



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

March 2013

Committee Members

F. Ferrer, Acting Chair

R. Bickford

N. Brown

A. Cappelli

I. Greenberg

M. Lebow

S. Metzger

M. Page

M. Pally

A. Saul

J. Sedore

C. Wortendyke



MEETING AGENDA

MTA CPOC COMMITTEE

March 11, 2013 – 1:30 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

1. APPROVAL OF MINUTES JANUARY 28, 2013

**TAB 1 -
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2. COMMITTEE WORK PLAN

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3. CAPITAL CONSTRUCTION COMPANY

TAB 3

- Progress Report on Fulton Center
McKissack+Delcan Project Review
- Fulton Center 4F Risk Assessment (*no oral presentation: mtl. in book only*)
- Progress Report on Second Avenue Subway
McKissack+Delcan Project Review
- SAS 4C Risk Assessment (*no oral presentation: mtl. in book only*)

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4. CAPITAL PROGRAM STATUS

TAB 4

- Commitments, Completions, Capital Program Savings Report & Funding
- Quarterly Traffic Light Report

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5. EXECUTIVE SESSION

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
January 22, 2013
New York, New York
1:30 P.M.

MTA CPOC members present:

Hon. Fernando Ferrer, Acting Chairman
Hon. Robert Bickford
Hon. Norman Brown
Hon. Alan Cappelli
Hon. Ira Greenberg
Hon. Mark Lebow
Hon. Susan Metzger
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Mark Page
Hon. Andrew Saul

MTA Board members present:

Hon. Andrew Albert

MTA staff present:

Thomas Prendergast, Interim Executive Director
Mike Garner
Gwen Harleston
Jerry Page
Hilary Ring
Ron Saporita

LIRR staff present:

Rich Oakley
Elisa Picca
Mark Young

MNR staff present:

Bob MacLagger
Howard Permut

NYCT staff present:

Michael DeVitto

* * *

Acting Chairman Ferrer called the January 28, 2013 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 December 17, 2012.

Committee Work Plan

Mr. Ring stated that the presentation on East Side Access will be deferred until March because bids for the Manhattan structures work have been rejected and a plan to rebid this work is under development. In addition, because of the necessary diversion of resources from the work at Harold Interlocking resulting from Hurricane Sandy, a clearer picture of the status of the project will have emerged by March.

LIRR Report on East Side Access Readiness Projects

Mr. Oakley and Ms. Picca reported on progress of those projects that comprise the \$430M East Side Access Readiness Projects: Jamaica Capacity Improvements (construction completion scheduled for January 2018); Great Neck Pocket Track and Colonial Road Bridge (construction completion scheduled for December 2015); Port Washington Yard Track Extensions (construction completion scheduled for January 2018); Massapequa Pocket Track (construction completion scheduled for January November 2015); and Mid-Suffolk Yard (construction completion scheduled for January 2018). Several Board members asked questions related to the proposed East Side Access service plan and associated ridership forecasts. Mr. Oakley and Ms. Picca responded that they will provide follow-up information to this request.

MTA, NYCT, LIRR, MNR and Update on New Fare Payment System

Mr. Page, Mr. DeVitto, Mr. Young and Mr. MacLagger outlined MTA-wide plans for the New Fare Payment System, including the common aim of cost-effectively providing customer benefits and maximizing interoperability across the MTA agencies. NYCT will continue to actively work toward replacing the current system within the next 3-5 years, and by third quarter 2014 the Commuter Railroads anticipate full roll-out of the Mobile Ticketing System, which will expand customer options for ticket purchases. A program update will be provided at the July CPOC.

Quarterly Update on MWDBE Participation

Ms. Harleston provided an update on the MWDBE participation rates. In 2012 the MTA achieved a 14.9% DBE participation rate against its 17% Federal Goal, while exceeding its 10% MBE and WBE goals with participation rates of 16.3% for MBEs and 15% for WBEs. Mr. Garner added that he expects participation rates to increase as the MTA's new Small Business Federal Program positions small businesses to serve as prime contractors. Mr. Pally asked about the status of including in the staff summaries information about MWDBE goal performance by contractors that had prior MTA contracts. Mr. Garner responded that it was his understanding that that is currently in place. Mr. Pally suggested that this information should be cited in a separate category from the narrative in the staff summaries. Mr. Garner agreed.

MTA Capital Program Commitments and Completions

Mr. Ring outlined the overall performance of 57 major commitments, totaling \$4.6B, and 55 major completions, totaling \$5.3B, MTA-wide for 2012.

Adjournment

Upon motion duly made and seconded, Acting Chairman Ferrer adjourned the January 22, 2013 CPOC meeting at 3:30 P.M.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2012-2013 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

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
Proposed Capital Program Amendment

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

This section left blank intentionally.

MTACC Quarterly Progress Report to CPOC

Fulton Center

March 11, 2013

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

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Highlights

Progress

- Substantial completion was achieved on Contracts 4C/D (4/5 Station Rehab and DSHH) and Contract 4E (Dey Street Concourse and R Underpass Finishes) in December 2012
- Curtain wall progress is currently at 90% with the remaining 10% being left open for deliveries and the doors to the building to be installed at later date

