnects located on the Harlem and Hudson Lines. The estimated useful life for these components is approximately 10 years.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: Three month schedule delay from September 2012 to December 2012. The fabricator cannot meet its delivery schedule as a result of additional time required for configuration modifications of the remaining Remote Terminal Units (RTU's) by the designer. MNR generally makes minor and occasionally slightly bigger configuration changes at each RTU. However, the staffing changes with MNR's design consultant have resulted in a much longer period to complete these engineering changes. Thus, the fabricators production schedule is negatively impacted.

What is Being Done

Schedule: The recent delay to the project is due to the turnover of engineering staff at MNR's design consultant. The traction power consulting field with railroad experience is highly dynamic and is characterized by a limited number of engineering consultants with expertise in this field. Consulting firms consequently experience a higher than normal turnover as their staff pursues other professional opportunities.

Unfortunately, this turnover has had a negative impact on MNR's recent project schedule as new staff has to be brought on-board and must become familiar with MNR's traction power system. In particular, MNR's RTU's are highly engineered products requiring engineering talent that needs specific railroad background and experience in high energy traction power. This experience is developed over a long period of time (learning curve). MNR is now on our third Project Consulting Engineer with the design consultant. MNR has and is managing this problem by developing their consultants by familiarizing them with our traction power system.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.

MTA Agency: Bridges and Tunnels	Status as of June 30, 2012
Project Name: Anchorage and Tower Protection – Throgs Neck Bridge	Budget at Award: \$7.1M
	Project EAC: \$12.7M
	Constr. Completion Date at Award: March 2011
Project No: D501TN87	Current Substantial Completion Date: Dec. 2012
Project Phase: Construction	Phase Complete: 95%

Project Description
Construction for the anchorage and tower protection at the Throgs Neck Bridge includes: 1) The rehabilitation of the Bronx and Queens tower fender systems, 2) Modifications to the Bronx anchorage fender system; to provide mooring facilities for the NYFD to access the bridge's fire standpipe system, 3) The replacement of dolphins at the Queens anchorage, 4) Removal and replacement of concrete encasements, and 5) Fender steel repairs at the base of each tower.
Problem Since Last Quarterly Report
Index Trigger (s): Contingency and Schedule
<p>Contingency: Last quarter's report reflected a contingency index of 1.63 that was primarily due to extensive marine growth and heavy accumulation of debris requiring underwater removal by divers to provide adequate cleaning of the Bronx anchorage surfaces below the waterline for the fender frame installation.</p> <p>This quarter the index has increased slightly to 1.82 because of related work. Due to advanced decay, additional timber facing was required for the tower fender systems; plus additional steel repair work was required to support the maintenance walkway. Upon cleaning the extensive marine growth and corrosion from the fender systems, it was determined that the fender frame was significantly more deteriorated than previously identified and the structural steel repairs, as specified, would not correct the problem.</p> <p>In addition, during installation of the new light units for the decorative light fixtures, it was discovered that the existing wiring insulation was unsuitable for marine applications. Replacement of the electrical wiring and circuit breakers was necessary for proper functionality of the new lighting system.</p> <p>Schedule: This additional work requires a corresponding shift in the forecasted construction completion date to December 2012, resulting in a three month schedule increase from the previous report.</p> <p>This emergent work, coupled with additional project management oversight, results in a revised estimate at completion of \$12,661,249. The current budget is \$11,807,782; which leaves a difference of \$853,467 that will require funding through program contingency.</p>
What is Being Done
Contingency/Schedule: A revised WAR certificate was approved by the MTA for \$12,661,249 on August 1, 2012, which authorizes the necessary funding to complete the project. At this phase in the construction process, no additional cost or schedule extensions are anticipated. Project management intends to remain diligent in striving to mitigate cost growth, while delivering a quality product and value to the MTA and its customers.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluations of the overall contractor's performance rating for this reporting period.



Bridges and Tunnels

MTA Agency: Bridges and Tunnels	Status as of June 30, 2012
Project Name: Substructure and Underwater Work – Cross Bay Bridge	Budget at Award: \$20.1M
	Project EAC: \$20.1M
	Constr. Completion Date at Award: Feb. 2013
Project No: D601CB09	Current Substantial Completion Date: Nov. 2013
Project Phase: Construction	Phase Complete: 51%

Project Description

This work includes: Repair of spalled and cracked concrete pier caps and pier stems above high water and within the tidal zone; repair of spalled & cracked precast concrete and precast concrete piles underwater, including the installation of concrete jackets; replace deck drainage downpipes; place rip rap and gabions at the north abutment, and perform any incidental asbestos and lead abatement.

Problem Since Last Quarterly Report

Index Trigger (s): Contingency and Schedule

Contingency: The contingency index factor of 1.6 is primarily due to the issuance of a change order for \$3.2M, which utilized 81.8% of the project's planned contingency of \$4.7M, with construction currently being only 51% complete.

This project was originally designed in 2004 and due to budget constraints, was not implemented at that time. Since then, significant additional deterioration has occurred resulting in an overall scope increase for concrete work above and beyond what was originally assumed; primarily for:

- Removal and replacement of spalled and cracked structural concrete, at a much greater thickness than originally anticipated. This additional damage resulted in a significant increase in both area and volume that requires remediation.
- Additional drilling and grouting of dowels linked with this added structural concrete work.

Schedule: This additional work requires a corresponding shift in the forecasted construction completion date to November 2013, resulting in a nine month schedule increase from the previous report.

What is Being Done

Contingency: A change order for \$3,151,300 was approved at the May 2012 MTA Board meeting. In addition, a revised WAR certificate, associated with this emergent work, was approved by the MTA on May 24, 2012, which authorizes the necessary funding to complete the project. Project management will continue to mitigate cost growth, while delivering a quality product and value to the MTA and its customers.

Schedule: We have taken action, such as increasing work site access to the contractor and more intensive coordination with our operating department to preclude further schedule extensions.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluations of the overall contractor's performance rating for this reporting period.



Projects in CPOC's Risk-Based Monitoring Program (Not Included in Second Quarter 2012 Traffic Light Report)

The following programs/projects are currently reported on by the responsible agency in risk-based monitoring reports in accordance with the CPOC Work Plan schedule and are continually monitored by the Independent Engineering Consultant. They are not included in the Quarterly Traffic Light Report. The program/project list is subject to periodic review and adjustment by MTA.

2010-14 Capital Program

- 1. Second Avenue Subway**
- 2. East Side Access**
- 3. East Side Access Readiness**
- 4. No.7 Line Extension**
- 5. Fulton Street Transit Center**
- 6. Signals & Communications**
 - Positive Train Control
 - PS LAN
 - CBTC
 - VHF Radio
- 7. New Subway Car Procurement**
- 8. New Bus Procurement**
- 9. CRR Rolling Stock / Procurement**
- 10. NYC Transit Infrastructure / Culver Line Viaduct-Phase 2**
- 11. NYC Transit Stations / Cortlandt Street (1Line)**
- 12. Bus Depots / Mother Clara Hale**

