



**Metropolitan Transportation Authority**

# **Capital Program Oversight Committee Meeting**

## **December 2012**

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### **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**

**December 17, 2012 – 2:00 pm**

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### **AGENDA ITEMS**

#### **Page**

#### **PUBLIC COMMENTS PERIOD**

- |   |                |
|---|----------------|
| 1. APPROVAL OF MINUTES NOVEMBER 26, 2012  | TAB 1<br>1 - 1 |
| 2. COMMITTEE WORK PLAN                    | 1 - 4          |
| 3. CAPITAL CONSTRUCTION COMPANY           | TAB 2          |
| • Progress Report on Fulton Center        | 2 - 1          |
| <i>McKissack+Delcan Project Review</i>    | 2 - 6          |
| • Progress Report on Second Avenue Subway | 2 - 10         |
| <i>McKissack+Delcan Project Review</i>    | 2 - 17         |
| 4. NEW YORK CITY TRANSIT                  | TAB 3          |
| • Update on Stations Program              | 3 - 1          |
| 5. CAPITAL PROGRAM STATUS                 | TAB 4          |
| • Commitments, Completions & Funding      | 4 - 1          |
| • Third Quarter Traffic Light Report      | 4 - 15         |

Date of next meeting: Monday, January 28, 2013 at 2:00 PM

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**November 26, 2012**  
**New York, New York**  
**2:00 P.M.**

**MTA CPOC members present:**

Hon. Joseph J. Lhota, Chairman  
Hon. James Blair  
Hon. Alan Capelli  
Hon. Fernando Ferrer  
Hon. Susan Metzger  
Hon. Charles Moerdler  
Hon. Mitchell Pally  
Hon. James Sedore  
Hon. Carl Wortendyke

**MTA CPOC members not present:**

Hon. Mark Lebow  
Hon. Mark Page  
Hon. Andrew Saul  
Hon. Vincent Tessitore, Jr.

**MTA Board members present:**

Hon. Andrew Albert  
Hon. Robert Bickford  
Hon. Ira Greenberg

**MTA staff present:**

Nuria Fernandez  
Gwen Harleston  
Amil Patel  
Hilary Ring  
Ron Saporita

**Metro-North Railroad staff present:**

Howard Permut

**New York City Transit staff present:**

Henry Sullivan  
Michael Wetherell

**McKissack + Delcan staff present:**

Kent Haggas

\* \* \*

Chairman Lhota called the November 26, 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 September 24, 2012.

## **Committee Work Plan**

Hilary Ring stated that the presentations to be provided at the November CPOC were originally developed for the October CPOC, which was cancelled due to Hurricane Sandy; those presentations that had been scheduled for November will be provided in upcoming CPOC meetings in 2013.

## **New York City Transit**

### **Department of Subways**

Michael Wetherell provided an update on the R-188 fleet, including the \$116M base order of 23 new and 10 converted cars, which was awarded in May, 2010, as well as the \$497M option order of 103 new and 370 converted cars, which was awarded in December, 2011. Completion of delivery of all new and converted R-188's is scheduled for January 2016. Mr. Wetherell then gave brief overviews of the \$735M 300-car R-179 fleet, which was awarded in June, 2012; the 1,662-car R-160 fleet, whose final cars were delivered in May, 2010; and the R-211 fleet, which is currently in the design phase and is scheduled for award of cars in the 2015-2019 Capital Program. In its Project Review, the IEC agreed with the key elements of NYCT's report on the Subway Car Program.

### **Bus Operations**

Henry Sullivan provided an update on bus procurements, including bus buy goals, bus fleet purchase plan and mix, evaluation fleets, miscellaneous bus deliveries, upcoming bus awards, as well as future initiatives to canvass the market place for additional manufacturers that can meet NYCT's duty cycle, and to explore new technologies to improve bus reliability, maintainability and fuel economy. In its Project Review, the IEC agreed with the key elements of NYCT's report on bus procurements and recommended that NYCT continue its program for qualification of more suppliers and products by evaluating and qualifying test fleets, and that NYCT review its overall award process to identify measures that can lead to more timely awards.

## **Metro-North Railroad**

Howard Permut provided an update on the \$1.1B, 405-car M-8 Fleet Car Procurement, which began in 2006 and for which deliveries are scheduled to be complete in mid-2015. While the project is approximately one year behind schedule compared to the 2008 delivery agreement, deliveries are now being done on a stable and consistent basis, and while the 121,000 mile year-to-date mean distance between failure (MDBF) rate is below Metro-North's expectation, MNR sees this as common in the early part of new car procurements, especially with a car as complex as the M-8. Mr. Permut also reported that customer reaction to the M-8 cars has been extremely positive. In its Project Review, the IEC agreed with the key elements of MNR's report on M-8 procurements and recommended that MNR undertake a lessons learned exercise with emphasis on project schedule management in order to improve performance.

## **Quarterly Update on MWDBE Participation**

Gwen Harleston provided an update on the MWDBE Participation Rates: in the first three quarters of 2012 the MTA achieved a DBE participation rate of 15.1% against its 17% Federal Goal, and the MTA exceeded its 10% MBE and WBE goals with participation rates of 11.3% and 16.1%, respectively.



### **MTA Small Business Federal Program (SBFP)**

Amil Patel provided an update on the SBFP: in August of this year the FTA approved use of the modified MTA Small Business Mentoring Program (SBMP) model, including prequalification requirements, a \$5M earnings cap, prime contract award opportunities up to \$3M, as well as a bond program to assist potentially bondable firms. The Year-1 total-award goal for the SBFP is \$10M, and the first SBFP project is scheduled for award in the first quarter of 2013.

### **MTA Capital Program Commitments, Completions and Funding**

Mr. Ring gave a brief overview of the MTA Report of Capital Program Commitments, Completions and Funding through September 30, 2012, and stated that the report to the December CPOC would reflect data through the end of November.

### **Executive Session**

Upon motion duly made and seconded, Chairman Lhota adjourned the public CPOC meeting at 2:50 PM to go into Executive Session.

### **Adjournment**

Upon motion duly made and seconded, Chairman Lhota adjourned the Executive Session, reconvened the public session and then immediately adjourned the November 26, 2012 meeting of the MTA Capital Program Oversight Committee.

Respectfully submitted,  
Michael Jew-Geralds  
Office of Construction Oversight



## **2012-2013 CPOC Committee Work Plan**

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**I. Recurring Agenda Items**

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

**II. Specific Agenda Items**

December 2012

Quarterly MTA Capital Construction Company Update on Fulton Center and Second Ave. Subway  
Semi-Annual Update on NYCT Stations Division  
Quarterly Traffic Light Report

January 2013

Quarterly MTA Capital Construction Company Update on East Side Access  
Updates by LIRR and MTACC on ESA Support Projects  
Semi-Annual Update on LIRR/MNR Infrastructure Programs  
Semi-Annual Update on NYCT New Fare Payment Initiative  
Semi-Annual Update on Minority, Women and Disadvantaged Business Participation

March 2013

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

April 2013

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

June 2013

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

July 2013

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

September 2013

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

November 2013

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

December 2013

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

# **MTACC Quarterly Progress Report to CPOC**

## **Fulton Center**

December 17, 2012

# 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

### Highlights

#### Progress

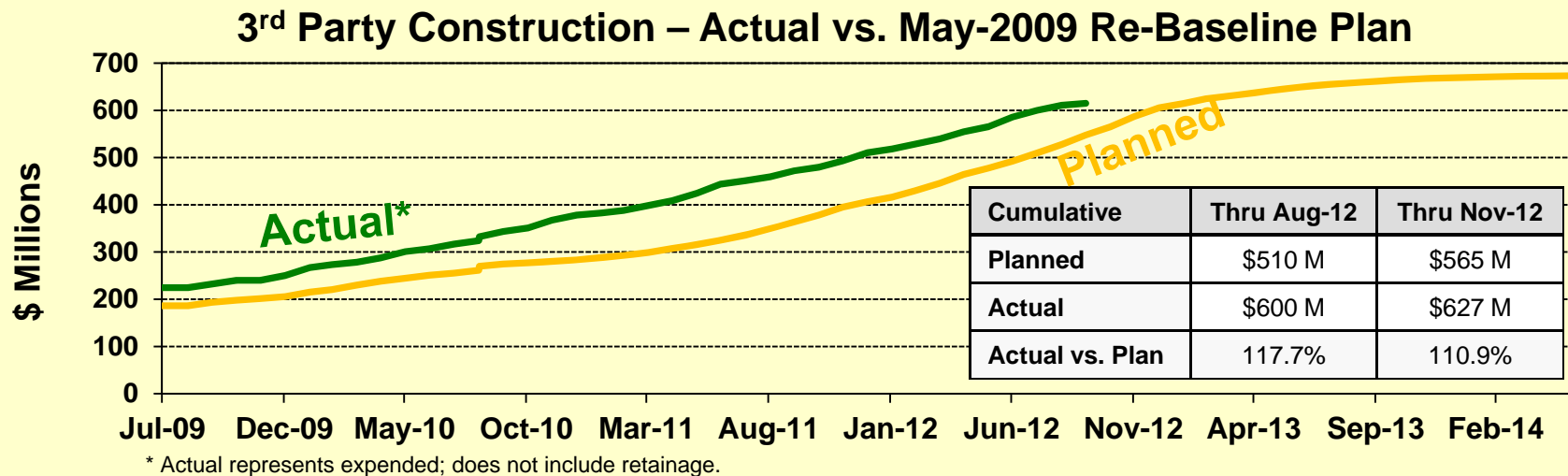
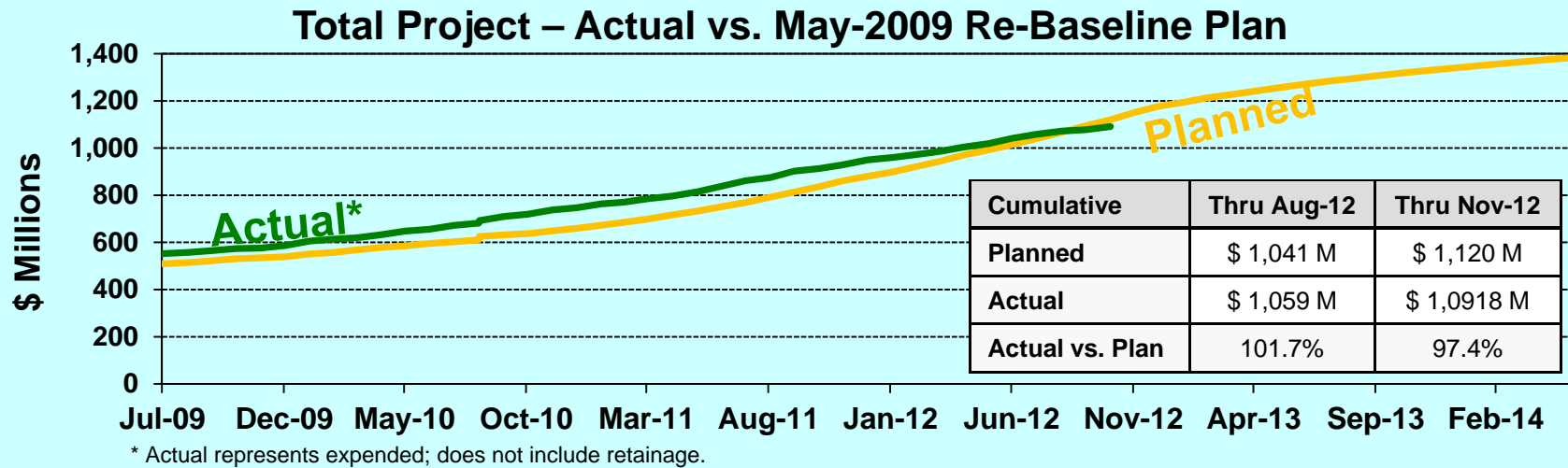
- Opened the Dey Street Entrance, including elevator, on October 8, 2012 (key customer benefit milestone).
- Corbin Building scaffolding on John Street has been removed and on Broadway will be completely removed by end of year
- Continued installation of Fulton Center curtain wall (60% complete); expected completion was delayed by Sandy and is now scheduled for Feb 2013 (vs. late Fall 2012, as stated in September 2012 CPOC Report).
- Received proposals for the Master Lease of the Fulton Center

#### 90 Day Look Ahead

- Completion of all but one Fulton Center contract including the 4/5 Station Rehab, Dey Street Concourse and Corbin Building restoration.
- Begin selection process for Master Lessee to maintain and operate Fulton Center

# Fulton Center

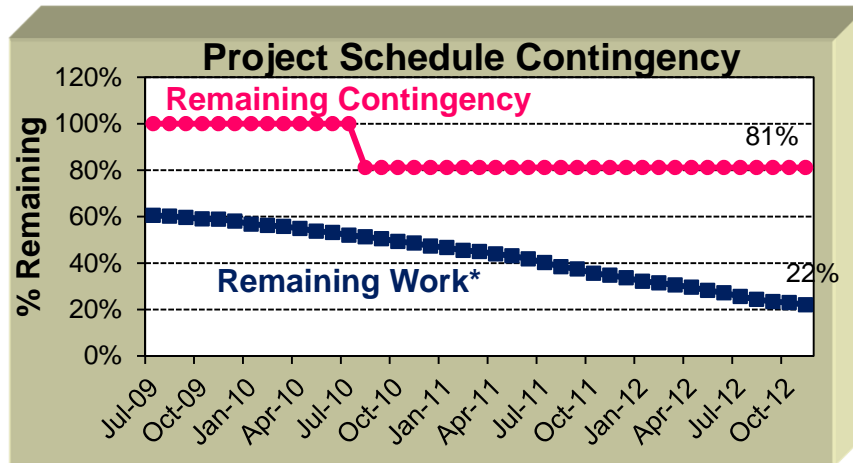
## Cost & Schedule Performance



# Fulton Center

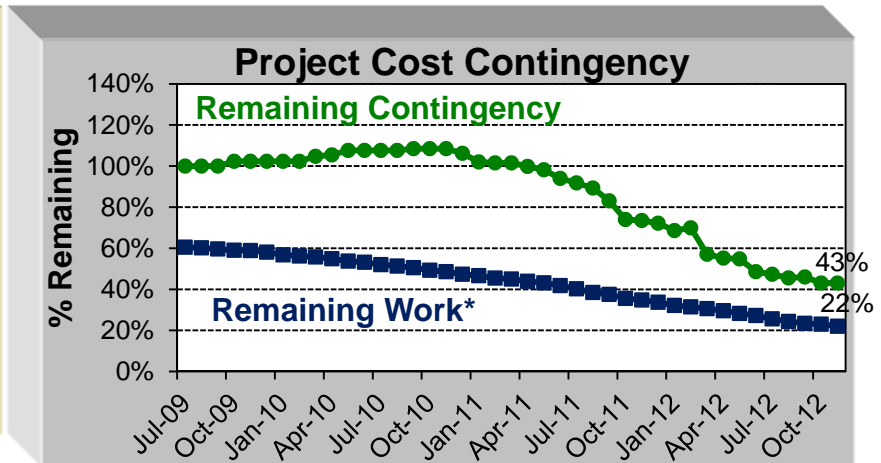
## Cost & Schedule Contingency Status

2-4



\* 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 \$54 million, a decrease of \$3 million from prior report (\$57 million).




# Fulton Center

## Critical Milestones and Issues

2-5

Status	Activity	Date Needed	Issues
 Green	Interim Maintenance for Dey Street Entrance and Elevator	Resolved	<p><b>Issue:</b> Interim maintenance needed to be in place in order to open customer benefit milestones to the public.</p> <p><b>Impact:</b> None; interim contract is in place for opening.</p> <p><b>Mitigation:</b> No mitigation needed.</p>
 Yellow	Master Lease	<p>Proposals Received December 7, 2012</p> <p>Lease in Place by Summer 2013</p>	<p><b>Issue:</b> Need to effectively manage complex procurement process.</p> <p><b>Impact:</b> No impact near term.</p> <p><b>Mitigation:</b> RFP process changed to a two step process – qualifications were received on Nov 16 and the detailed proposals were received on Dec 7.</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.



# **December 2012 CPOC IEC Project Review**



## **Fulton Center**



**December 17, 2012**

# Schedule & Budget Review

- **SCHEDULE** - Project is on schedule. While the overall performance curve is on schedule, the Transit Center Enclosure Contract performance is behind schedule and requires accelerated manpower.
- **BUDGET** - Project is on budget and cost contingency trend is favorable beyond that which is recognized by the project team.