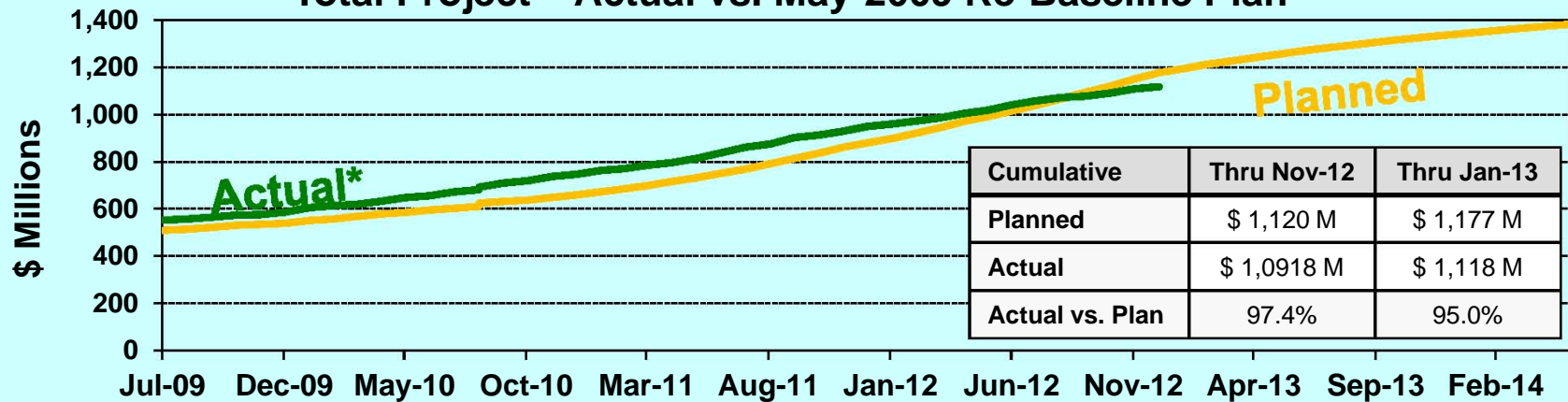
90 Day Look Ahead

- Substantial completion of Contract 4G (Corbin Building Restoration), one month later than planned, and Contract 4B (A/C Mezzanine), three months later than planned
- Continuation of negotiation process to bring Master Lessee on board to maintain and operate Fulton Center

Fulton Center

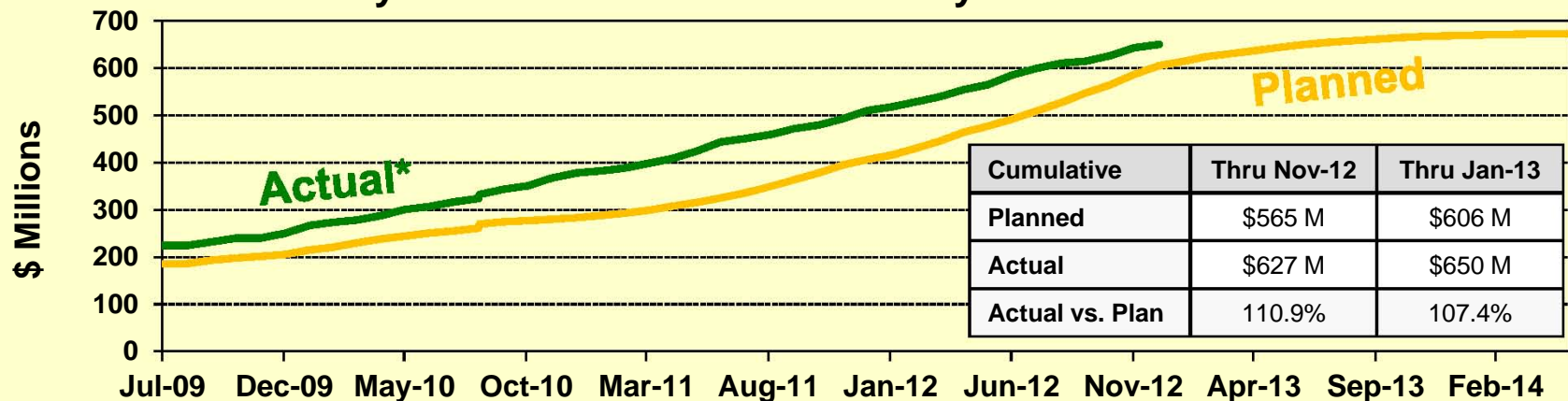
Cost & Schedule Performance

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



* Actual represents expended; does not include retainage.

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

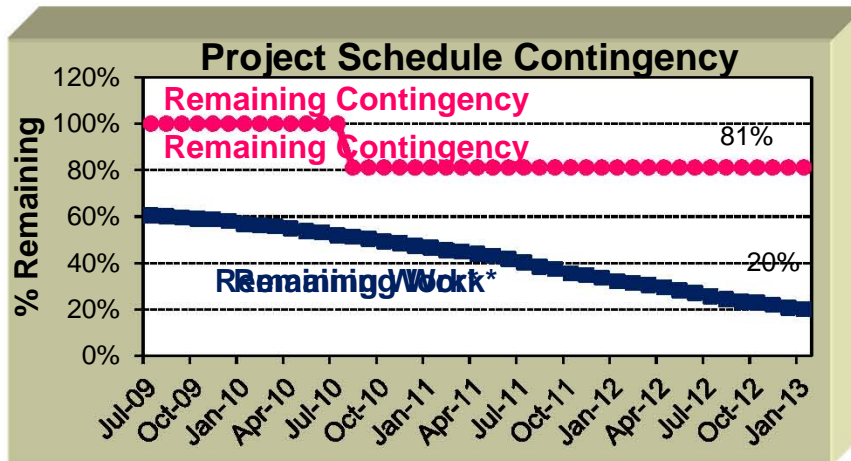


* Actual represents expended; does not include retainage.

Fulton Center

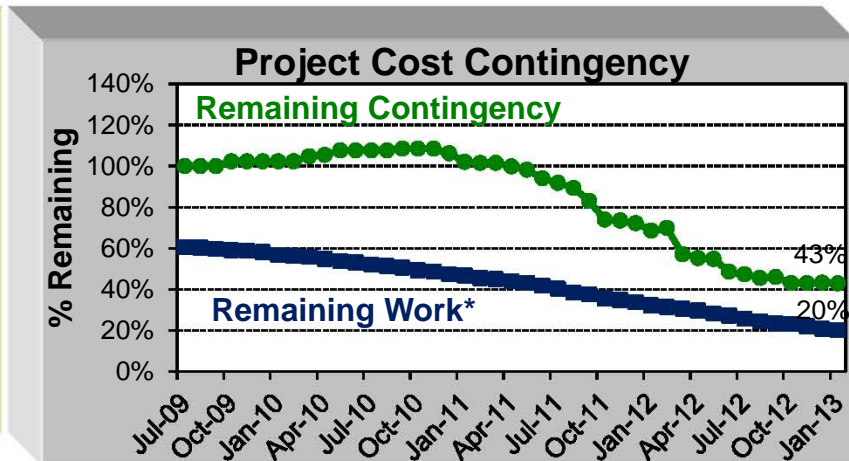
Cost & Schedule Contingency Status

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* 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 \$53 million, a decrease of \$1 million from prior report (\$54 million).




Fulton Center

Critical Milestones and Issues

3-5

Status	Activity	Date Needed	Issues
 Green	Interim Maintenance for Completed Fulton Center Elements	As construction is completed on elements	<p>Issue: Interim maintenance needed to be in place in order to ensure proper upkeep on areas to be turned over to Master Lessee.</p> <p>Impact: Possible turnover issues</p> <p>Mitigation: Bring on 3rd party maintenance group to manage until Master Lessee turnover</p>
 Yellow	Master Lease	Lease in Place by Summer 2013	<p>Issue: Need to effectively manage complex procurement process.</p> <p>Impact: No impact near term</p> <p>Mitigation: Aggressive schedule to complete negotiations</p>


Legend

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




Fulton Center

Critical Milestones and Issues

3-6

Status	Activity	Date Needed	Issues
 Green	Cable Net Assembly (Contract 4F)	Q2 2013	<p>Issue: Intricate design and tight tolerances could cause issues during assembly</p> <p>Impact: Possible delay to project if assembly delayed</p> <p>Mitigation: Implement laser radar survey to mitigate any discrepancies among survey points during assembly. Conduct site visits to ensure quality assurance on cable net mock-up and interim assembly.</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.
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March 2013 CPOC IEC Project Review



Fulton Center



March 11, 2013

Schedule & Budget Review

- SCHEDULE - Project is on schedule but trending is unfavorable. There are recent issues which require a mitigation plan for critical activities.
- 3 - 8 • BUDGET - Project is on budget but cost contingency is decreasing.



Recommendations

- Initiate mitigation plan for critical activities in order to avoid any delays to the project.
- Increase efforts for equipment testing and fast-track commissioning process to safeguard the schedule contingency.

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Prior Recommendations

Recommendation	Agency Action	Status
September 2012 Devise a plan to provide interim maintenance and system acceptance prior to Master Lessee contract issuance.	The project team has implemented a maintenance plan with budget for the Dey Street Head House and working on a plan for the remaining areas.	Accepted and currently under implementation
December 2012 Develop alternate scenarios to deal with the potential impacts of the DDC Broadway water main replacement.	Accepted and currently under study for alternatives.	OPEN

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Fulton Center

Risk Assessment

Contract 4F: Transit Center Building

March 11, 2013



Contract 4F – Transit Center Building

Scope for this contract:

- Construction of a transit hub building at Broadway and Fulton in Lower Manhattan
- Installation of unique architectural finishes including innovative dome and oculus structure with hung Cable Net
- Mechanical (HVAC), Electrical , Plumbing, Communications and Fire Protection Systems
- A total of 7 Elevators and 5 Escalators
- Direct interface with four other Fulton Center contracts

Schedule:

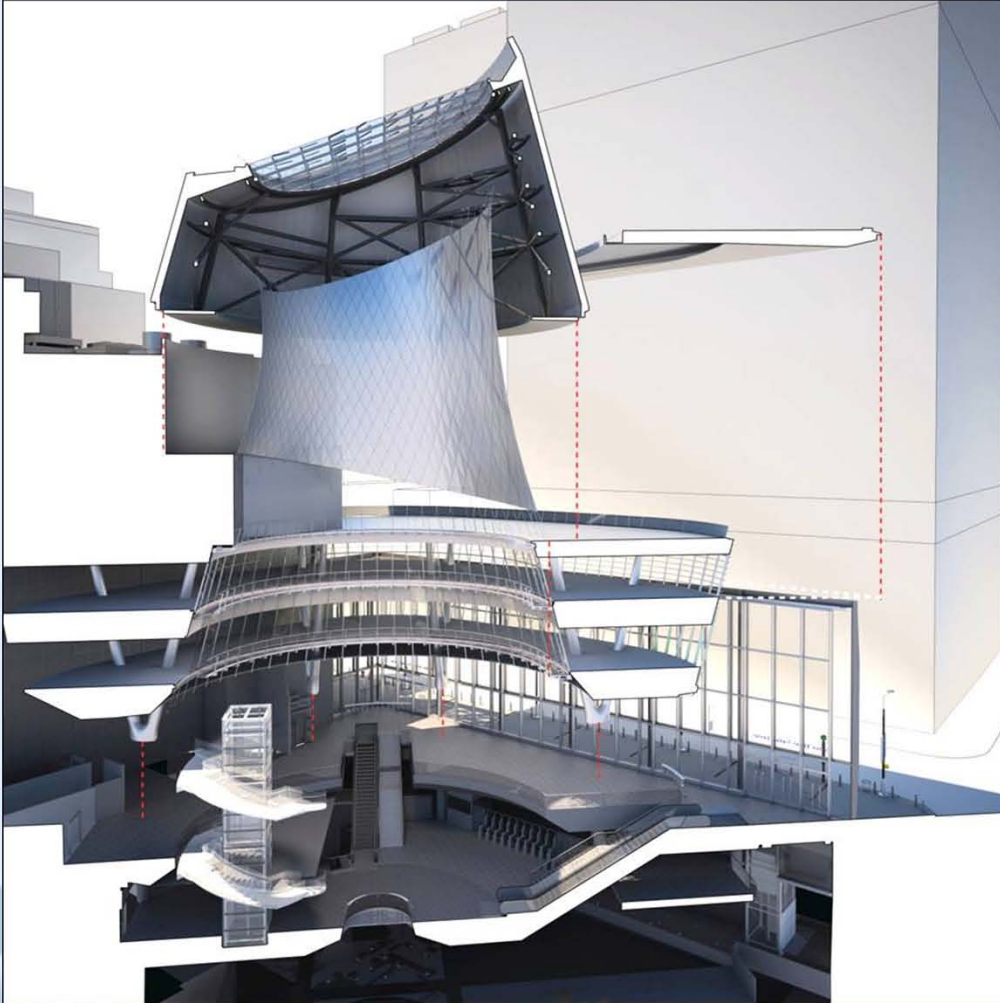
- Contract 4F is currently scheduled to achieve Substantial Completion in February 2014
- The entire Fulton Center project is scheduled to be opened to the public in June 2014