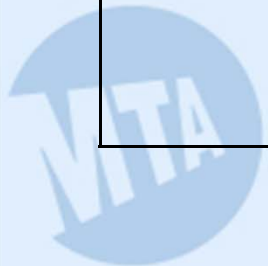
# Recommendation

- Devise alternate scenarios to deal with the potential impacts of the DDC Broadway water main replacement



# Prior Recommendation

Recommendation	Agency Action	Status
<b>September 2012</b> Devise a plan to provide interim maintenance and system acceptance prior to Master Lessee contract issuance. <ul style="list-style-type: none"> <li>- Provide an interim maintenance budget and schedule</li> <li>- Provide a turnover and acceptance plan</li> </ul>	The project team has implemented a maintenance plan for the Dey Street Head House that includes the cleaning of the area and the maintenance and emergency response for the elevator.	Accepted and currently under implementation



# **MTACC Quarterly Progress Report to CPOC**

## **Second Avenue Subway**

December 17, 2012

## 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

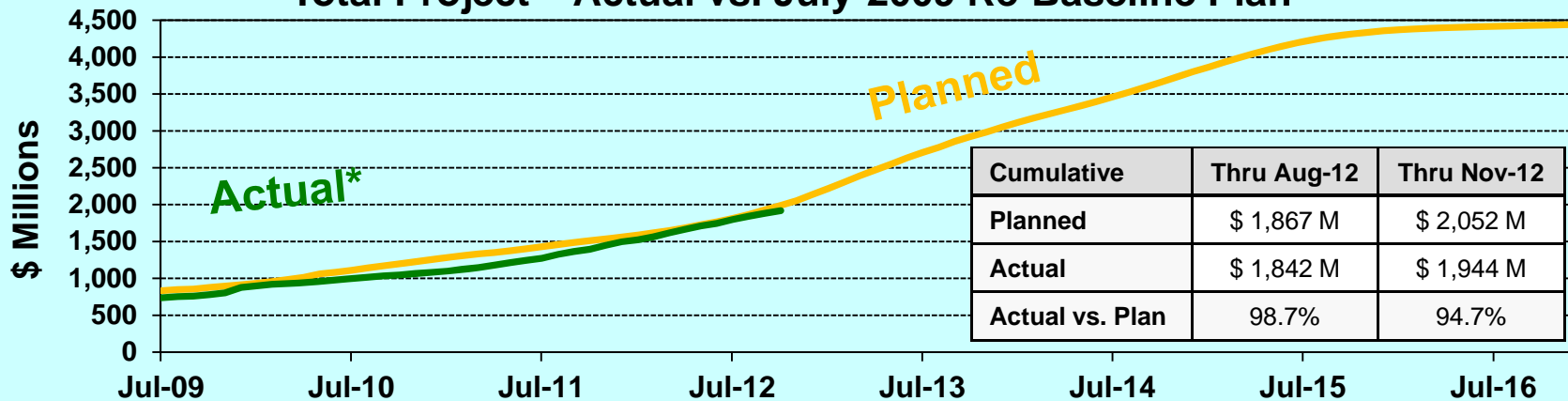
- Completed all cavern blasting for the 72<sup>nd</sup> St Station Contract, one month later than planned
- Completed roadway decking on eastside of 2<sup>nd</sup> Avenue from 99<sup>th</sup> to 95<sup>th</sup> Streets for cut and cover excavation
- Received bids on 72<sup>nd</sup> St Station Systems and Finishes Contract

#### 90 Day Look Ahead

- Continuing with controlled blasting operations at 86<sup>th</sup> St Station Cavern
- Complete all blasting at 72<sup>nd</sup> and 69<sup>th</sup> St Ancillaries and Entrance 3 for 72<sup>nd</sup> St Station Contract
- Award 72<sup>nd</sup> St Station Systems and Finishes Contract
- Advertise for bids for 86<sup>th</sup> Street Station Systems and Finishes Contract

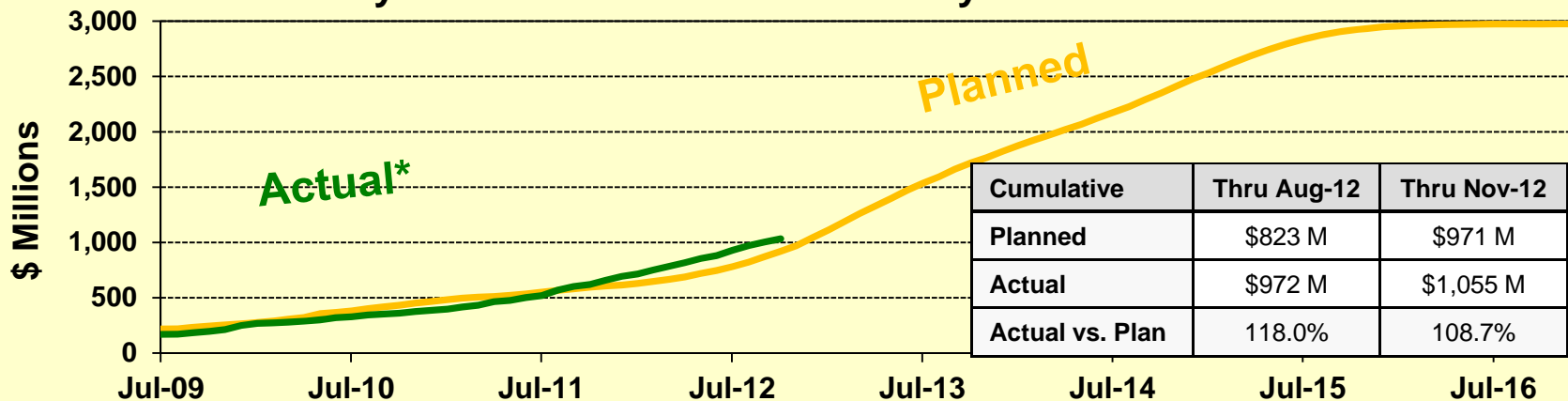
## Cost & Schedule Performance

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



\* Actual represents expended; does not include retainage.

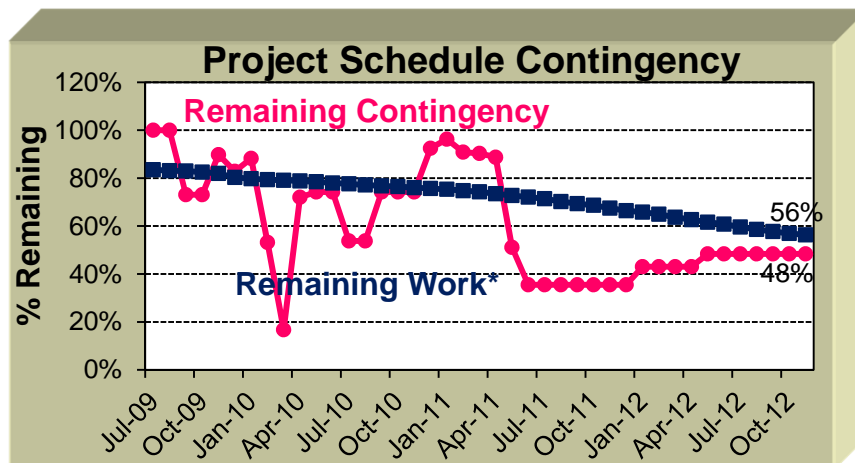
### 3<sup>rd</sup> Party Construction – Actual vs. July-2009 Re-Baseline Plan



\* Actual represents expended; does not include retainage.

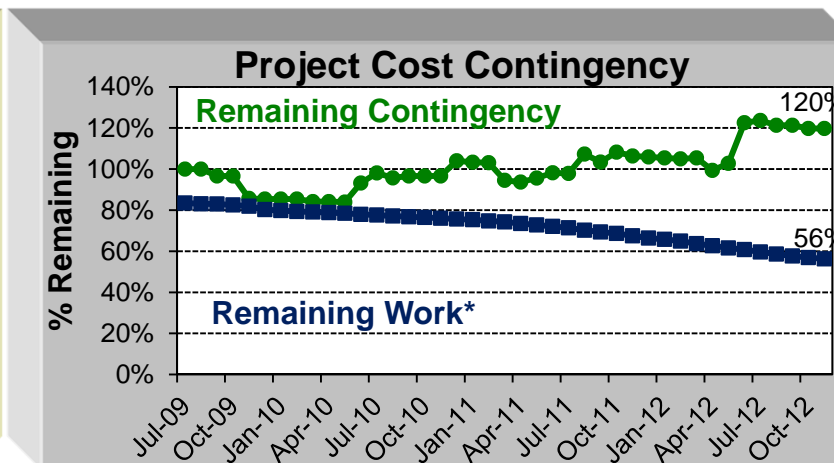
## Cost & Schedule Contingency Status

2 - 13



\* 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, same as 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:
  - Future 72<sup>nd</sup> and 86<sup>th</sup> 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 \$ 386 million, down \$5 million from last report (\$ 391 million).
  - Does not include \$24 million in remaining design development contingency (AFI) for not-yet-awarded contracts.




## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	86 <sup>th</sup> Street Station Cavern Schedule (Contract 5B)	Mitigation Ongoing	<p><b>Issue:</b> The 86<sup>th</sup> St Station Structures contract includes critical path work for the overall project.</p> <p><b>Impact:</b> Delay in award has resulted in the loss of four months of project schedule contingency.</p> <p><b>Mitigation:</b> MTACC is closely monitoring actual vs planned excavation production rates to identify any schedule slippage. Cavern excavation is 33% complete and achieving schedule. We do not see any opportunities to recover the 4 months lost due to the late award. However, the contract will continue to be monitored since it is on the critical path.</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


Status	Activity	Date Needed	Issues
 Yellow	<b>Demolition/Excavation of Entrance #1 (at 69<sup>th</sup> Street) of 72<sup>nd</sup> St. Station is currently delayed (Contract 4B)</b>	<b>Mitigation ongoing</b>	<p><b>Issue:</b> Building owner had needed to approve utility relocation design and grant access to areas beyond easements by agreement to complete the work.</p> <p><b>Impact:</b> Possible delay for Contract 4B completion; however, contract not on project critical path.</p> <p><b>Mitigation:</b> MTACC has terminated the agreement with Building owner. Project is developing an alternate entrance plan and will transfer scope as needed from Contract 4B to 4C to mitigate any delay.</p>

### Legend




	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
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	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 - 16

Status	Activity	Date Needed	Issues
 Yellow	63rd Street/ Lexington Avenue Station Reconstruction (Contract 3)	Mitigation ongoing	<p><b>Issue:</b> Entrance 1 at Third Avenue has been delayed while resolving building utilities relocation design issues. In parallel, steel erection for the mezzanine levels of the east end of station has been delayed due primarily to shop drawing detail design issues.</p> <p><b>Impact:</b> Possible delay for Contract 3 completion; however, contract not on project critical path.</p> <p><b>Mitigation:</b> Project is working with the building owner to resolve utility relocation design. Project worked with contractor to expedite the structural steel including working additional shifts, fast tracking submittal review, and adding more supervision.</p>

### Legend

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	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.

# December 2012 CPOC IEC Project Review



## Second Avenue Subway



December 17, 2012

# Schedule & Budget Review

- **SCHEDULE** - While the Project is on schedule, the IEC believes there is only 45 days of schedule contingency remaining. IEC to verify that a 20 day delay in critical work at 86<sup>th</sup> Street has been mitigated by the Project Team
- **BUDGET** - Project is on budget and overall cost contingency is favorable



# Recommendations

## **Implement the schedule mitigation plan developed in September in order to improve confidence in the Revenue Service Date**

- Mitigation Plan adopted in September 2012 (after 12 months of work) but there have been no steps taken to accelerate the systems installation and test work required by the plan



# Recommendations

## **Accelerate contract close-outs and reduce backlog of open Additional Work Orders**

- First two contract close-outs now 12 months in process
- E/O resolution has not progressed in 8 months
- AWO backlog growing in last 3 months



# Prior Recommendations

Recommendation	Agency Action	Status
<b>September 2012</b> Allocate contingency to cover projected overrun of costs for construction management and design support of construction.	<i>Agency response requested 12/06/12</i>	OPEN
<b>September 2012</b> Formalize a program to incorporate lessons learned from the 7 Line Extension Project into SAS systems construction management.	<i>Agency response requested 12/06/12</i>	OPEN





# Stations Division

## Capital Program Oversight Committee

**Dilip Kumar Patel, P.E.**  
Program Officer

**Branko Kleva, P.E.**  
Assistant Chief Station Officer

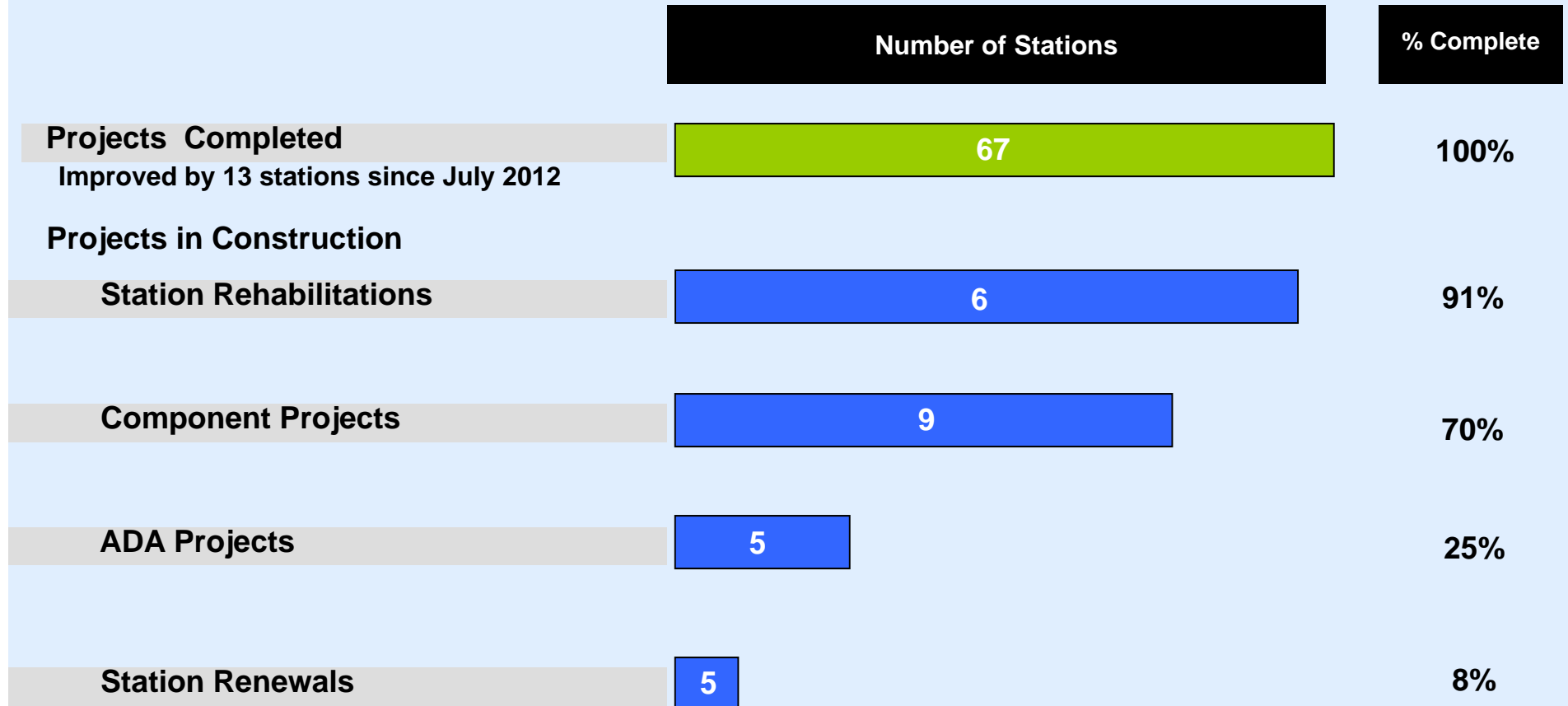
**December 2012**



## Status of Projects in Master Plan & Design - 165 Stations Progress thru November 2012

	In Master Plan	In Design	Award
<b>Component Projects (126 stations)</b> <i>126 Stations with defects rated 4 or greater</i> <i>In partnership with In-house Station Maintenance Forces</i>	✓	✓	2010 - 2014
<b>Renewal Projects (23 Stations)</b> <i>Stations with defects rated 3 or greater</i> <b>Pelham Line- (4 Stations)</b> Buhre, Middletown, Zerega, Castle Hill <b>Liberty Line – (6 Stations)</b> 104th St, Ozone Park-Lefferts Blvd, 111th St, Rockaway Blvd, 88th St, 80th St <b>Culver Line – (7 Stations)</b> Ave X, Ave U, Ave P, Bay Pkwy, Ave I, 18 Ave, Ditmas Ave <b>New Lots Line – (6 Stations)</b> Van Siclen Ave, Pennsylvania Ave, Rockaway Ave, Saratoga Ave, Junius St, Sutter Ave	✓	100% 90% 40%	2013 2013 2013 2014
<b>ADA Projects (4 Stations)</b> <i>Ozone Park-Lefferts Blvd</i> <i>23<sup>rd</sup> St</i> <i>68<sup>th</sup> St</i> <i>57th St</i>		95% 100% 40% 40%	2013 2013 2014 2014
<b>Rehabilitation Projects (9 Stations)</b> <b>Sea Beach Line-</b> 8th Ave, Ft Hamilton, New Utrecht Ave, 18th Ave, 20th Ave, Bay Pkwy, Kings Hwy, Ave U, 86th St		50%	2014
<b>Elevator / Escalator Projects (3)</b> <i>11 Hydraulic Elevators</i> <i>2 Escalators – Roosevelt Ave</i> <i>10 Hydraulic Elevators</i>		100% 100% 10%	2013 2013 2014

## Construction Progress thru November 2012



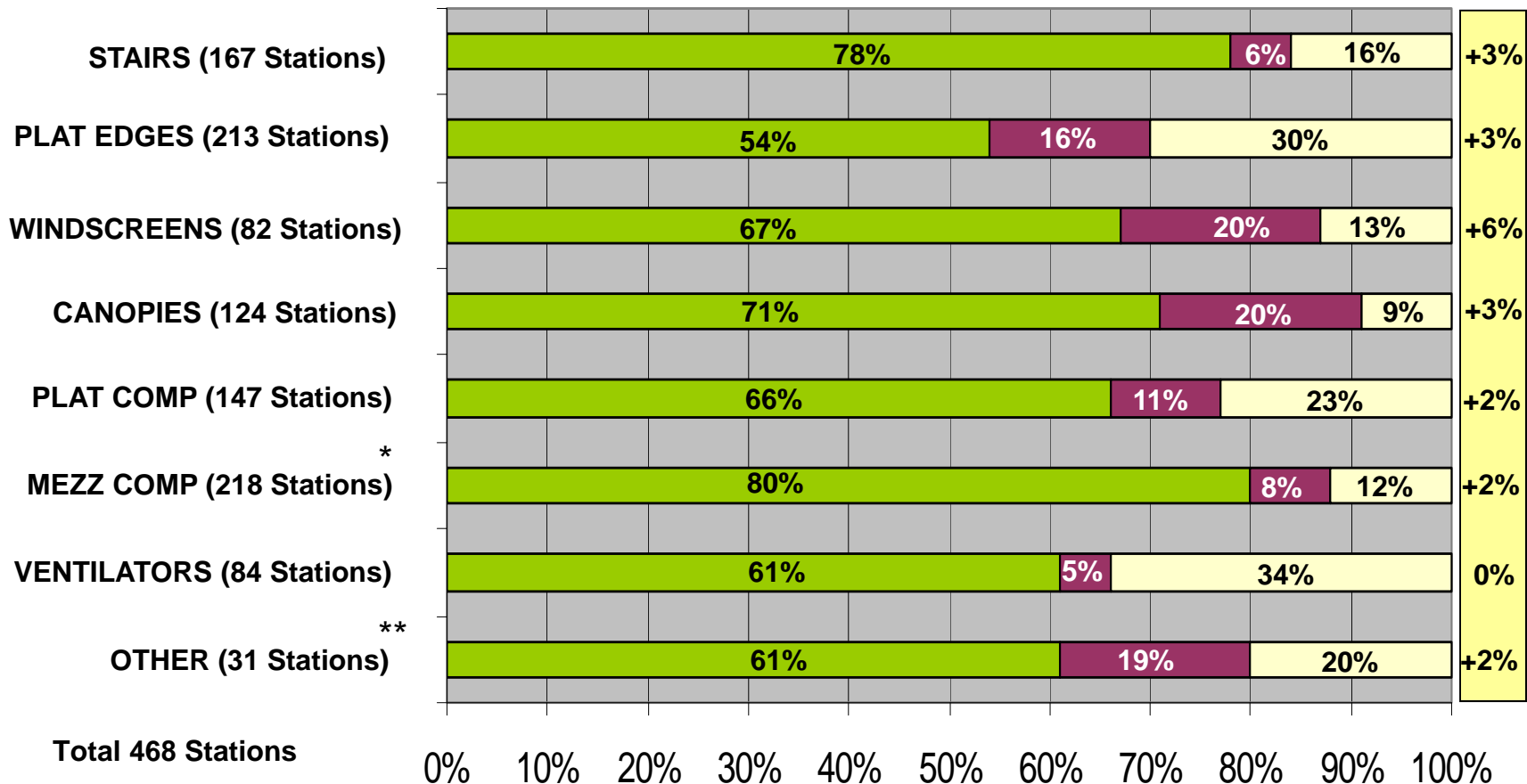
3-3



# Component Status

## All Locations thru November 2012

% Progress  
From July 2012  
↓

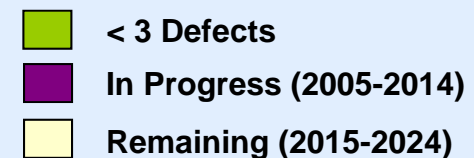


### Notes:

Defects defined as 3.0 or worse rating (5-point scale, 5 worst)

\* Components include ceilings/walls, floors, columns, and thru-spans

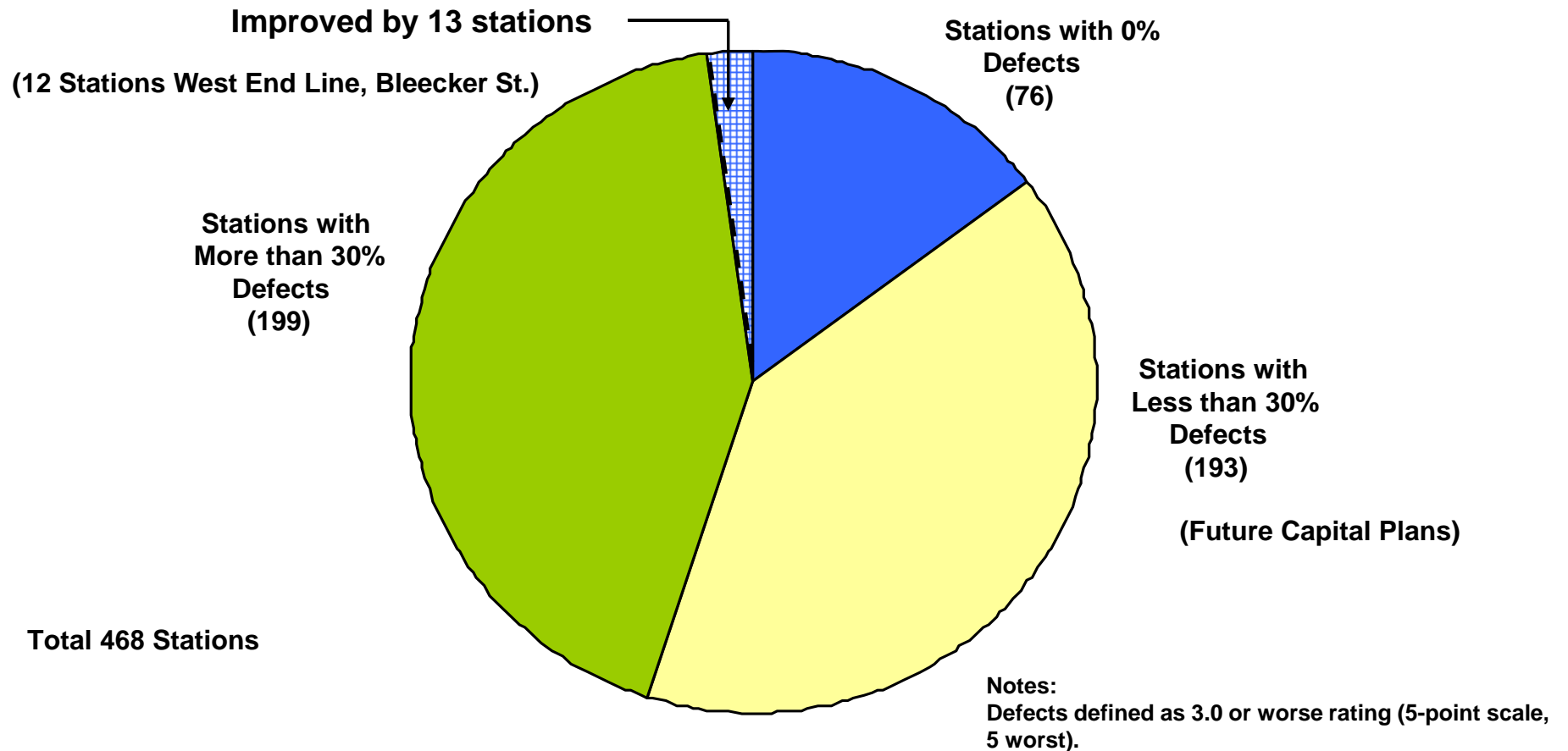
\*\* Other refers to ramps, overpasses, piers, embankments, veneer facades



New York City Transit

# Progress Toward Reducing Backlog of Defects All Stations

Status thru November 2012



# Project Highlights

- **West End Line Stations**
- **East 180<sup>th</sup> Street Station**
- **Bleecker Street Station Complex**
- **Hunters Point Avenue Station**
- **Vernon – Jackson Station**
- **Van Siclen Avenue Station**