Budget (in Millions):

Construction Contract :	\$ 176.0
Contingency (AWO):	\$ 17.6
Agency Costs:	\$ 31.3
Enhancement Cost:	\$ 18.2
Total Project Budget:	\$ 243.1

Transit Center Architectural Features

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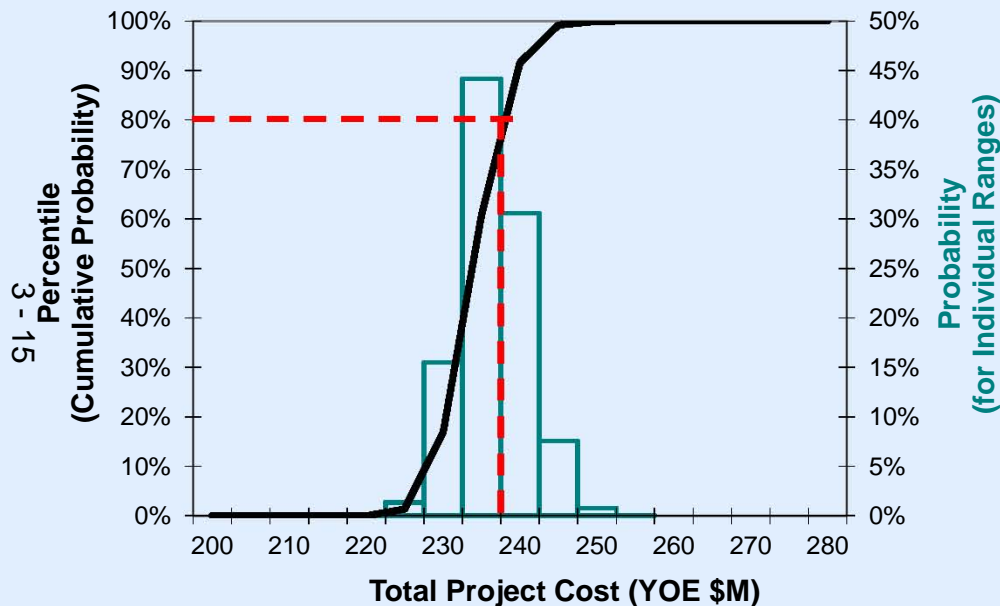
Risk Assessment

- In February 2010, a risk assessment workshop was held with representatives from Golder Associates facilitating the discussion and preparing the risk model. The risk results were provided to the project to focus their risk management program.
- In November 2012 a second risk assessment workshop was held with representatives from MTACC, NYCT-CPM, NYTC-DOS, NYCT-MOW, MTA-OCO/IEC, as well as the Design Consultant and the CCM, which identified approximately 50 unique risks that could potentially impact the project.
- A simulation model was developed and a risk profile was generated using Monte Carlo.
- The results of the risk assessment have been provided to project management and are being utilized to prioritize the team's overall risk management efforts.



Risk Assessment Cost Results

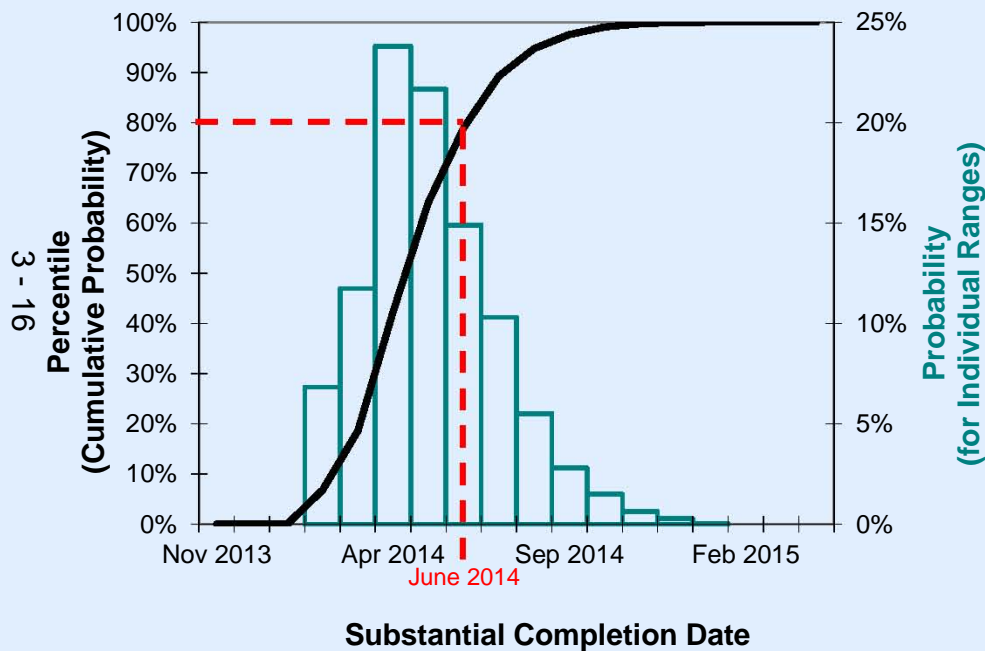
Probability Distribution for Remaining Total Project Cost in Year-of-Expenditure (YOE) dollars