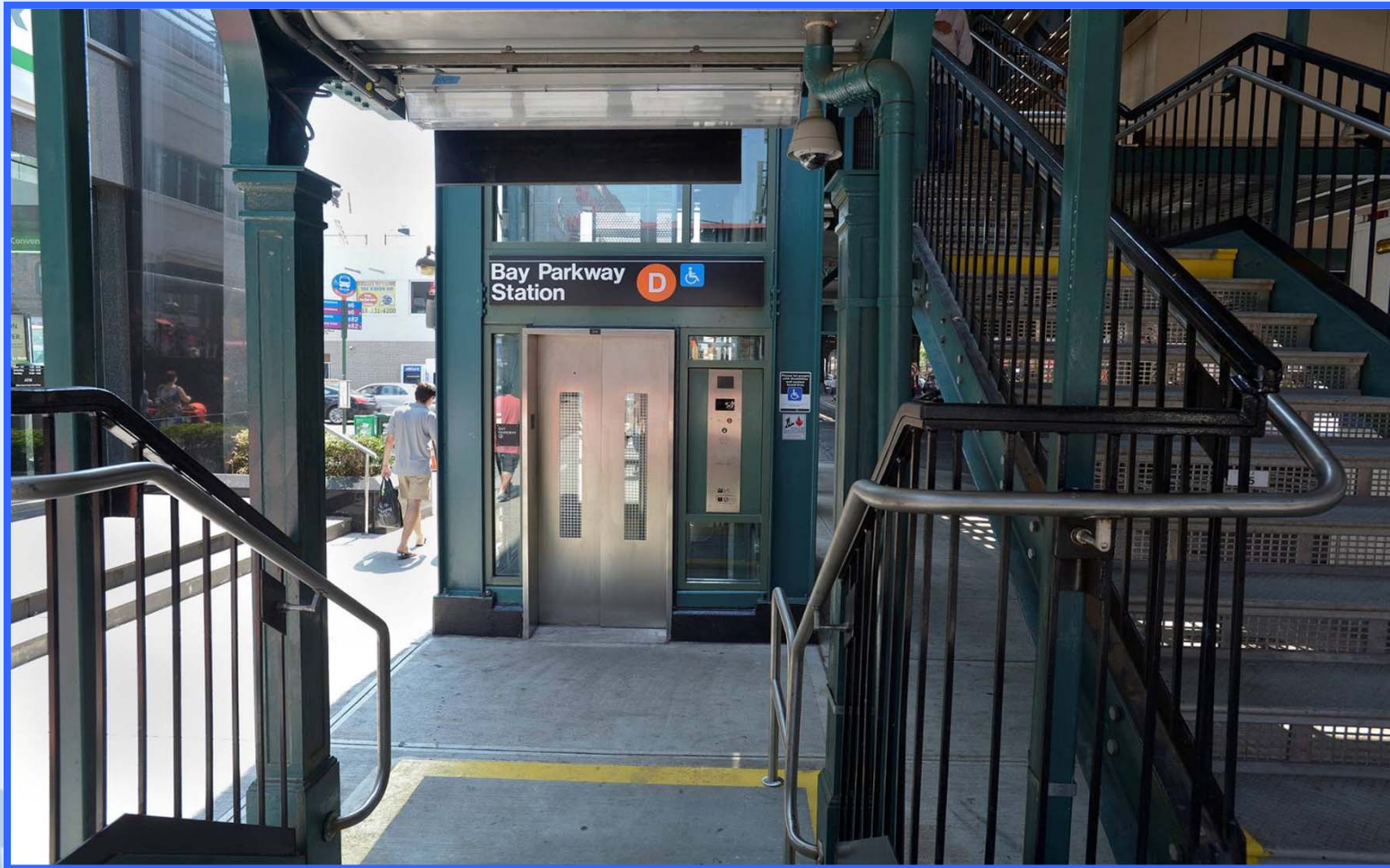
# West End Line Bay Parkway Station



New York City Transit



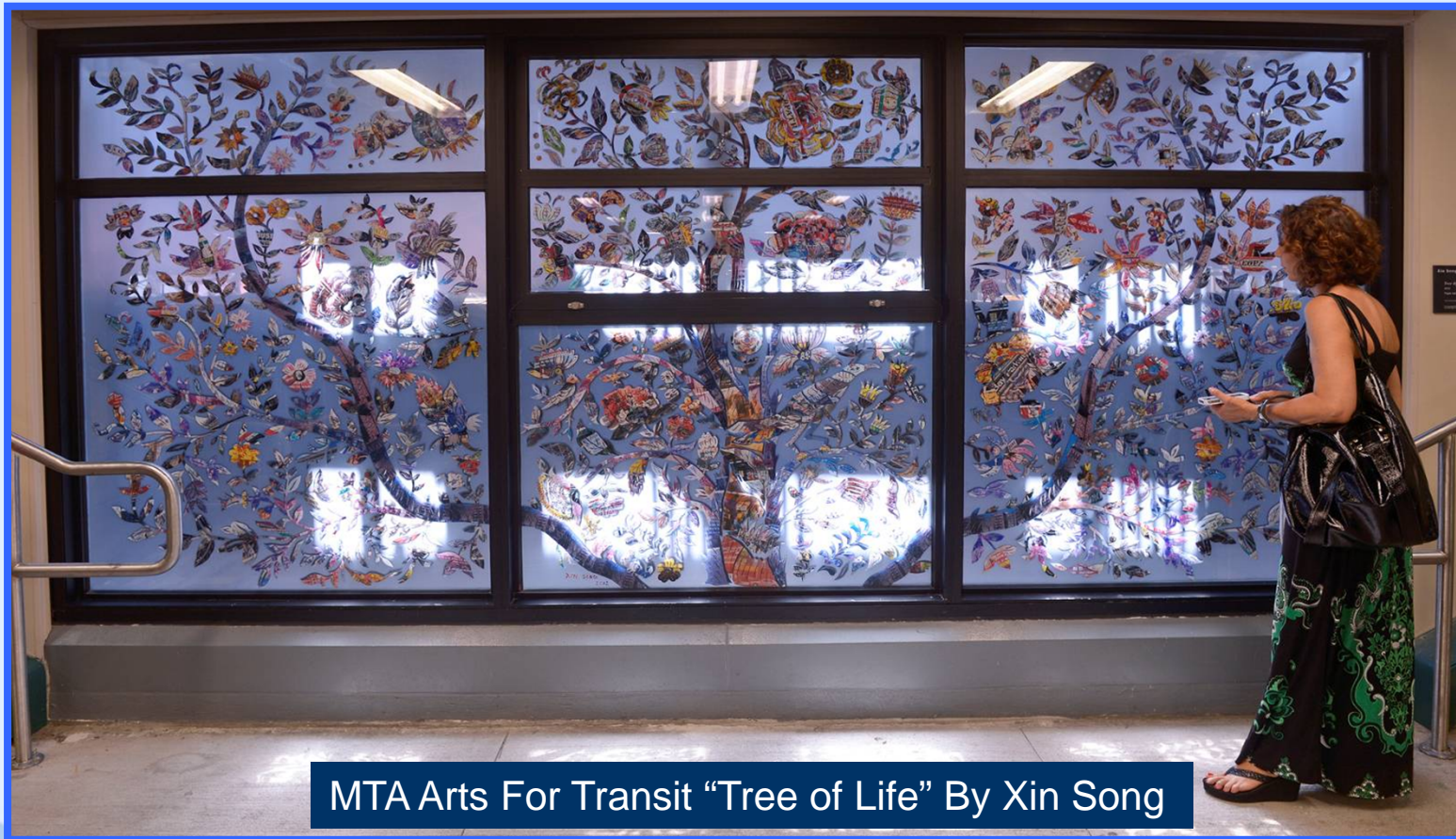
# West End Line Bay Parkway Station



New York City Transit



# West End Line Bay Parkway Station



MTA Arts For Transit "Tree of Life" By Xin Song

New York City Transit

# West End Line



New York City Transit



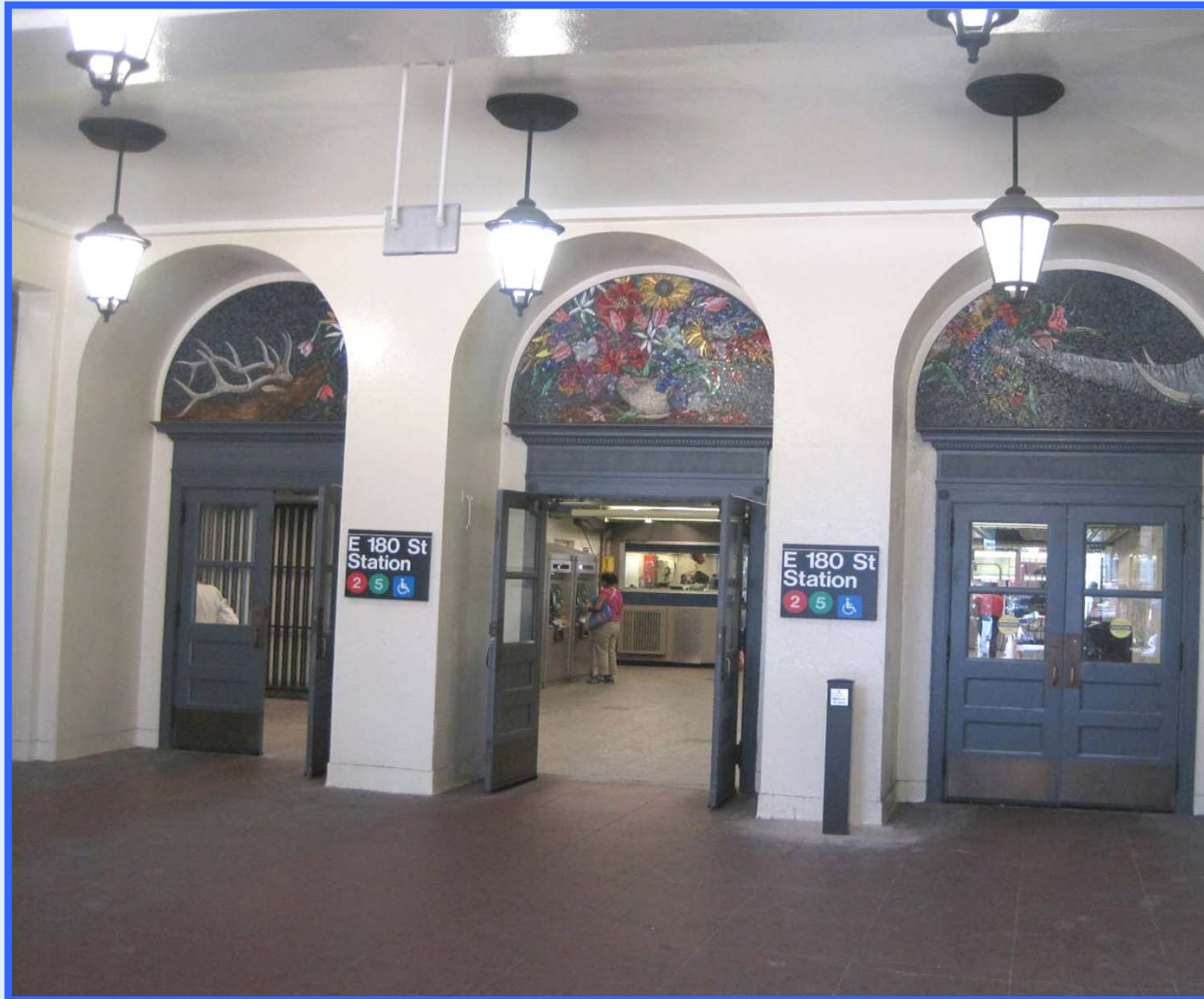
# East 180 Street Station



New York City Transit



# East 180 Street Station



New York City Transit



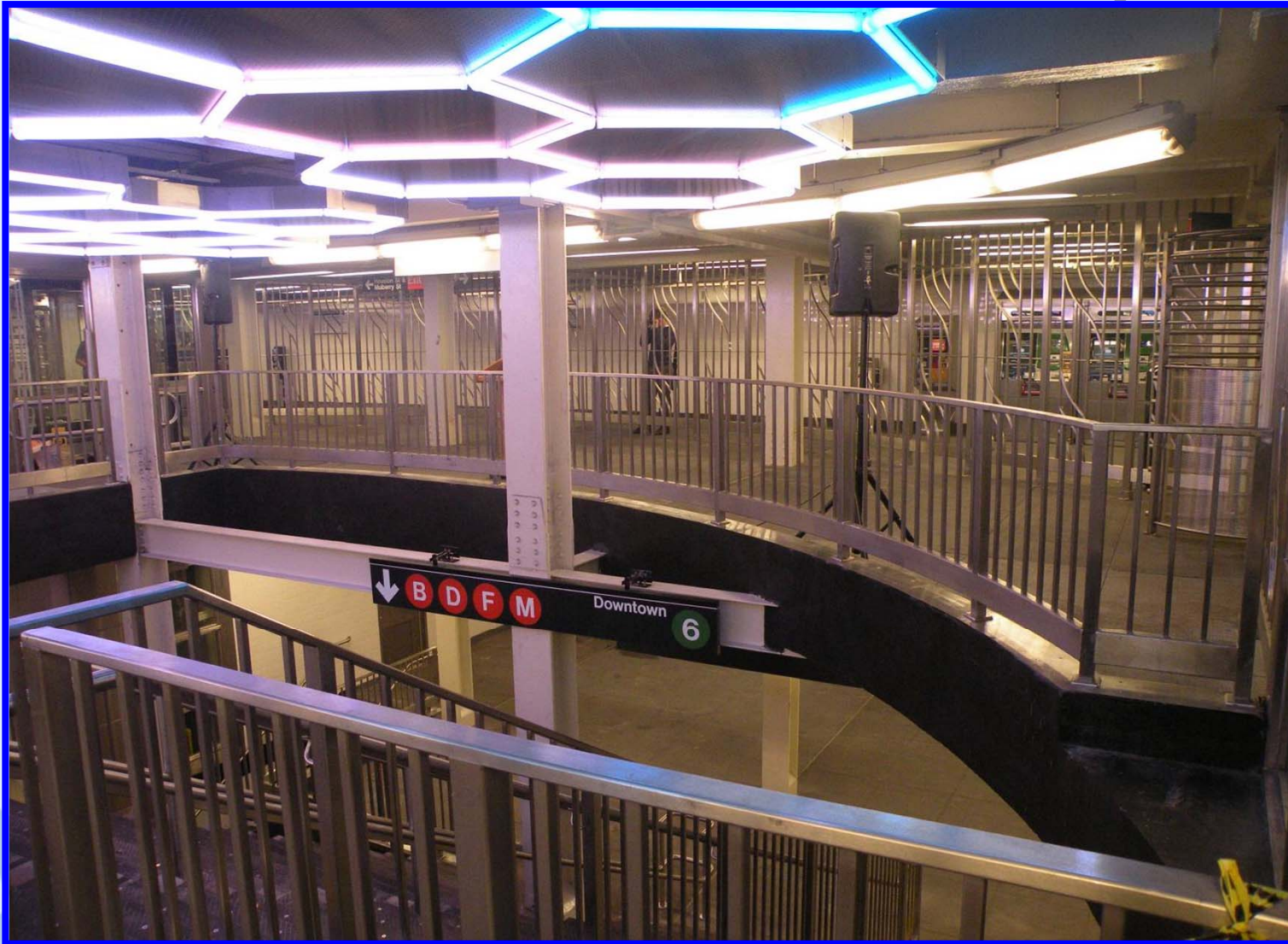
# East 180 Street Station



New York City Transit



# Bleecker Street Station Complex



New York City Transit



# Bleecker Street Station Complex



New York City Transit

# Bleecker Street Station Complex



New York City Transit





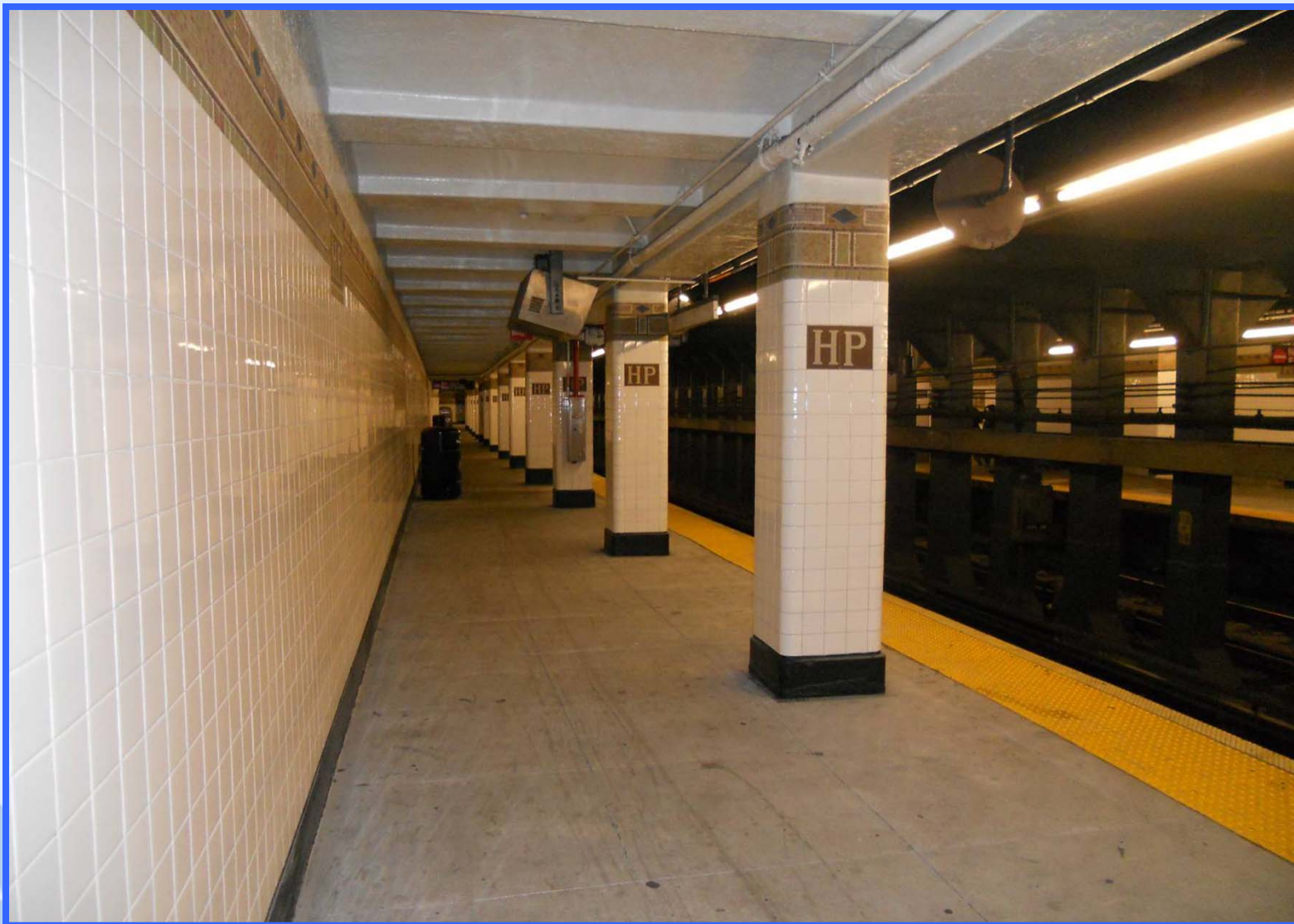
# Bleecker Street Station Complex



MTA Arts For Transit "Hive" By Leo Villareal

New York City Transit

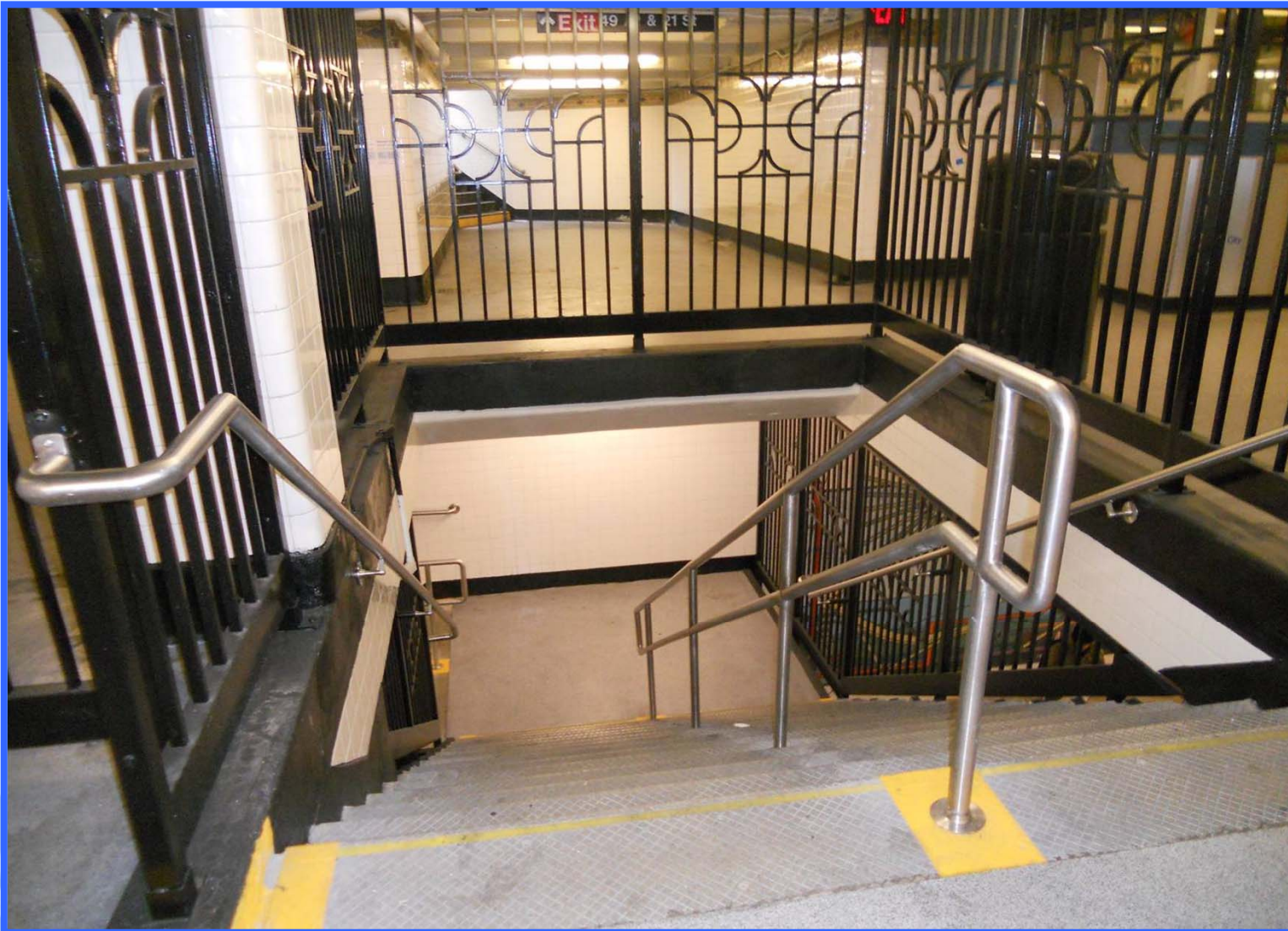
# Hunters Point Avenue Station



New York City Transit

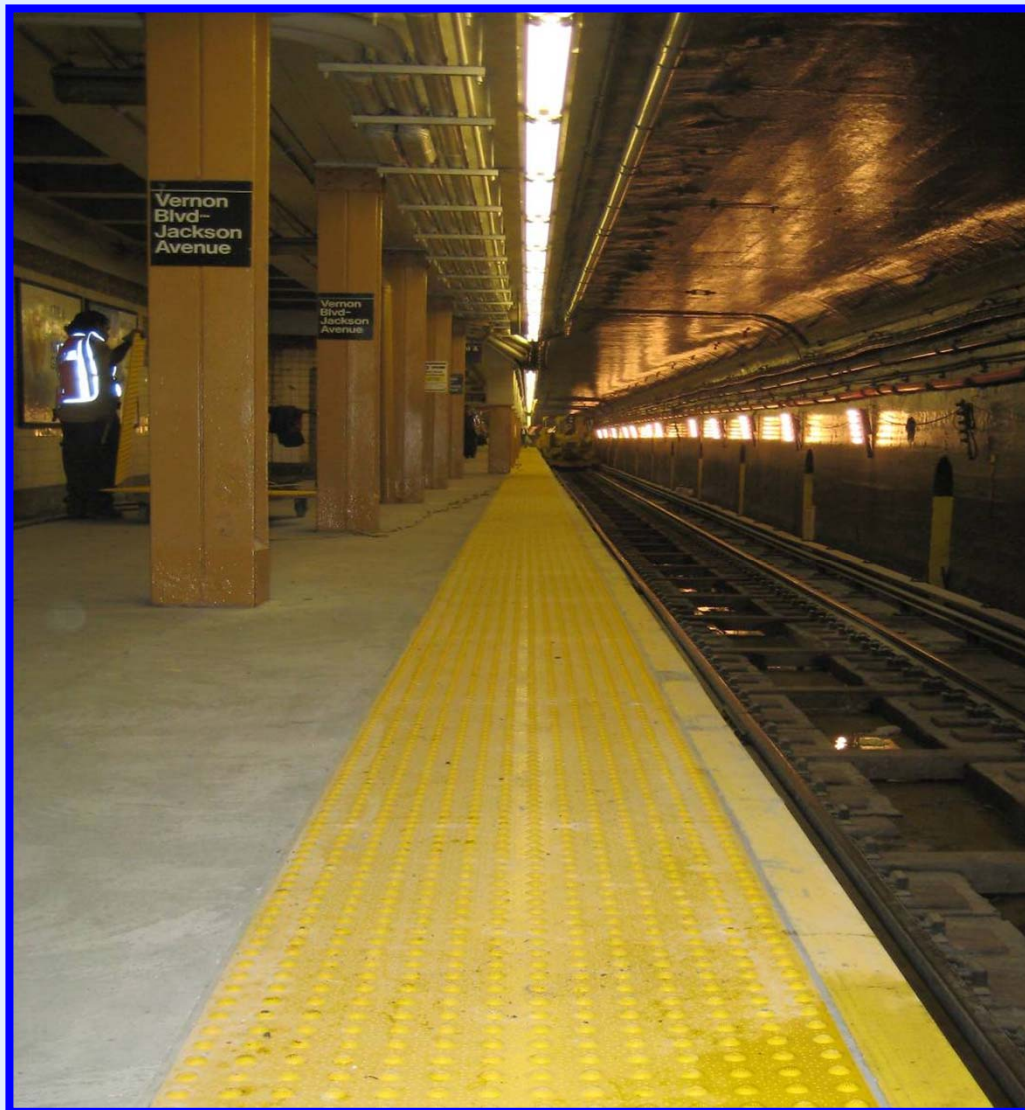


# Hunters Point Avenue Station



New York City Transit

# Vernon - Jackson Station

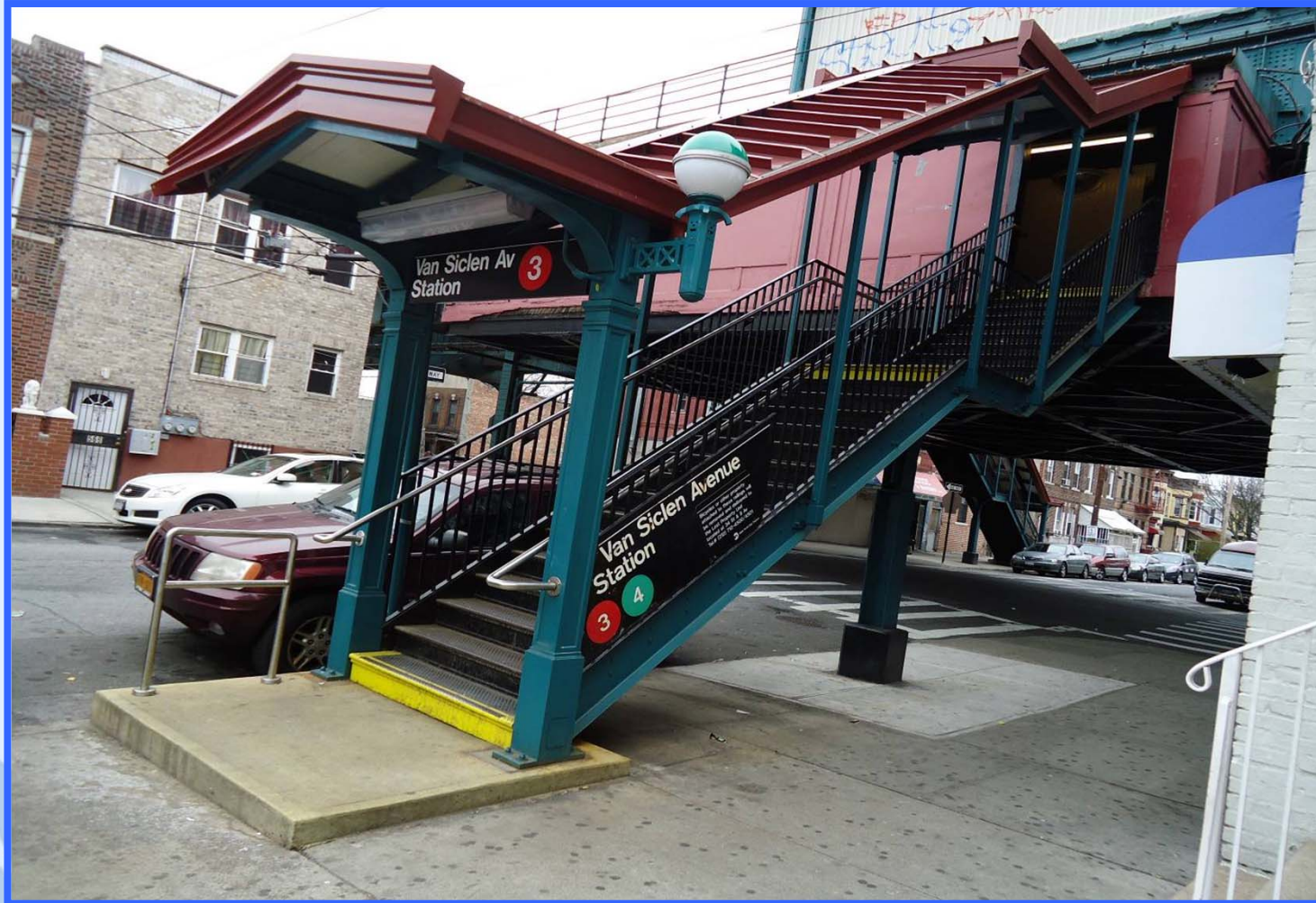


New York City Transit



# SBMP – Van Siclen Ave Station New Lots Line

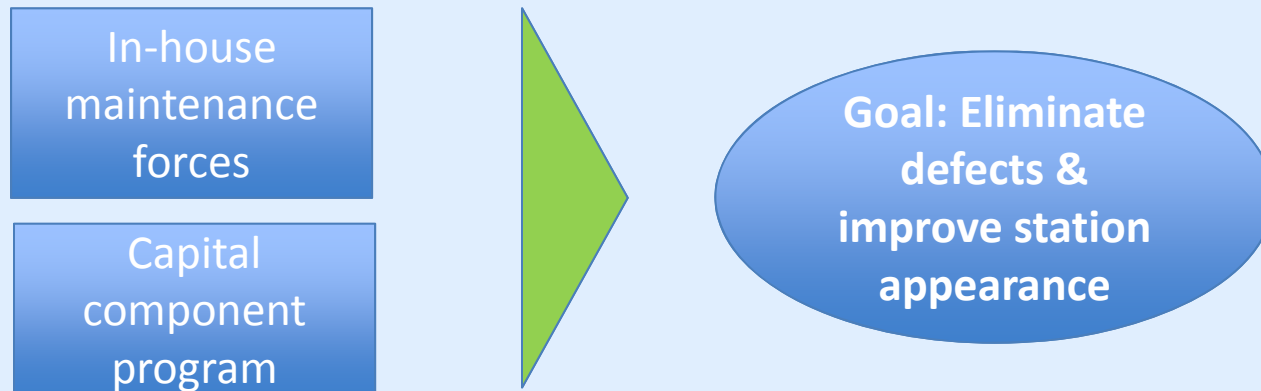
(Refurbishment of Street stair & canopy)



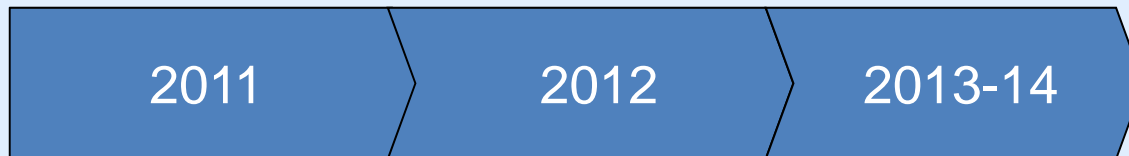
New York City Transit



# Operating Resources Supplement the Capital Program



## Improvement undertaken by in-house forces at following stations:



7 stations

- 3 in Brooklyn
- 4 in the Bronx

12 stations

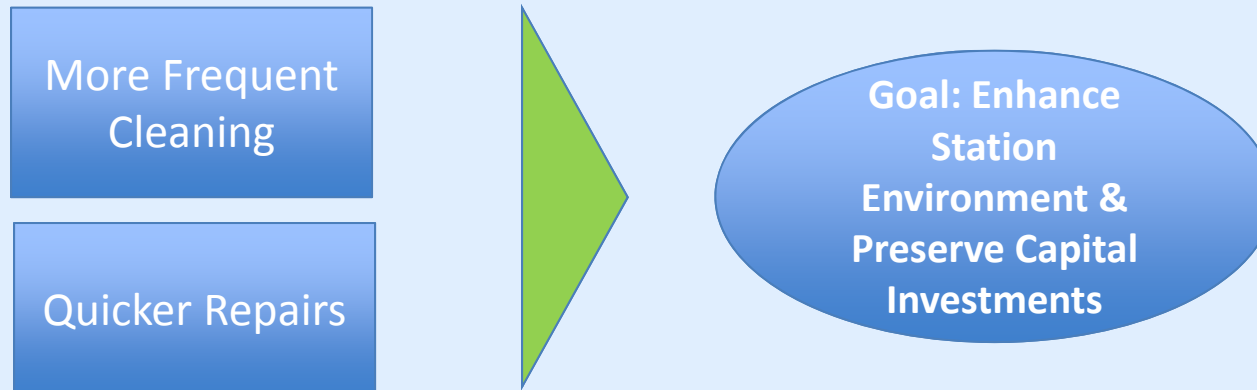
- 6 in the Bronx
- 2 in Manhattan
- 3 in Brooklyn
- 1 in Queens

24 stations  
planned



New York City Transit

## Enhanced Station Cleaning and Maintenance Program



### At selected station complexes and newly rehabilitated stations:

**2010 1<sup>st</sup> year of the program**

- Started with 19 stations
- Included major complexes and transfer points (e.g. Times Square, Atlantic Ave, Union Square)

**2011**

- Added 19 newly rehabilitated stations
- Included Jay St-Metro Tech, Myrtle-Wyckoff, 96<sup>th</sup> St/ Bway and Pelham line stations (Bronx)

**2012**

- 22 stations will be added to the program by year's end
- Including 10 stations on the West End line (Brooklyn), E 180 St station and the Bleecker St complex

**2013**

- Upon completion Dyckman St (Manhattan) will be added to the program
- Total of 60 stations, which is the maximum number that can be included given current resource levels

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# **MTA Capital Program Commitments & Completions**

## **through November 30, 2012**

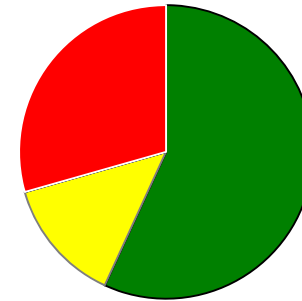


## Capital Projects – Major Commitments – November 2012

Fifty-one major commitments are reported on through November. Of these, 29 are being delivered on or near goal while seven commitments occurred but late. Fifteen other major projects are late and not yet achieved. Details are addressed in the following pages.

Regarding total commitments, agencies have committed \$4.3 billion through November, which is 7% below budget. By year-end, agencies currently forecast that 64% or \$4.7 billion of the \$7.3 billion annual goal will be committed, which is a decline from the previous projection of \$6.0 billion. This decline is due primarily to the slippage of NYCT's Dyre Avenue Line Signals commitment representing \$245 million, and two East Side Access commitments representing nearly \$1.1 billion to 2013.

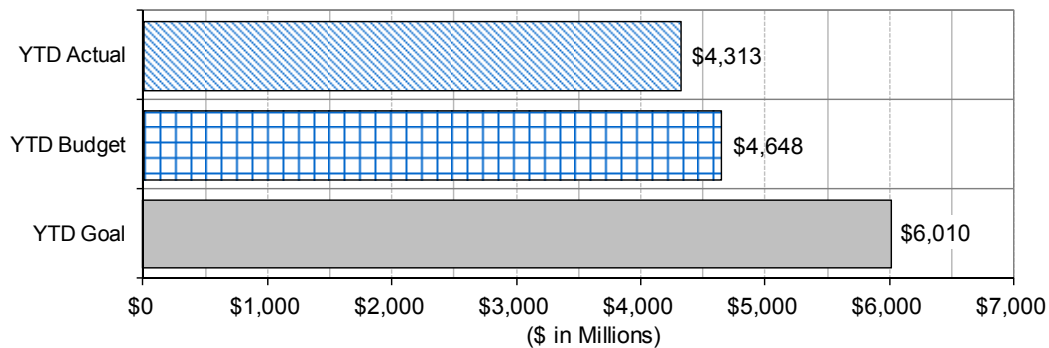
## Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast w within 2 months of Goal	29	57%	↑ 2
YELLOW = Commitments delayed beyond 2 months of Goal (already made)	7	14%	-
RED = Commitments delayed beyond 2 months of Goal (not yet made)	15	29%	↑ 2
<b>Total</b>	<b>51</b>	<b>100%</b>	<b>↑ 4</b>

## Budget Analysis

2012 Annual Goal	\$7,327	
2012 Annual Forecast	64%	of Annual Goal
Left to Complete	8%	(\$386)



## Year-to-Date Agency Breakdown

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

## Capital Projects – Major Commitments – November 2012– Schedule Variances

Project	Commitment	Goal	Forecast
<b>15 All-Agency Red Commitments (3 new; net increase of 2)</b>			
<b>NYCT</b>			
<i>Track</i>			
2012 Track & Switch Program (6 Projects) - 2nd Quarter	Construction Award	Jun-12 \$1.6M	Aug-13 \$1.6M
One project (track replacement at Pelham) was delayed because of a materials shortage. The other 5 commitments have been made representing \$18.9M of the original \$20.4M goal.			
<i>Passenger Stations</i>			
Brick Arch Repair: 168th Street & 181st Street	Construction Award	Jun-12 \$38.0M	Feb-13 \$46.5M
Award was postponed because General Orders required for this project will not be attainable until early 2013. An additional two month delay is due to postponement of the bid opening as a result of Hurricane Sandy. Cost increased to address items requested and to be paid for by Columbia Presbyterian Hospital, as well as safety and structural needs.			
Replace 11 Hydraulic Elevators	Construction Award	Jun-12 \$44.6M	Feb-13 \$27.1M
Extended review of contract specifications by the legal department delayed advertisement. Lower cost is due to reduction in scope of electrical work by using existing feeders and reducing construction support costs. Additional delay due to longer- than- anticipated review of contract.			
Smart Card Implementation Phase 1- Design	Design Award	Jun-12 \$10.0M	Dec-12 \$10.0M
Design award date was rescheduled due to review by NYCT staff of the assumptions for the business case that supports this project.			
<b>Station Renewal: 4 stations / component replacement: 1 station - Pelham (New Item)</b>	Construction Award	Nov-12 \$89.2M	Mar-13 \$86.7M
Project delayed awaiting approval of the final design documents. Cost was lowered reflecting final design estimates.			
<i>Signals &amp; Communications</i>			
<b>PA/CIS: 43 Stations: Install Cable (New Item)</b>	Construction Award	Sep-12 \$55.6M	Dec-12 \$47.3M
Partial commitment and work commenced in November. Overall project justification is still under review. Total project cost was decreased reflecting lower in- house cost estimate.			

Project	Commitment	Goal	Forecast
<b>B&amp;T</b>			
<i>Roadways &amp; Decks</i>			
RFK Bridge Deck Replacement Bronx/ Manhattan Ramps/Toll - Maintenance Facility	Construction Award	Jul-12 \$13.6M	Dec-12 \$18.5M
Extended request for proposal (RFP) development time was required owing to project complexity. Additional delay is due to a request by proposing firms for additional time to prepare and submit proposals. Forecast award value reflects bid results.			
<i>Toll Plazas &amp; Traffic Management</i>			
Henry Hudson Bridge, Replace Upper & Lower Level Plazas and Southbound Approach	Design Award	Sep-12 \$8.5M	Dec-12 \$7.6M
Additional time required to finalize procurement documents.			
<b>MNR</b>			
<i>Rolling Stock</i>			
M8 Fleet - Purchase Spare Parts	Purchase Award	Jun-12 \$17.3M	Feb-14 \$17.3M
Purchase has been delayed due to late submission of proposals from the vendor. Further delay is due to overall ongoing commercial negotiations.			
<i>Communications &amp; Signals</i>			
West of Hudson Signal Improvements - Cab Signal Construction	Construction Award	Apr-12 \$52.8M	Dec-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. One of two contracts in this project, to install wayside signal equipment, was awarded in July. The remaining contract, for installation of pre- wired houses, received MTA Board approval at the November meeting.			
Positive Train Control Integrator	Construction Award	Aug-12 \$23.6M	Apr-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. This internal review has been extended another three months due to the size and complexity of the procurement, causing further delay.			

## Capital Projects – Major Commitments – November 2012 – Schedule Variances

*Actuals Results Shaded*

Project	Commitment	Goal	Forecast
<b>Power</b>			
Harlem & Hudson Line Power Improvements - 86th and 110th Streets	Construction Award	Sep-12 \$21.2M	Feb-13 \$21.2M
Construction start delayed initially to December and then to February, due to additional time required by Con Edison to review the design drawings for the new 13kv feeder locations.			

### MTA Bus

#### MTA Bus Projects

Emergency Generators: 6 Depots	Construction Award	Mar-12 \$7.7M	Dec-12 \$7.7M
Initial delay due to extensive questions submitted by bidders. Additional delays were due to issues with the apparent low bidder and subsequent disqualification of that bidder because the proposed generators would be too large and provide insufficient power to meet specifications.			
Security Upgrade: Eastchester and LaGuardia	Construction Award	Aug-12 \$7.5M	Jan-13 \$7.5M
Extensive comments from the legal department had to be addressed, which caused significant delays in the overall project schedule.			

### MTACC

#### East Side Access

<b>System Package 1 including balance of bench (New Item)</b>	Construction Award	Oct-12 \$573.0M	Feb-13 \$573.0M
Award is delayed due to slower request for proposal (RFP) process driven by recent addendums. The award is further delayed pending completion of negotiations.			

Project	Commitment	Goal	Forecast
<b>7 All-Agency Yellow Commitment (0 new this month)</b>			
<b>NYCT</b>			

#### 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 Court approval was received in July.			

#### Bus Replacement

Purchase 90 Articulated Buses	Purchase Award	Jun-12 \$70.6M	Sep-12 (A) \$69.5M
Procurement action was approved by the MTA Board in June. Delay in award reflects period for NY State Comptroller review.			

#### Track

2012 Track & Switch Program (27 Projects) - 1st Quarter	Construction Award	Feb-12 \$246.6M	Jun-12 (A) \$250.M
All 27 projects were committed in the first and second quarters. Three projects had slipped beyond the first quarter due to track scheduling conflicts. All have been committed. Budget adjusted to reflect final costs.			

### MNR

#### Track & Structures

CP109 (Botanical Gardens - Fordham)	Construction Award	Jun-12 \$23.0M	Sep-12 (A) \$23.0M
The remaining commitment (\$8.8M for force account) was delayed due to track outage availability and manpower redistribution for several projects.			

## Capital Projects – Major Commitments – November 2012 – Schedule Variances

*Actuals Results Shaded*

Project	Commitment	Goal	Forecast
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### **B&T**

#### *Structures*

Bronx- Whitestone Bridge	Construction Award	Jul-12	Oct-12 (A)
Concrete Anchorage Repairs		\$8.0M	\$5.3M
Delay reflects additional time needed to address bidders' questions and complete bid evaluation.			

### **MTA Bus**

#### *MTA Bus Projects*

Fuel Tanks and Bus Wash:	Construction Award	Jan-12	May-12 (A)
Eastchester Depot		\$12.5M	\$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 – November 2012 – Budget Only\* Variances

**Actuals Results Shaded**

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

Project	Commitment	Goal	Forecast
<b>11 All-Agency Budget only variance (1 new this month; 0 net change NYCT)</b>			
<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 &amp; 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.			
2 Interlockings: Union & 71st Ave, QBL	Construction Award	Sep-12 \$362.7M	Nov-12 (A) \$297.8M
Lower cost due to good bid savings. Delayed due to requests from prospective bidders to extend the bid opening date and respond to a large volume of questions from prospective bidders.			
<b>Signal Systems Roosevelt Interlocking/ Queens Boulevard (New Item)</b>	Construction Award	Nov-12 \$110.7M	Dec-12 \$99.8M
Lower cost due to good bid savings. A procurement Staff Summary is in circulation.			
<b>LIRR</b>			
<i>Line Structures</i>			
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.			
<i>Track</i>			
Jamaica Capacity Improvements	Construction Award	Sep-12 \$19.0M	Aug-12 (A) \$12.8M
Lower actual costs due to good bid savings.			

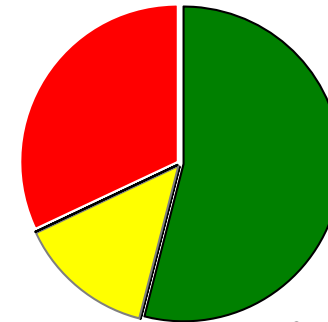
Project	Commitment	Goal	Forecast
<b>B&amp;T</b>			
<i>Roadways and Deck</i>			
Deck Replacement: RFK Bridge Manhattan- Queens Ramp	Construction Award	Jul-12 \$64.8M	Jul-12 (A) \$52.7M
Lower actual costs due to good bid savings.			
Replace Verrazano Bridge Upper Level Suspended Span	Construction Award	Sep-12 \$314.5M	Nov-12 (A) \$247.5M
Additional time required to resolve responsibility issues with the selected contractor. Reduced budget forecast is due to good bid savings.			
<b>MTACC</b>			
<i>Second Avenue Subway</i>			
96th Street Finishes	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.			
<i>7 West Extension</i>			
Construction of Station Entrance "Site P"	Construction Award	Aug-12 \$103.5M	Sep-12 (A) \$96.1M
Delay due to extended bid qualification process. Lower cost due to good bid savings.			

## Capital Projects – Major Completions – November 2012

Fifty major completions are reported on through November. Of these, 27 are being delivered on or near goal while seven others were completed but late. Sixteen other major projects are late and not yet achieved. Details are addressed in the following pages.

Regarding total completions, agencies have completed \$4.6 billion through November, which is 14% below the year-to-date goal. By year-end, agencies currently forecast that 89% or \$5.2 billion of the \$5.8 billion annual goal will be completed.

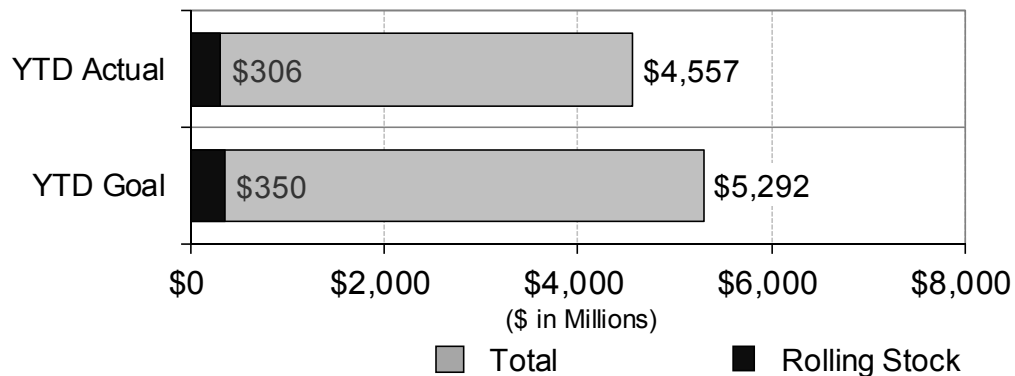
## Year-to-Date Major Completions



GREEN = Completions made/forecast w/in 2 months of Goal	27	54%	↑ 1
YELLOW = Completions delayed beyond 2 months of Goal (already made)	7	14%	↑ 2
RED = Completions delayed beyond 2 months of Goal (not yet made)	16	32%	↓ 1
	50	100%	↑ 2

## Budget Analysis

2012 Annual Goal \$5,827  
 2012 Annual Forecast 89% of Annual Goal  
 Left to Complete 12% (\$616)



## Year-to-Date Agency Breakdown

Prior month variance			
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
11 5 7	----	+2 YELLOW	- 2 RED
<b>Long Island Rail Road</b>			
3 1	----	----	----
<b>Metro-North Railroad</b>			
4 1	----	----	----
<b>Bridges and Tunnels</b>			
4 1	+1 GREEN	----	----
<b>Capital Construction Company</b>			
3 2	----	----	----
<b>MTA Bus Company</b>			
2 1 5	----	----	+ 1 RED
<b>MTA Police Department</b>			
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## Capital Projects – Major Completions – November 2012 – Schedule Variances

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

#### NYCT

##### Track Program

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

2012 Track & Switch Program (4 Projects) - 3rd Qtr.	Construction	Sep-12 \$21.1M	Dec-13 \$21.1M
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All four projects scheduled for completion in the 3rd quarter are forecast to slip due to re-balancing of priority work in the track program. One project is forecast for achievement in the 4th Quarter (\$9M in value) and three will slip to 2013 (\$12M in value).

##### Bus

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

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

##### Stations

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

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

Project	Completion	Goal	Forecast
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#### NYCT Stations (continued)

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

#### MNR

##### Communication & Signals

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

#### MTACC

##### Fulton Center

Dey St Concourse & R Underpass Finishes (4E)	Construction	Jul-12 \$32.2M	Dec-12 \$31.0M
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Delays are due to the enhancement program for Fulton Center.