- The Risk Assessment shows an approximate range between the 10th and 90th percentiles of \$228 million to \$239 million.
- The 80% confidence level was determined to be \$236.8 million.
- The current project budget of \$243.1 million exceeds the 90% confidence level.

Risk Assessment Schedule Results

Probability Distribution for Remaining Total Project Cost in Year-of-Expenditure (YOE) dollars



The Risk Assessment shows an approximate range between the 10th and 90th percentiles for completion going from Feb 2014 to July 2014.

- The 80% confidence is June 2014.

- The current completion date and public opening for the program is associated with the 80% confidence level, unmitigated.

Most Significant Risks

Risk	Mitigation
Potential delay in completion of pavilion façade installation	<ul style="list-style-type: none"> • Glass was produced early and stored, as well as, mullions so that all material was ready. Extensive meetings with design and GC to nail down all details to allow for early fabrication.
Cable Net assembly may be delayed during fabrication or later on site because of complex assembly	<ul style="list-style-type: none"> • Implement laser radar survey to mitigate any discrepancies among survey points during assembly. • Conduct site visits to ensure quality assurance on cable net mock-up and interim assembly.
The implementation of Design Enhancements (Mod 54) to upgrade technology and introduce digital signage may delay completion	<ul style="list-style-type: none"> • Accelerated the issuance of major change order elements to alleviate negative impact on schedule. • Extra manpower/working hours by project team to ensure that adding \$18 million in change orders did not result in additional time.

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Lessons Learned

- The earlier Risk Assessment performed in February 2010 (prior to award) had identified a cost range between the 10th and 90th percentiles of \$208 million to \$287 million. The prior schedule range for SC was November 2013 to October 2014.
- The cost and schedule range determined during the updated risk analysis range is much smaller (as expected) going from \$228 million to \$239 million with substantial completion ranging from February 2014 to July 2014.
- In looking back, the prior risk assessment had generated realistic and valid ranges for both cost and schedule as both the project cost and completion date remain well within these ranges.

Lessons Learned

- The earlier Risk Assessment performed in February 2010 had identified a potential delay to award of one month and this risk was realized.
- Cost uncertainty related to market conditions or bid risk was identified but not realized as favorable bids were received.
- The significant technology changes that have been implemented were not foreseen when the first risk analysis was done in 2010. Savings from favorable bids have been used to offset the cost of these improvements.
- Confidence in meeting the project's required completion date of June 2014 has improved from 70% to 80% since the prior risk analysis was performed.



Summary

- Project is confident in meeting the current budget & schedule
- Work on this contract is approximately 62% completed
- Confidence in project duration can be improved by continuing the current mitigation measures including:
 - Share known risks with the contractor and mutually resolve risk issues
 - Strengthen Change Management Procedures so that future impacts to the schedule are reduced
 - Begin testing & commissioning of systems early and in close coordination with NYCT User Departments/MTACC Acceptance Group



MTACC Quarterly Progress Report to CPOC

Second Avenue Subway

March 11, 2013

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

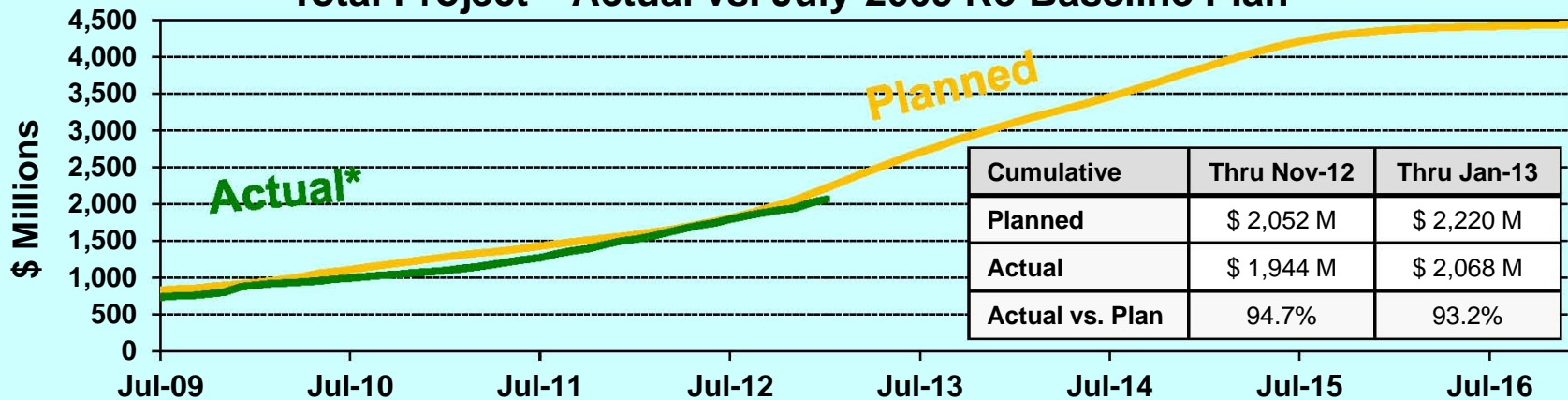
- Blasting for 72nd Street is complete including 69th Street Ancillaries
- Awarded 72nd St Station Systems and Finishes Contract
- Advertised for bids for 86th Street Station Systems and Finishes Contract (last contract)

90 Day Look Ahead

- Complete all mass excavation for the 96th Street Station
- Award 86th Street Station Systems and Finishes Contract
- Closeout Contract 1 (TBM Tunneling)

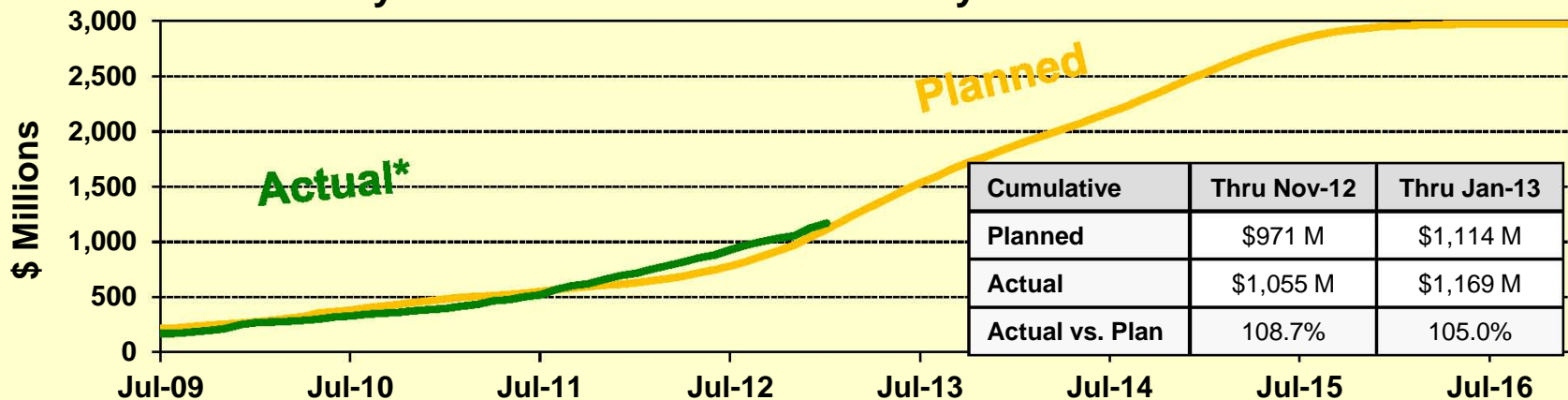
Cost & Schedule Performance

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



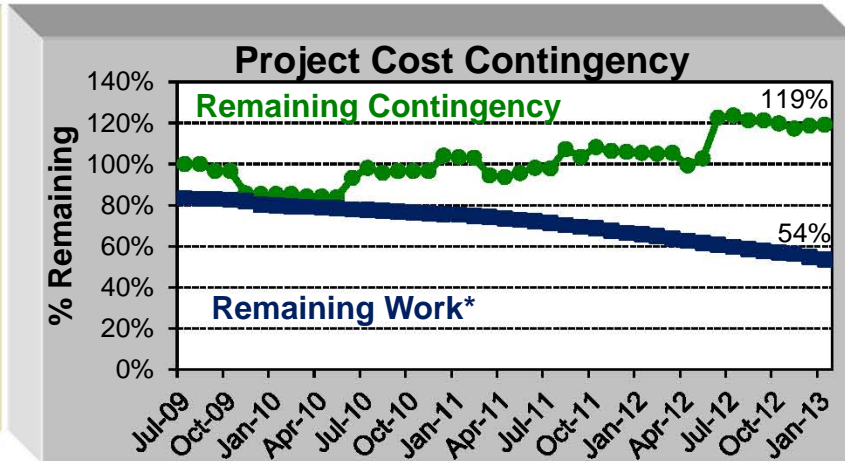
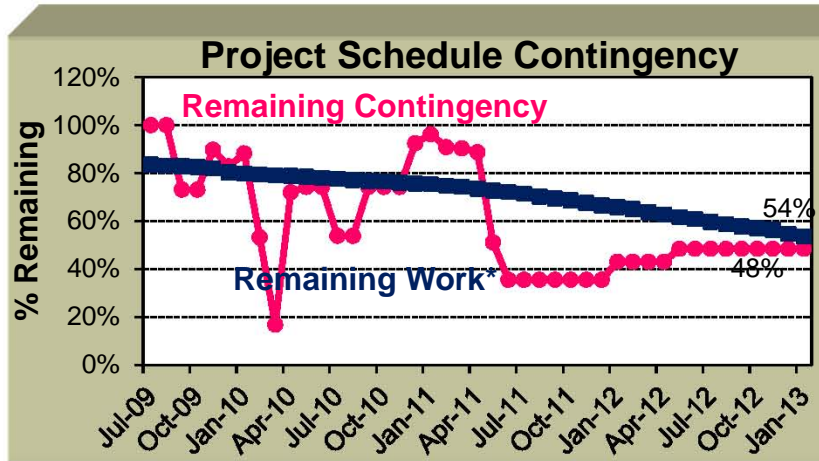
* Actual represents expended; does not include retainage.

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



* Actual represents expended; does not include retainage.

Cost & Schedule Contingency Status



* 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 72nd and 86th Street Finishes contracts
 - Systems contract-Integrated Testing
- MTACC and IEC have reviewed an alternative that will add 9 wd's to the primary contingency. This will be fully vetted prior to adding.

* 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 \$ 384 million , \$2 million less than the last report (\$ 386 million).
 - Does not include \$24 million in remaining design development contingency (AFI) for not-yet-awarded contracts.
 - Does not reflect award of C4C. If reflected, remaining contingency becomes \$376 million.