4/5 Station Rehab & Dey Street Head House Finishes (4 C/D)	Construction	Jul-12 \$82.9M	Dec-12 \$82.9M
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Delays are due to the enhancement program for Fulton Center.

#### B&T

##### Structures

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

## Capital Projects – Major Completions – November 2012 – Schedule Variances

**Actual Results Shaded**

Project	Completion	Goal	Forecast
<b>MTA Bus</b>			
<i>Bus Company Projects</i>			
<b>Fire Protection: LaGuardia and Baisley Park (New Item)</b>	Construction Award	Nov-12 \$4.6M	Feb-13 \$4.6M
Completion was delayed while issues from the lease agreements were reviewed and resolved.			
Fire Protection at JFK	Construction	Jun-12 \$4.0M	May-13 \$4.0M
Completion was originally delayed while issues from the lease agreements were reviewed and resolved. Considerations for impending winter weather will delay the second water line and has resulted in the completion date being further extended.			
New Roof & Ventilation System at Baisley Park	Construction	Apr-12 \$8.5M	Mar-13 \$8.5M
Completion was delayed while issues from the lease agreements were reviewed and resolved. Further delay because Con Ed is backlogged due to Hurricane Sandy.			
New Roof & Ventilation System at Far Rockaway	Construction	May-12 \$6.9M	Feb-14 \$6.9M
Original delay was due to time needed by designer to approve the purchase and installation of a computer system to monitor and control various pieces of equipment and systems in the building. An additional project delay was due to the contractor building a concrete stair tower to incorrect elevations, which required corrective work. Damage from Hurricane Sandy has resulted in a recent stop-order for this project.			
Upgrade Parking Lot: JFK and Baisley Park	Construction	Sep-12 \$9.8M	May-13 \$9.8M
Completion was delayed while issues from the lease agreements were reviewed and resolved.			

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



## Capital Projects – Major Completions – November 2012 – Schedule Variances

*Actual Results Shaded*

**Project**      **Completion**      **Goal**      **Forecast**

### **LIRR**

#### *Power*

Rockville Centre Substation	Construction	May-12	Aug-12 (A)
		\$56.9M	\$56.9M

Completion delayed due to contractor delays in energization and testing of the substation.

### **MTA Bus**

#### *Bus Company Projects*

New Roof and Vent. System at LaGuardia	Construction	Jun-12	Oct-12 (A)
		\$7.0M	\$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.

## Capital Projects – Major Completions – November 2012 – Budget\* Variances

*Actual Results Shaded*

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

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

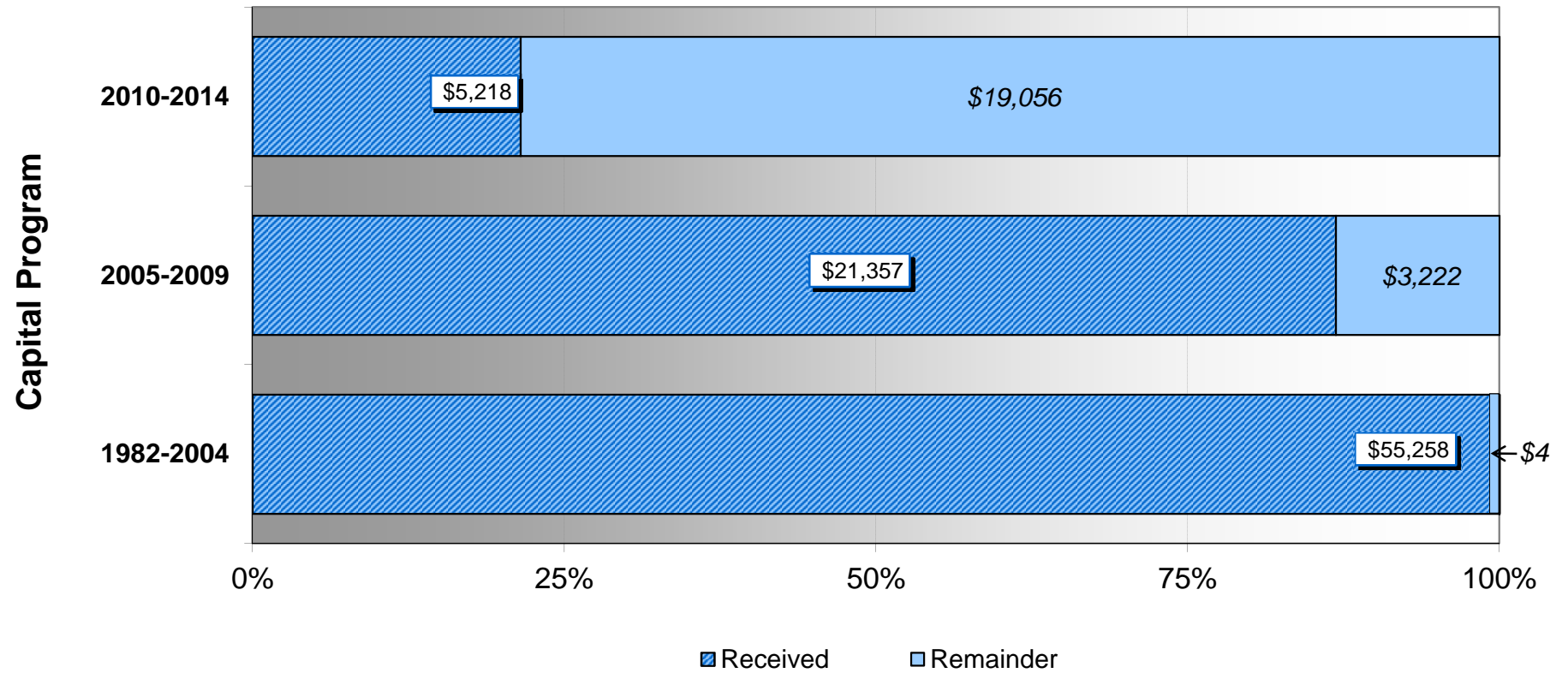
Project	Completion	Goal	Forecast
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## Status of MTA Capital Program Funding

## Capital Funding (November 30, 2012)

\$ in millions



## Capital Funding Detail (November 30, 2012)

\$ in millions

### 2005-2009 Program

Federal Formula and Flexible Funds	\$5,192
Federal New Start	2,811
Federal Security	322
Federal Other	7
Federal ARRA - Stimulus	654
City of New York	405
City #7 Line Extension Funds	2,367
MTA Bus Federal and City Match	152
Asset Sales and Program Income	1,106
State Transportation Bond Act	1,450
MTA Bonds (Including LGA)	3,039
B&T Bonds	1,221
Bonds from New Sources	5,639
Other (Including Operating to Capital)	216

Funding Plan	Receipts			
	<u>Current</u>	<u>Receipts thru September</u>	<u>This month</u>	<u>Received to date</u>
	\$5,192	\$5,191	-	\$5,191
	2,811	1,817	-	1,817
	322	244	-	244
	7	7	-	7
	654	654	-	654
	405	405	-	405
	2,367	1,601	24	1,624
	152	143	-	143
	1,106	370	-	370
	1,450	881	-	881
	3,039	3,039	-	3,039
	1,221	1,221	-	1,221
	5,639	5,639	-	5,639
	216	123	0.05	123
Total	\$24,579	\$21,333	\$24	\$21,357

### 2010-2014 Program

Federal Formula, Flexible, Misc	\$5,783
Federal High Speed Rail	295
Federal Security	225
Federal RIFF Loan	2,200
City Capital Funds	761
State Assistance	770
MTA Bus Federal and City Match	167
MTA Bonds (Payroll Mobility Tax)	10,503
Other (Including Operating to Capital)	1,490
B&T Bonds	2,079

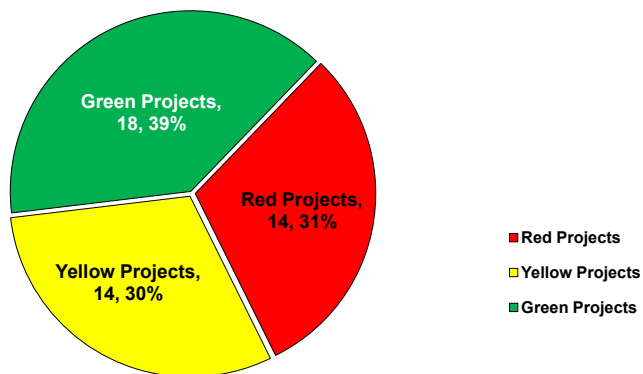
Funding Plan	Receipts			
<u>Current</u>	<u>Receipts thru September</u>	<u>This month</u>	<u>Received to date</u>	
\$5,783	\$2,299	471	\$2,770	
295	295	-	295	
225	38	38	76	
2,200	-	-	-	
761	180	-	180	
770	0	-	-	
167	-	-	-	
10,503	1,244	394	1,638	
1,490	126	-	126	
2,079	133	-	133	
Total	\$24,274	\$4,315	\$903	\$5,218



### 3rd Quarter 2012 Traffic Light Report on MTA Capital Program Projects

A total of 214 Projects were Reviewed for the 3rd Quarter 2012

46 Projects in Design

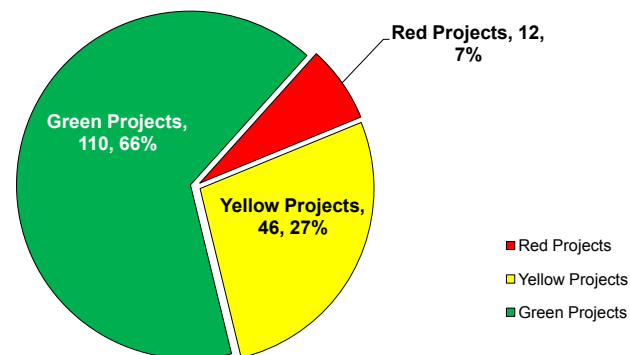


**Projects in Design: 46** projects were reviewed in the design phase with 18 (39%) designated green, 14 (30%) yellow, and 14 (31%) were red. For the 14 projects designated red, 13 were for schedule variance. The primary causes for schedule variances for projects in design were due to additional design review and analysis, design changes, interdepartmental and third party review and sign off.

**Last Quarter:** 47 projects in the design phase with 25 projects (53%) designated green, 18 (38%) yellow and 4 (9%) were red.

NYCT	10	14	14	Total Projects 38
MNR	1			Total Projects 1
LIRR	3			Total Projects 3
B&T	4			Total Projects 4
MTA Bus	0			Total Projects 0

168 Projects in Construction



**Projects in Construction: 168** projects were reviewed in the construction phase with 110 (66%) designated green, 46 (27%) yellow and 12 (7%) red. Of the 12 projects designated red, 9 (75%) were for schedule variances, 2 projects for cost, and 1 project for contingency. For the 9 projects designated red for only schedule, the variances ranged from 3 months to 6 months. The majority of schedule variances were caused by additional work orders, work restrictions, and coordination with third party utilities.

**Last Quarter:** 187 projects in the construction phase with 123 projects (66%) designated green, 52 (28%) yellow and 12 (6%) were red.

NYCT	62	37	9	Total Projects 108
MNR	12	2		Total Projects 14
LIRR	19	1		Total Projects 20
B&T	14	2		Total Projects 16
MTA Bus	3	5	2	Total Projects 10

**3rd 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
<b>NYCT - New York City Transit Program</b>											
Replace HPEMs	05 - 09	Construction	\$4,223,132	80	.00	—	.81	—	0	—	Y
Rehabilitate Bleecker Street Station - Lexington Avenue Line	05 - 09	Construction	\$31,936,750	91	.61	▲	1.01	▼	3	▲	R
Rehabilitate Beach 67th Street Station - Far Rockaway Line	05 - 09	Construction	\$23,277,914	94	.53	▼	1.00	▼	2	—	Y
Rehabilitate Beach 60th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,667,195	84	.82	▲	1.00	▼	2	—	
Rehabilitate Beach 44th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,334,295	90	.79	▼	1.00	▼	2	—	
Rehabilitate Beach 36th Street Station - Far Rockaway Line	05 - 09	Construction	\$17,039,992	92	.87	▼	1.00	▼	2	—	
Rehabilitate Beach 25th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,343,934	89	.93	▼	1.00	▼	2	—	
Station Accessibility (ADA) - Bleecker-Broadway/Lafayette Street Station Complex	05 - 09	Construction	\$16,328,140	94	.50	▼	.97	▼	3	▲	R
Rehabilitate 71st Street Station - West End Line	05 - 09	Construction	\$10,063,769	98	1.01	▼	1.00	—	0	—	G
Rehabilitate 18 Avenue Station - West End Line	05 - 09	Construction	\$9,217,271	87	1.14	▼	1.00	—	0	—	G
Rehabilitate 20 Avenue Station - West End Line	05 - 09	Construction	\$8,807,805	98	.88	▲	1.00	—	0	—	G
Rehabilitate 25 Avenue Station - West End Line	05 - 09	Construction	\$10,989,007	97	1.02	▼	1.00	—	0	—	Y
Rehabilitate Bay 50th Street Station - West End Line	05 - 09	Construction	\$9,163,806	98	1.02	▼	1.00	—	0	—	G
Rehabilitate Bay Parkway Station - West End Line	05 - 09	Construction	\$21,893,434	95	1.01	▼	1.00	—	0	—	G
Station Accessibility (ADA) Bay Parkway Station - West End Line	05 - 09	Construction	\$11,813,842	99	.71	▼	1.00	—	0	—	G
Vent Plant Rehabilitation - Jackson Avenue - Queens Boulevard Line	05 - 09	Construction	\$70,176,543	99	.43	▲	1.00	—	-2	▼	G
Overcoat Whitlock Avenue Portal to Pelham Bay Park - Pelham Line	05 - 09	Construction	\$28,158,438	91	.00	—	1.00	—	6	▲	R
Flooding Mitigation: Various Locations	05 - 09	Construction	\$89,371,314	98	.02	—	1.00	—	0	—	Y
Structural Rehabilitation 63rd Street to Bay 50th Street - West End Line	05 - 09	Construction	\$36,347,392	94	.79	▲	1.00	▲	0	—	G

**3rd Quarter 2012 Traffic Light Report  
Projects in Design and Construction**

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<b>NYCT - New York City Transit Program</b>											
Structural Rehabilitation 9th Avenue to 63rd Street - West End Line	05 - 09	Construction	\$15,536,865	93	1.04	▼	1.00	▲	1	─	Y
ATS B - Prep Work	05 - 09	Construction	\$16,217,354	96	.00	─	1.08	▲	0	─	Y
Signal Key-By Circuit Modifications Phase 2	05 - 09	Construction	\$26,758,520	59	.00	─	1.00	─	0	─	G
Fire Suppression Ph 1	05 - 09	Construction	\$20,212,295	100	.98	▲	1.00	─	0	─	Y
Relay Replacement	05 - 09	Construction	\$10,817,410	100	.00	─	1.00	─	-3	▼	Y
Antenna Cable Replacement Phase 2	05 - 09	Construction	\$65,958,033	52	1.11	▼	1.06	▲	0	─	Y
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$35,625,108	82	.55	▼	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	68	.10	▲	1.00	─	5	▲	R
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,775,630	68	.32	▼	1.00	▼	0	─	Y
Control Cables 4 Substation Control Zones	05 - 09	Construction	\$48,455,261	100	.00	─	1.00	─	-1	▼	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
Jay Street Substation, DC Feeders, Circuit Breaker House # 579	05 - 09	Construction	\$32,531,896	84	.99	▲	1.00	─	0	─	Y
East New York Depot Repairs	05 - 09	Construction	\$17,192,000	59	.00	─	1.00	─	0	─	Y
Lifts: Stengel, Manhattanville	05 - 09	Construction	\$4,445,516	36	.00	─	.98	▼	0	─	Y
Bus Lifts Various Locations	05 - 09	Construction	\$8,800,030	60	.00	─	1.00	─	3	▲	R
Depot Equipment	05 - 09	Construction	\$9,880,197	20	.00	─	1.00	─	0	─	Y
Priority Repairs: 3 Depots	05 - 09	Construction	\$20,940,658	38	.42	▲	1.20	▲	4	▲	R
Purchase 2 Ballast Regulators	05 - 09	Construction	\$7,554,848	9	.00	─	.98	─	0	─	G
Rubber Tire Vehicles 2008-2009	05 - 09	Construction	\$7,551,242	100	.00	─	1.01	▲	0	─	Y



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Projects in Design and Construction**

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<b>NYCT - New York City Transit Program</b>											
Purchase 19 Diesel-Electric Locomotives	05 - 09	Construction	\$72,372,636	48	1.65	▲	1.00	—	0	—	G
Fire Alarm/Sprinklers at 5 Locations	05 - 09	Construction	\$36,877,536	89	.85	▲	1.00	▼	0	—	Y
Passenger Transfer: Bleecker-Broadway/Lafayette Streets	05 - 09	Construction	\$78,544,533	91	.67	▲	1.01	▼	3	▲	R
Rehabilitate 79th Street Station - West End Line	05 - 09	Construction	\$10,786,363	98	1.00	▼	1.00	—	0	—	Y
Rehabilitate Fort Hamilton Parkway Station - West End Line	05 - 09	Construction	\$23,065,764	95	1.12	▼	1.01	▲	1	—	Y
Rehabilitate 62nd Street Station - West End Line	05 - 09	Construction	\$18,486,743	95	.76	▲	.99	▼	1	—	
Rehabilitate 9 Avenue Station - West End Line	05 - 09	Construction	\$21,395,836	98	.97	▼	1.00	—	1	—	
Station Work 50th Street Station - West End Line	05 - 09	Construction	\$9,462,144	97	1.02	▼	1.00	—	1	—	
Station Work 55th Street Station - West End Line	05 - 09	Construction	\$9,603,251	95	.75	▼	1.00	—	1	—	
Replace Canopies 5 Stns BW7	05 - 09	Construction	\$14,143,827	95	.00	—	1.00	▼	0	—	G
Tun Ltg Lex Av-5th Av QBL	05 - 09	Construction	\$10,444,062	98	.98	▼	.87	▼	0	—	G
Replace 3 Escalators in Southern Manhattan	10 - 14	Construction	\$12,560,452	18	.00	—	1.00	—	0	—	G
Station Work at 4th Avenue Station on the Culver Line	10 - 14	Construction	\$11,527,260	72	.27	▼	1.00	—	1	—	G
Improvements at the Dyckman Street Station on the Broadway/7th Avenue Line	10 - 14	Construction	\$45,880,131	88	.38	▼	1.06	▲	0	—	Y
Renewal of Central Avenue Station on the Myrtle Line	10 - 14	Construction	\$10,106,797	2	.00	—	.96	▲	0	—	G
Renewal of Seneca Avenue Station on the Myrtle Line	10 - 14	Construction	\$7,813,315	3	.00	—	1.00	▼	0	—	G
Renewal of Forest Avenue Station on the Myrtle Line	10 - 14	Construction	\$7,011,594	3	.00	—	1.01	▼	0	—	G
Renewal of Knickerbocker Avenue Station on the Myrtle Line	10 - 14	Construction	\$10,417,645	2	.00	—	.99	▲	0	—	G
Renewal of Fresh Pond Avenue Station on the Myrtle Line	10 - 14	Construction	\$8,562,673	6	.00	—	1.00	▼	0	—	G
Component Repairs at 5 Stations on the Brighton Line	10 - 14	Construction	\$1,549,698	59	.00	—	.16	—	-1	▼	G

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Projects in Design and Construction**

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<b>NYCT - New York City Transit Program</b>											
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	26	.76	▼	1.00	■	0	■	G
ADA Accessibility at Kingsbridge Rd Station on the Concourse Line	10 - 14	Construction	\$20,305,233	17	.00	■	1.00	■	0	■	G
ADA Accessibility at Utica Ave Station on the Fulton Line	10 - 14	Construction	\$14,125,330	24	.23	▲	1.00	■	0	■	G
ADA Accessibility at Hunts Point Ave Station on the Pelham Line	10 - 14	Construction	\$13,917,136	25	.58	▲	1.00	▲	0	■	G
Water Condition Remedy	10 - 14	Construction	\$7,047,600	57	.00	■	1.00	■	0	■	G
2012 Mainline Track Replacement	10 - 14	Construction	\$5,192,276	75	.00	■	1.00	▲	0	■	G
2012 Track Force Account	10 - 14	Construction	\$35,000,000	90	.00	■	1.00	■	0	■	G
2012 Welded Rail Installation	10 - 14	Construction	\$9,049,206	0	.00	■	1.00	■	0	■	G
2012 Mainline Switch Replacement	10 - 14	Construction	\$6,563,598	75	.00	■	.97	▼	0	■	Y
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	95	.57	▲	1.00	■	0	■	G
Structural Rehabilitation / Flood Wall at the 148 St Yard	10 - 14	Construction	\$22,642,664	56	1.02	▲	1.00	▼	0	■	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,300,000	48	.00	■	1.00	■	0	■	G
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$40,381,843	26	.00	■	1.00	■	0	■	G
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,766,541	21	-.22	▲	1.00	■	0	■	G
Structure Repair from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$20,992,819	72	1.25	▲	1.00	■	0	■	Y
Overcoat Painting from Broadway Junction-Cypress Hills on the Jamaica Line	10 - 14	Construction	\$19,011,173	1	.00	■	1.00	■	0	■	G

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<b>NYCT - New York City Transit Program</b>											
Overcoat Painting from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$19,221,339	37	.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	6	.62	▲	1.00	■	0	■	G
Install Station Time Signal Enhancements on the Lexington Avenue Line - Phase 2	10 - 14	Construction	\$50,821,113	7	5.85	▲	1.00	■	0	■	G
Replace Stop Cables for Signals - Phase 4	10 - 14	Construction	\$4,777,701	84	.00	■	1.00	■	5	▲	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	\$85,900,937	2	.00	■	1.13	▲	0	■	R
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	100	.00	■	1.00	■	0	■	Y
Upgrade/Replacement of Copper Communications Cable - Phase 2	10 - 14	Construction	\$12,799,794	77	.00	■	1.28	▲	0	■	R
Upgrade/Replacement of Subway Radio System	10 - 14	Construction	\$210,712,949	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
Rehabilitate 5 Substation Enclosures	10 - 14	Construction	\$15,165,038	55	-.25	▲	1.00	▼	0	■	G
Modernize 10th Street Substation on the Culver Line	10 - 14	Construction	\$17,369,667	58	.56	▲	1.00	■	0	■	G
Repair/Replace Underground Substation Hatchways - Phase 2	10 - 14	Construction	\$10,160,335	19	.00	■	.65	■	1	■	G
Repair Power System Duct Bank from 141st Street to 148th Street on the Lenox Avenue Line	10 - 14	Construction	\$19,818,512	72	.43	▼	1.00	■	0	■	G
Reserve for Power Cable Duct Rebuilding	10 - 14	Construction	\$15,224,435	81	.00	■	.65	■	0	■	Y
Upgrade 207 St Overhaul Shop Electrical System	10 - 14	Construction	\$20,899,771	62	.95	▼	1.00	■	0	■	Y
Upgrade 207 St Overhaul Shop Heating Plant	10 - 14	Construction	\$16,394,985	82	.59	▼	.99	▼	0	■	Y

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<b>NYCT - New York City Transit Program</b>											
Rehab East New York Maintenance Shop Ventilation	10 - 14	Construction	\$4,441,242	93	.22	▲	1.00	▲	0	─	G
Rehabilitate Coney Island Power Centers #2 & #3	10 - 14	Construction	\$8,379,049	60	.21	▲	1.00	─	0	─	G
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$12,210,531	21	.00	─	.49	─	0	─	G
Rehab 3 Bus Washers at Manhattanville Depot	10 - 14	Construction	\$4,768,051	0	.00	─	1.01	▲	0	─	G
Purchase 8 Auger Snow-throwers	10 - 14	Construction	\$8,747,197	17	.00	─	.97	─	0	─	G
Fire Sprinkler/Alarm Systems at 12 Employee Facilities	10 - 14	Construction	\$28,564,883	5	.00	─	.95	▼	0	─	G
Disposition of Jay Street Systems Phase 1	10 - 14	Construction	\$10,207,497	0	.00	─	1.00	▼	0	─	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	37	.00	─	1.00	─	0	─	G
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Design	\$21,959,102	100	.00	─	1.07	▲	3	▲	R
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Design	\$20,815,991	100	.00	─	1.06	▲	3	▲	
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Design	\$19,717,723	100	.00	─	1.01	▲	3	▲	
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Design	\$19,471,808	100	.00	─	.96	▼	3	▲	
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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<b>NYCT - New York City Transit Program</b>											
Rehabilitation of 86 St Station on the Sea Beach Line	10 - 14	Design	\$2,078,499	90	.00	─	.06	─	0	─	Y
Renewal of 104 Street Station on the Liberty Line	10 - 14	Design	\$1,207,546	90	.00	─	.08	▼	4	▲	R
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Design	\$1,031,394	90	.00	─	.13	▲	4	▲	
Renewal of 111 Street Station on the Liberty Line	10 - 14	Design	\$1,178,352	90	.00	─	.06	▼	4	▲	
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Design	\$1,237,434	90	.00	─	.07	▼	4	▲	
Renewal of 88 Street Station on the Liberty Line	10 - 14	Design	\$1,194,419	90	.00	─	.06	▼	4	▲	
Renewal of 80 Street Station on the Liberty Line	10 - 14	Design	\$1,213,576	90	.00	─	.06	▼	4	▲	
ADA Accessibility at 68 St-Hunter College Station on the Lexington Av Line	10 - 14	Design	\$52,000,149	40	.00	─	.77	─	0	─	Y
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Design	\$3,250,463	90	.00	─	.09	─	4	▲	R
Access Improvements at Grand Central Station	10 - 14	Design	\$19,438,100	40	.00	─	.95	▲	2	─	G
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Design	\$51,372,735	68	.00	─	.83	─	0	─	G
Rehabilitation of Retaining Wall on the Sea Beach Line	10 - 14	Design		90	.00	─	.00	▼	0	─	Y
Structure Repairs on the Dyre Ave Line	10 - 14	Design	\$11,587,540	85	.00	─	1.16	▼	0	─	Y
Overcoat Painting from Dyckman St-215 St on the Broadway-7th Av Line	10 - 14	Design	\$17,546,059	80	.00	─	.93	─	0	─	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Design	\$229,154,000	40	.00	─	1.00	▲	-2	▼	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Design	\$239,338,800	38	.00	─	.99	▲	0	─	G

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<b>NYCT - New York City Transit Program</b>											
Waterproofing of Communications Rooms	10 - 14	Design	\$20,187,016	85	.00	—	1.26	—	0	—	Y
Cabling Central Substation - 6th Avenue Line	10 - 14	Design	\$20,304,400	70	.00	—	1.04	▲	0	—	Y
Rehabilitate 4 Substation Roofs/Enclosures	10 - 14	Design	\$2,169,687	75	.00	—	.13	▼	0	—	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Design	\$24,839,505	60	.00	—	1.03	▲	6	▲	R
Rehab Circuit Breaker House #146 on the Brighton Line	10 - 14	Design	\$6,690,957	76	.00	—	.94	—	2	—	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Design	\$15,277,116	50	.00	—	1.01	▲	0	—	G
Replacement of Bus Radio System and Command Facility	10 - 14	Design	\$308,948,412	0	.00	—	1.28	—	3	▲	R
Perimeter Hardening at the Rail Control Center and 130 Livingston Plaza	10 - 14	Design	\$12,000,000	87	.00	—	1.00	▼	3	▲	R
Facility Roof Repair/Replacement Phase 3	10 - 14	Design	\$15,075,965	14	.00	—	1.10	—	0	—	G
Livingston Plaza Repairs	10 - 14	Design	\$1,052,000	28	.00	—	.05	▲	0	—	G
Modifications to Signal Control Lines - Phase 5	10 - 14	Future	\$10,000,000	0	.00	—	1.00	—	0	—	G
Purchase 118 Non-Revenue Vehicles	10 - 14	Future	\$13,940,000	0	.00	—	1.00	▲	0	—	G
St. George Terminal Improvmnts	05 - 09	Construction	\$8,025,657	94	1.00	—	.96	▼	0	—	Y
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$12,067,672	27	.47	▲	1.00	▼	0	—	G
Rehabilitation of 8 Bridges and 1 Culvert on the Staten Island Railway.	10 - 14	Construction	\$21,875,037	59	.27	▲	.83	▼	0	—	G
<b>LIRR - Long Island Rail Road Program</b>											
Demolish / Construct 6 Substations	05 - 09	Closeout	\$61,336,283	92	1.01	▲	1.00	▼	0	—	G
New Elevators-Queen Village St	05 - 09	Construction	\$8,450,000	39	.92	▲	1.00	▼	0	—	G
Queens Blvd Bridge Rehabilitation	05 - 09	Construction	\$18,986,847	57	1.24	▲	1.01	▲	0	—	R

### 3rd Quarter 2012 Traffic Light Report Projects in Design and Construction

▲ = Index increase: Trending indicates condition worsening since last quarterly report  
▼ = Index decrease: Trending indicates condition improving since last quarterly report  
■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>LIRR - Long Island Rail Road Program</b>											
Substations Environmental Reme	05 - 09	Construction	\$10,285,164	66	.00	■	1.00	■	0	■	G
Morris Park Environmental Stud	05 - 09	Construction	\$8,594,501	94	.08	▼	1.00	■	2	■	G
New Elevators -Flushing-MainSt	05 - 09	Design	\$8,450,000	5	.00	■	1.00	▲	0	■	G
Merrick and Bellmore viaduct direct fixation track structure replacement.	10 - 14	Closeout	\$16,500,000	91	.48	▲	1.00	■	0	■	G
2012 Annual Track Program	10 - 14	Construction	\$51,800,000	81	.00	■	1.00	■	0	■	G
Right of Way - Fencing installation	10 - 14	Construction	\$8,000,000	99	.00	■	1.00	■	0	■	G
Rehabilitation construction of three bridges on the Montauk Branch in Hampton Bays, Suffolk County.	10 - 14	Construction	\$19,391,647	59	.00	■	1.00	▲	0	■	G
Bridge Painting Program	10 - 14	Construction	\$5,179,500	100	.00	■	1.00	▼	0	■	G
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	16	.00	■	1.00	■	0	■	G
Communication Pole / Copper Plant Replacement systemwide	10 - 14	Construction	\$7,000,000	64	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Cable Replacement	10 - 14	Construction	\$5,100,000	13	.00	■	1.00	■	0	■	G
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	51	.00	■	1.00	■	0	■	G
Shop Reconfiguration and Reliability Centered Maintenance Infrastructure Improvements	10 - 14	Construction	\$10,400,000	94	.58	▲	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	53	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	0	.00	■	1.00	▲	0	■	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	11	.00	■	1.00	■	0	■	G

**3rd Quarter 2012 Traffic Light Report  
Projects in Design and Construction**

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			Total						Schedule		
Description	Capital Plan	Phase	Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Variance (Months)	Sched. Trend	Traffic Light
<b>LIRR - Long Island Rail Road Program</b>											
Woodhaven Boulevard Bridge rehabilitation	10 - 14	Construction	\$11,000,000	35	.00	—	1.00	—	0	—	G
Massapequa Station Platform Replacement	10 - 14	Design	\$20,300,000	96	.00	—	1.00	▲	0	—	G
Atlantic Branch Half tie replacement	10 - 14	Design	\$14,000,000	23	.00	—	1.00	▲	0	—	G
<b>MNR - Metro-North Railroad Program</b>											
GCT Leaks Remediation	05 - 09	Closeout	\$1,588,389	100	.14	▼	.66	▼	0	—	G
Croton-Harmon and Peekskill Station Improvements	05 - 09	Construction	\$15,441,666	95	1.05	▼	1.00	—	2	—	G
Replace/Repair Undergrade Brid	05 - 09	Construction	\$27,352,240	97	.00	—	1.04	▲	0	—	Y
Tagging Relays - H&H	05 - 09	Construction	\$12,614,263	96	.00	—	1.00	▲	0	—	Y
Park Avenue Tunnel Renewal	10 - 14	Construction	\$6,483,037	4	.00	—	.86	▼	0	—	G
New Haven Line Stations Component Renewals	10 - 14	Construction	\$34,884,638	4	.00	—	.96	▼	0	—	G
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$67,223,630	40	.00	—	.99	▼	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	\$12,886,000	39	.00	—	1.00	—	0	—	G
West of Hudson Annual Track Program	10 - 14	Construction	\$21,058,629	60	.00	—	.99	▼	-21	▼	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
Employee Welfare and Storage Facility Rehabilitations	10 - 14	Construction Phase I	\$9,830,725	70	.00	—	.98	▼	0	—	G
Harmon Shop Replacement Program	10 - 14	Construction Phase IV	\$289,758,606	60	.00	—	1.00	—	0	—	G
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Design	\$27,950,212	0	.00	▼	.96	▼	0	—	G



**3rd 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
<b>B&amp;T - Bridges and Tunnels Program</b>											
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	18	2.89	▲	1.00	—	0	—	G
Anchorage and Tower Protection	05 - 09	Construction	\$12,661,249	80	.97	▼	1.00	▼	0	—	Y
Elevated and on Grade Approach Deck Replacement - Whitestone Bridge	05 - 09	Construction	\$212,269,160	100	-.11	▲	1.00	—	-2	▼	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	50	.00	—	1.00	—	0	—	G
Rehabilitation of the Concrete Substructure and Underwater Work - Cross-Bay Bridge	10 - 14	Construction	\$20,114,140	78	1.05	▼	1.00	—	0	—	Y
Structural Rehabilitation - Phase I - Henry Hudson Bridge	10 - 14	Construction	\$8,578,850	29	2.25	▲	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	26	.45	▼	1.00	—	0	—	G
Replacement of the Upper Level Sidewalk, Curb Stringers, and Roadway Lighting - Henry Hudson Bridge	10 - 14	Construction	\$41,996,754	59	1.08	▼	1.00	—	0	—	G
Phase B of the Rehabilitation of the Orthotropic Deck - Throgs Neck Bridge	10 - 14	Construction	\$25,368,124	30	.47	▲	1.00	—	0	—	G
Toll Plaza Improvements: Eastbound and Westbound Ramps, Eastbound Mainline Rehabilitation - Verrazano-Narrows Bridge	10 - 14	Construction	\$73,584,446	21	1.17	▲	1.00	—	0	—	G

**3rd Quarter 2012 Traffic Light Report  
Projects in Design and Construction**

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■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Program</b>											
Replacement of the Electrical Switchgear and Equipment - Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,736,825	55	1.10	▲	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
Paint - Bronx Approach, Throgs Neck Bridge	10 - 14	Construction	\$46,240,750	30	.20	▼	1.00	■	0	■	G
Paint - Towers below the Roadway Level - Verrazano-Narrows Bridge	10 - 14	Construction	\$30,356,011	99	.57	▼	1.00	■	0	■	G
Substructure and Underwater Scour Protection - Marine Parkway Bridge	10 - 14	Design	\$17,102,440	70	.00	■	1.00	■	2	■	G
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Design	\$20,593,747	50	.00	■	1.00	■	0	■	G
<b>MTA Bus Program</b>											
Roof/Ventilation LaGuardia	05 - 09	Construction	\$7,005,130	96	.00	■	1.00	■	3	▲	R
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	\$12,881,518	0	.00	■	1.00	▼	0	■	G
Environmental Remediation Rsrv	05 - 09	Construction	\$19,128,373	72	.00	■	1.32	▲	0	■	G
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,334,776	42	.00	■	.96	▼	0	■	Y
Roof/Ventilation Far Rockaway	05 - 09	Construction	\$6,963,900	97	.00	■	1.00	▲	3	▲	R
Roof/Ventilation Baisley Park	05 - 09	Construction	\$8,504,840	96	.00	■	1.00	■	0	■	Y
Roof/Ventilation JFK	05 - 09	Construction	\$9,542,474	77	.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	50	.00	■	1.00	■	0	■	Y







### 3<sup>rd</sup> 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: 46**

-  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: 168**

-  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

<b>MTA Agency: NYC Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Station Rehabilitation, Bleecker Street Station, Lexington Avenue Line</b>	<b>Budget at Award: \$132.5M</b>
	<b>Project EAC: \$126.8M</b>
	<b>Original Substantial Completion Date: Nov. 2011</b>
<b>Project Nos: T5041108, T5041302, T5041412</b>	<b>Current Substantial Completion Date: Nov. 2012</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 99%</b>