Critical Milestones and Issues

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Status	Activity	Date Needed	Issues
 Yellow	86 th Street Station Cavern Schedule (Contract 5B)	Mitigation Ongoing	<p>Issue: The 86th St Station Structures contract includes critical path work for the overall project.</p> <p>Impact: Delay in award has resulted in the loss of four months of project schedule contingency.</p> <p>Mitigation: MTACC is closely monitoring actual vs. planned excavation production rates to identify any schedule slippage. Cavern excavation is 60% complete and achieving schedule. As indicated in the last report, 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

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Status	Activity	Date Needed	Issues
 Yellow	Demolition/ Excavation of Entrance #1 (at 69th Street) of 72nd St. Station is currently delayed (Contract 4B)	Mitigation ongoing	<p>Issue: Building owner had needed to approve utility relocation design and grant access to areas beyond easements by agreement to complete the work.</p> <p>Impact: Possible delay for Contract 4B completion; however, contract not on project critical path.</p> <p>Mitigation: MTACC has terminated the agreement with Building owner. Project developed an alternate entrance plan which was well received by building owner and the requisite bump out to facilitate the alternate entrance has been approved by the DOT. The Project will transfer scope as needed from Contract 4B to 4C to mitigate any delay. Options have already been priced in the C4C bids. It is the project's intention to exercise the options.</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

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Status	Activity	Date Needed	Issues
 Yellow	63rd Street/ Lexington Avenue Station Reconstruction (Contract 3)	Resolved	<p>Issue: Contract 3 has been delayed approximately 5 months due to delays with steel erection for the mezzanine levels and Entrance 1 cost to cure issues.</p> <p>Impact: Possible delay for Contract 3 completion; however, contract not on project critical path.</p> <p>Mitigation: Project received building owner approval of non-utility and utility designs. Permit packages were approved by DOB on 2/21/13. Project successfully worked with contractor to expedite the structural steel including working additional shifts, fast tracking submittal review, and adding more supervision. Steel erection is close to revised schedule at this time. A similar mitigation strategy is planned to address delay at Entrance 1.</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.

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March 2013 CPOC IEC Project Review



Second Avenue Subway

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March 11, 2013

Schedule & Budget Review

- **SCHEDULE** - The Project is on schedule and the schedule contingency is being maintained. Since last report to CPOC, the IEC has verified that a 20 day delay in critical work at 86th Street has been recovered by the Contractor. However, the IEC is concerned that major turnovers to the follow-on Systems Contractor are slipping schedule.
- **BUDGET** - Project is on budget and cost contingency trend is favorable.

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Recommendation

Improve contract turnover management process in order to minimize potential delays to site access for the Systems Contractor

- First Turnover of space to the Systems Contractor at 63rd St Station is now expected to be several months late
- Second Turnover of space to the Systems Contractor is subject to completion of several AWOs for site remedies.

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Prior Recommendations

Recommendation	Agency Action	Status
September 2012 Allocate contingency to cover projected overrun of costs for construction management and design support of construction.	MTACC concurs with the IEC's recommendation and plans to allocate contingency for the construction management and design support of construction budget in April and July 2013 upon Board approval of the contract modifications.	OPEN
September 2012 Formalize a program to incorporate lessons learned from the 7 Line Extension Project into SAS systems management.	MTACC concurs with the IEC's recommendation. Program Executives have met and agreed to a commitment to share lessons learned and information knowledge. Meetings have occurred and will continue to expand this effort.	OPEN
December 2012 Implement the schedule mitigation plan developed in September	MTACC concurs with the IEC's recommendation. Since the December 17 th CPOC Meeting, initial meetings were held with the Projectwide Systems Contractor in accordance with the objectives of the approved Schedule Mitigation Plan.	CLOSED
December 2012 Accelerate contract close-outs and reduce backlog of open Additional Work Orders.	MTACC continues to work with NYCT Procurement on these issues.	OPEN

Second Avenue Subway Phase I

Risk Assessment
Contract 4C: 72nd Street Station
Systems and Finishes
March 11, 2013



C4C 72nd St Station Contract Summary

Scope:

Furnish and install the following items at 72nd Street Station:

- Architectural finishes including all rooms, stairs, and ceiling
- Station Platform, Mezzanine, and Tunnel Invert from 72nd Street to 63rd Street
- Mechanical (HVAC), Electrical , Plumbing, and Fire Protection systems
- All station elevators and escalators

Schedule:

- 34 Month duration from Notice of Award
- Schedule interfaces with Contract 4B (72nd Street Station Shell) and Contract 6 (Systems)
- Second Program Critical Path.