<b>Project Description</b>
<p>This project will rehabilitate the historic Bleecker Street Station in Manhattan on the IRT Lexington Avenue Line. Station elements will be upgraded to a state of good repair. This project will provide full ADA Accessibility at the Bleecker Street Station and the Broadway/Lafayette Street Station on the IND 6<sup>th</sup> Avenue Line, both identified as ADA Key Stations. This project will also construct a new transfer connection between the two stations.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> During the 3<sup>rd</sup> Quarter of 2012, Substantial Completion slipped three months from July 2012 to October 2012 to finalize testing and inspection of the five ADA elevators and one escalator.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> All work in the station complex is complete and Substantial Completion was achieved in November 2012.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Overcoat Whitlock Ave. Portal to Pelham Bay Park, Pelham line</b>	<b>Budget at Award: \$28.2M</b>
	<b>Project EAC: \$28.2M</b>
	<b>Substantial Completion Date at Award: April 2011</b>
<b>Project No: T5070317</b>	<b>Current Substantial Completion Date: October 2013</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>This project includes the removal from the elevated steel structure of all loose lead based paint (to refusal), dirt, grease and grime, according to the method SSPC-SP2 (Hand Tools) and SSPC-SP3 (Power Tool Cleaning) with HEPA vacuum attachments. Following this is the application of three coats of alkyd paint on all steel surfaces. All lead chips and debris are to be captured using SSPC Guide 6, Class 2P containment system and will be disposed of as hazardous waste.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> During the 3<sup>rd</sup> Quarter 2012 additional delays occurred due to extensive negotiations between the contractor and the NYCT Legal Department. These issues were not resolved until late September 2012. Substantial Completion slipped from June 2012 to December 2012. Subsequent to the 3<sup>rd</sup> Quarter reporting period, additional factors have affected the project schedule. The contractor is currently not working due to a DOT imposed Holiday Embargo. This situation coupled with delays associated with super storm Sandy and the normal suspension of this project due to winter shutdown will mean the contractor will not resume work until April 2013. This will result in an additional delay to Substantial Completion from December 2012 to October 2013.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The contractor has to do repair work on 241 bents at track level and perform both repair and warranty work on the same amount of bents at street level. They have completed 50 bents to date. We anticipate the contractor will resume work in April 2013 which based on the amount of bents remaining means Substantial Completion will be obtained in October 2013.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for the reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Rehabilitation of Greeley Substation in the Borough of Manhattan</b>	<b>Budget at Award: \$29.94M</b>
	<b>Project EAC: \$30.8M</b>
	<b>Substantial Completion Date at Award: Dec. 2012</b>
<b>Project No: T5090216</b>	<b>Current Substantial Completion Date: May 2013</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 77%</b>

<b>Project Description</b>
<p>This project is part of an ongoing MTA-NYCT program to achieve a State-of-Good Repair on its IND substations. The purpose of this project is to modernize the underground Greeley Substation in Manhattan by replacing obsolete equipment with new solid state silicon diode rectifier and other associated electrical equipment.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> The contractor completed all the necessary work to energize the high tension feeder for unit A on October 24, 2011, three and half months ahead of the schedule. Con Edison energized the high tension feeder unit on June 26, 2012 and turned it over to NYCT on June 28, 2012. Three reasons delayed the energization of the high tension feeder for unit A including; (1) the Holiday Embargo (2) Con Edison issued the wrong layout of their duct and (3) pulling the new feeder cable and energization of unit A.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The Procurement Staff Summary is in circulation, which will modify the substantial completion date from December 2012 to May 2013, for a total of 91 Excusable, Non-Impactable work days.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Bus Lifts at Various Locations</b>	<b>Budget at Award: \$8.8M</b>
	<b>Project EAC: \$8.8M</b>
	<b>Substantial Completion Date at Award: June 2009</b>
<b>Project No: T5120411</b>	<b>Current Substantial Completion Date: March 2014</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 60%</b>

<b>Project Description</b>
<p>This project will replace and upgrade portable lifts at various locations. The scope also includes removing some underground lifts, and replacing them with portable lifts.</p> <p>Work remaining is the purchase of 450 portable lift posts.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> The 3<sup>rd</sup> Quarter 2012 Traffic Light Report identifies a three-month schedule variance. The prior completion date in the 2<sup>nd</sup> Quarter report was September 2012. However, the date was revised to December 2012 during the 3<sup>rd</sup> Quarter 2012 reporting period. Subsequent to the latest Quarter, substantial completion slipped and is now scheduled for March 2014.</p> <p>The schedule delay is due to the disqualification of the lowest bidder with the construction contract awarded to another contractor.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> In September 2012, the current contractor was notified of contract award. Delivery of one lift for training was received and the first shipment of 12 lifts is expected in late January 2013 with final delivery in March 2014.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The majority of construction has been performed by in-house labor. Agency evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Priority Repairs at Three Depots</b>	<b>Budget at Award: \$19.6M</b>
	<b>Project EAC: \$19.7M</b>
	<b>Substantial Completion Date at Award: February 2012</b>
<b>Project No: T5120416</b>	<b>Current Substantial Completion Date: August 2013</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 38%</b>

<b>Project Description</b>
<p>This project will rehabilitate the Ulmer Park, Flatbush, and Jamaica Bus Depots. Scope of work may include, but it is not limited to the following: refurbish/repair sections of deteriorated exterior walls, rehabilitation of facilities at Transportation and Storeroom Areas, replacement of windows and doors, replacement of roof, boiler replacement and new gas services, extension of offices and employee amenities, in-ground lift replacement, and safety compliance work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Cost</b>
<p><b>Cost:</b> The 3<sup>rd</sup> Quarter 2012 Traffic Light Report identifies a budget increase of \$3.3M (from \$17.65M to \$20.94M). A Budget Modification was approved for \$3.92M on September 20, 2012 to fund the Flatbush Asbestos Removal, Flatbush Façade Restoration and the Flatbush Roof Replacement.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> All third party contract work is expected to be completed by 2013 and mentoring contract work by June 2014.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction has been performed by in-house labor. Agency evaluation is not applicable.</p>





<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: PA/CIS: 43 Stations</b>	<b>Budget at Award: \$82.2M</b>
	<b>Project EAC: \$85.9M</b>
	<b>Substantial Completion Date at Award: Nov. 2014</b>
<b>Project No: T6080604</b>	<b>Current Substantial Completion Date: Nov. 2014</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 100%</b>

<b>Project Description</b>
<p>This project will install Public Address and Customer Information Screens (PA/CIS) at 43 stations system-wide. These are the only remaining stations without any form of PA/CIS system. The systems to be installed under this project will feature audio and text-messaging capabilities, and will be connected to the NYCT communications network.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Cost</b>
<p><b>Cost:</b> During the third quarter of 2012, the EAC increased \$3.7M from \$82.2M to \$85.9M. This is a complex project with many parts. A number of additions to the original scope have been added, thus changing (increasing) the EAC. This particular increase in EAC is due to the addition of Passenger Station Local Area Network (PSLAN).</p>
<b>What is Being Done</b>
<p><b>Cost:</b> A WAR certificate was prepared to address the additional work.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> Design work has been performed by in-house labor. Agency evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Replace Copper Communication Cable</b>	<b>Budget at Award: \$9.3M</b>
	<b>Project EAC: \$12.8M</b>
	<b>Substantial Completion Date at Award: Nov. 2013</b>
<b>Project No: T6080607</b>	<b>Current Substantial Completion Date: Nov. 2013</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 20%</b>

<b>Project Description</b>
<p>This project will replace communication cables along the right of way at locations system-wide to be determined based on need. This project will maintain the reliability of NYCT communications infrastructure. This is the second phase of an initiative that began in a previous capital program.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Cost</b>
<p><b>Cost:</b> During the 3<sup>rd</sup> Quarter of 2012, EAC increased \$2.2M from \$10.5M to \$12.8M. A \$0.5M increase was due to a design revision (fiber optic cable had to be relocated to another Communication Room due to congestion). A \$1.7M construction increase was due to the scope of work being changed (to include the design revision).</p>
<b>What is Being Done:</b>
<p><b>Cost:</b> A budget modification is being prepared. A revised Cost Estimate has been completed and submitted for approval.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: NYC Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Station Renewals, 4 Stations and Station Components, 1 Station, Pelham Line</b>	<b>Current Budget: \$80.1M</b>
	<b>Project EAC: \$86.7M</b>
	<b>Original Design Completion Date: July 2012</b>
<b>Project No: A-36007, 8, 9, 10</b>	<b>Current Design Completion Date: October 2012</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 100%</b>

<b>Project Description</b>
<p>This project will renew four stations and will repair the worst structural deficiencies at one station on the Pelham Line in the Bronx. Station platform edges, stairs, mezzanine floor and walls, roof canopies will be refurbished/ repaired. Electrical, mechanical, fire alarms communication systems will be upgraded. All ADA progressive elements will be incorporated. The renewal stations will be painted and art work will be installed.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> The schedule for achieving the Design Completion has shifted three months from July to October 2012. The design was delayed to incorporate changes in contract drawings and specifications and obtain signoffs for a revised scope of work from Station Rehabilitations to Stations Renewals.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The design for this project is complete. Authorization To Advertise the construction contract has been approved.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: NYC Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Station Renewal, 5 Stations Liberty Line</b>	<b>Current Budget: 91.8M</b>
	<b>Project EAC: Under Review</b>
	<b>Original Design Completion Date: August 2012</b>
<b>Project No: T6041231, 33-36</b>	<b>Current Design Completion Date: December 2012</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>This project will renew five stations on the Liberty Line. The work will eliminate all deficient conditions rated three or worse as rated by the Station Condition Survey and existing field conditions and includes repair or replacement of street stairs, mezzanine to platform stairs, mezzanine floors, doors and windows, interior and exterior walls, and canopies as required.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> The schedule for achieving the Design Completion has shifted four months from August to December 2012. Final design signoff has been delayed due to comments received during the circulation of drawings for interdepartmental review and comment.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> NYCT is addressing comments and reviewing code issues in an effort to maintain design completion by December 2012.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: NYC Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: ADA Accessibility and Station Renewal Ozone Park Lefferts Blvd. Station</b>	<b>Current Budget: \$43.01M</b>
	<b>Project EAC: Under Review</b>
	<b>Original Design Completion Date: August 2012</b>
<b>Project No: T6041212, T6041232</b>	<b>Current Design Completion Date: December 2012</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>This project will provide full ADA (Americans with Disabilities Act) accessibility at the Ozone Park-Lefferts Boulevard Station on the IND Liberty Line in the Borough of Queens. One three-stop elevator will be installed. In addition, this project will eliminate all deficient conditions rated three or worse as rated by the Station Condition Survey and existing field conditions. Work will include repair or replacement of street stairs, mezzanine to platform stairs, mezzanine floors, doors and windows, interior and exterior walls, and canopies as required. The station will also be painted.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> The schedule for achieving the Design Completion has shifted 4 months from August to December 2012. Final design signoff has been delayed to allow time for reconfiguration of the fare array area at the platform level and the relocation of a train bumper block.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The reconfigured array area has been accepted and an analysis is being performed to determine the speed of the train with the new location of the train bumper block.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Circuit Breaker Houses Jamaica, 74, 74A</b>	<b>Budget at Award: \$23.4M</b>
	<b>Project EAC: \$24.84M</b>
	<b>Original Design Completion Date: Sep. 2012</b>
<b>Project No: T6090404</b>	<b>Current Design Completion Date: Mar. 2013</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 60%</b>

<b>Project Description</b>
<p>This project will rehabilitate existing Circuit Breaker House #74 A and construct a new CBH # 74 A on the Jamaica Line in the Borough of Brooklyn. Work will include installation of new circuit breakers, cables and ducts.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> During the 3<sup>rd</sup> Quarter of 2012, the forecast Design Completion slipped six months from September 2012 to March 2013. DOT has rejected the last proposal for the site to build CBH #74 A at a new location.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> NYCT surveyed a new location proposed by DOT to build CBH # 74 A. The new CBH will require 1500 feet ducts and three new manholes. Assessed feasibility, time, and cost impacts. Because of the high cost impact, NYCT prepared an alternate proposal for DOT approval.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Replacement of Bus Radio System and Command Facility</b>	<b>Current Budget: \$247.3M</b>
	<b>Project EAC: \$318.9M</b>
	<b>Original Design Completion Date: Feb 2013</b>
<b>Project No: T6120403 (W32366)</b>	<b>Current Design Completion Date: May 2013</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 50%</b>

<b>Project Description</b>
<p>The project provides the Department of Buses with a new 800 MHz trunked radio system for all five boroughs. This project is needed to replace the current obsolete analog system that will be nearly 30 years old before it is replaced. Parts are no longer manufactured and extremely difficult to procure on the secondary market. It will be replaced with a digital system.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> The Bus Radio and Command Center design schedule has slipped three months, from February 2013 to May 2013 due to design enhancement changes.</p>
<b>What is Being Done</b>
<p><b>Schedule: Additional Design Changes:</b> Additional frequency coverage (700MHz) was allocated to the 800MHz frequency band. Consultants have been tasked to provide the design for the additional coverage.</p> <p>Microwave Backhaul connectivity to the Radio Network was added to all the base stations to provide additional reliability to the network for disaster recovery.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall design contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Perimeter Hardening: RCC, PCC &amp; 130 Livingston</b>	<b>Current Total Budget: \$12.0M</b>
	<b>Project EAC: \$12.0M</b>
	<b>Original Design Completion Date: March 2012</b>
<b>Project No: T6160707</b>	<b>Current Design Completion Date: February 2013</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 87%</b>

<b>Project Description</b>
<p>This project will provide Security hardening at the following NYCT locations: 130 Livingston Plaza, Rail Control Center (RCC) and Power Control (PCC) Facilities.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> The Final Design Completion for 130 Livingston and RCC slipped three months, from September 2012 to December 2012 due to additional design changes requested by the NYPD. Subsequent to the 3<sup>rd</sup> Quarter reporting period, Design Completion has slipped an additional two months, to February 2013. The 17<sup>th</sup> revocable consent Package was submitted to DOT for approval from all other city Agencies.</p> <p>The design of PCC cannot be finalized because NYPD and DOT are requesting to study additional design options.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> 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.</p> <p>While additional options 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.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The ACE report is currently under development by the Agency.</p>



## Long Island Rail Road

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Queens Boulevard Bridge</b>	<b>Budget at Award: \$18.9M</b>
	<b>Project EAC: \$18.9M</b>
	<b>Completion Date at Award: August 2013</b>
<b>Project No: L50401B8</b>	<b>Current Completion Date: May 2013</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 57%</b>

<b>Project Description</b>
The Queens Boulevard Bridge is a steel and masonry bridge with a 10 span superstructure that carries Main Line Tracks 1 through 4 and Port Washington Tracks 1 and 2. The scope of the project provides for the rehabilitation of the Bridge and includes bearing replacement, abutment repairs, and miscellaneous steel and concrete repairs.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Contingency</b>
Contingency consumption (71%) was ahead of the percent complete (57%) at the end of the 3 <sup>rd</sup> Quarter reporting period in September 2012, thereby triggering an exception.
<b>What is Being Done</b>
During the 4 <sup>th</sup> Quarter 2012, LIRR revised the potential cost of an Additional Work Order from \$240K to \$200K to better reflect the probable outcome. As a result, if this forecast revision is achieved, this adjustment may bring the contingency index within an acceptable range in the 4 <sup>th</sup> Quarter 2012 Traffic Light Report.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and actions taken by the Agency.
<b>All Agency Contractor Evaluation:</b> 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.

<b>MTA Agency: MTA Bus</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Roof/Ventilation: LaGuardia Depot</b>	<b>Budget at Award: \$7M</b>
	<b>Project EAC: \$7M</b>
	<b>Substantial Completion Date at Award: September 2010</b>
<b>Project No: U5030203</b>	<b>Current Substantial Completion Date: October 2012</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>This project will replace approximately 112,000 square feet of roof. The existing roof has exceeded its useful life. A new bulkhead and staircase will be installed to allow safe access to the roof.</p> <p>In addition, this project will install a new ventilation system in the main building at LaGuardia Depot. The new ventilation system may include tempered air, required air changes, building management system, and carbon monoxide, carbon dioxide and temperature monitors to control the speed of the fans. The ventilation system includes electrical terminations to provide adequate power for the new HVAC system.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> The 3<sup>rd</sup> Quarter 2012 Traffic Light Report identifies a three month schedule variance. The expected completion date in the 2<sup>nd</sup> Quarter report was July 2012. However, substantial completion was not declared until October 2012.</p> <p>National Grid requested installation of additional gas regulators and valves at the time of inspection. The additional scope is needed due to a change in requirements by National Grid after design completion. MTA Bus was not aware of this change until the inspection. The long lead time for delivery and installation of the regulators caused a delay to this project.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The regulators were installed and tested in a timely manner once the units were received. Subsequent to the completion of the 3<sup>rd</sup> Quarter 2012 Traffic Light Report, Substantial Completion was declared in October 2012.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with material presented in this report, including the stated problems and actions taken by the agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the agency's evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: MTA Bus</b>	<b>Status as of September 30, 2012</b>
<b>Project Name: Roof/Ventilation: Far Rockaway Depot</b>	<b>Budget at Award: \$6.9M</b>
	<b>Project EAC: \$6.9M</b>
	<b>Substantial Completion Date at Award: December 2010</b>
<b>Project No: U5030211</b>	<b>Current Substantial Completion Date: October 2012</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 97%</b>

<b>Project Description</b>
<p>This project will replace approximately 15,000 square feet of roof. The existing roof has exceeded its useful life. This project includes the replacement of a 12,500 square foot wooden roof framing structure, new masonry walls and new windows.</p> <p>In addition, this project will install a new ventilation system at Far Rockaway Depot. The new ventilation system may include tempered air, required air changes, building management system, and carbon monoxide, carbon dioxide and temperature monitors to control the speed of the fans. The ventilation system includes electrical terminations to provide adequate power for the new HVAC system.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> The Third Quarter 2012 Traffic Light Report identifies a three month schedule variance. The expected completion date in the second quarter report was July, 2012. However, the date was subsequently revised to October, 2012. This project is currently on-hold due to the major damage caused by Hurricane Sandy. After all the impacts from the storm are evaluated, a revised substantial completion date for the project may be as late as May 2014.</p> <p>This project was delayed because the primary contractor had a problem getting the subcontractor to resume work on the Heat Recovery Unit (HRU) controls and Building Management System (BMS). The subcontractor stopped work because of internal issues between the contractor and subcontractor.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> A letter was issued to the primary contractor on August 6, 2012. The letter requested a six week look ahead schedule and steps to complete remaining work on this contract. The subcontractor has not resumed work yet; however, the contractor responded to us and is working with the subcontractor to resume work as quickly as possible.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with material presented in this report, including the stated problems and actions taken by the agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the agency's evaluation of the overall contractor's performance rating for this reporting period.</p>



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

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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**

- **East Side Access**
- **East Side Access Readiness**
- **Second Avenue Subway**
- **No.7 Line Extension**
- **Fulton Center**
- **Signals & Communications**
  - Positive Train Control
  - PS LAN
  - CBTC- Flushing Line
  - VHF Radio
- **New Subway Car Procurement**
- **New Bus Procurement**
- **CRR Rolling Stock Procurement**
- **NYC Transit Infrastructure / Culver Line Viaduct-Phase 2**
- **NYC Transit Stations / Smith-9<sup>th</sup> Streets**
- **Bus Depots / Mother Clara Hale**