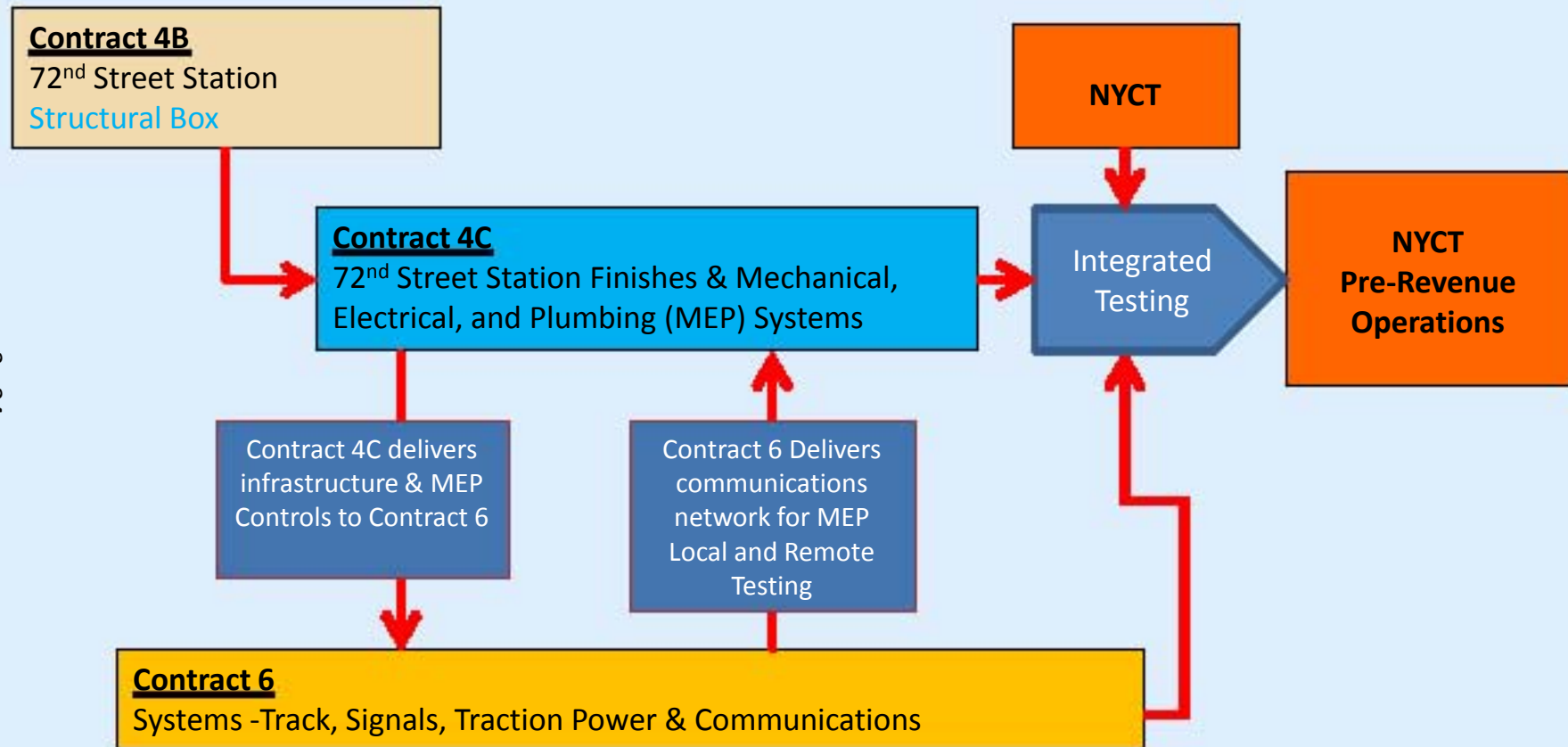
Budget (prior to receiving bids):

Construction Contract Estimate: \$ 250.8M

Contingency (AWO): \$ 12.5M

Total Project Budget: \$ 263.3M

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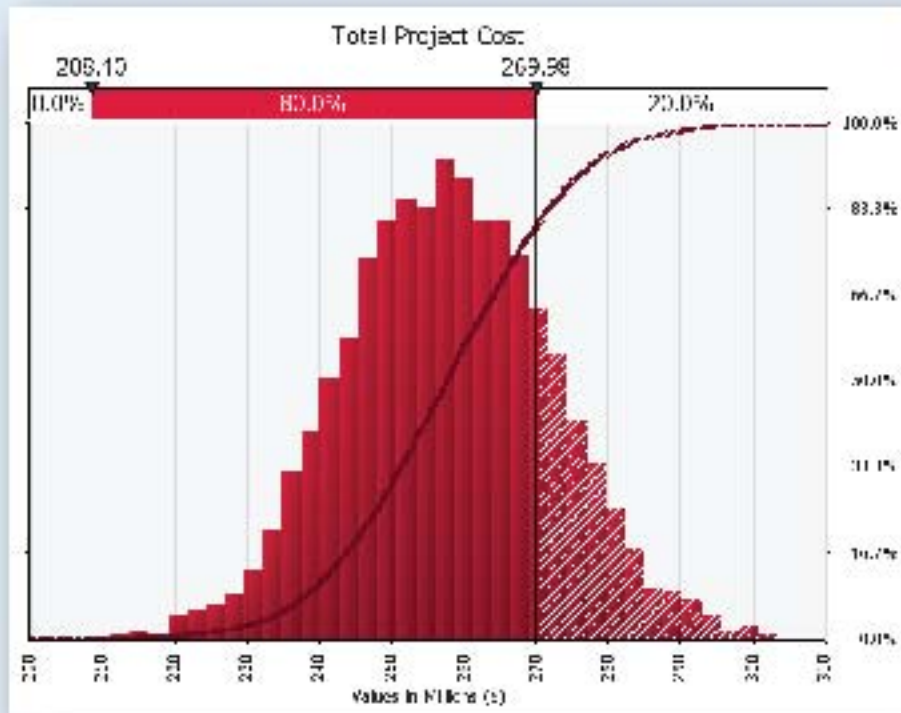
The project schedule relies on timely hand-offs of work areas from C4C Station to C6 Systems and back to C4C for testing and commissioning

Risk Assessment

- In August 2012, a risk assessment process commenced with a representative from AECOM-Arup JV facilitating the risk workshop.
- Representatives from MTACC, NYCT, MTA-OCO/IEC, FTA, PMOC, AA JV (Design Consultant) and Parsons Brinckerhoff (CCM) participated in the risk workshop, which identified 49 significant risks that can potentially impact the project.
- A simulation model was developed and a risk profile was generated.
- The results of the risk assessment have been reviewed by an independent consultant, Dr. Herbert Einstein from the Massachusetts Institute of Technology.



Risk Assessment Cost Results-Pre Bid



- The Risk Assessment shows an approximate range of total project cost between the 5th and 95th percentiles of \$234 million to \$281 million.
- The unmitigated 80% confidence level was determined to be \$270.0 million.
- The project budget is \$263.3 million.

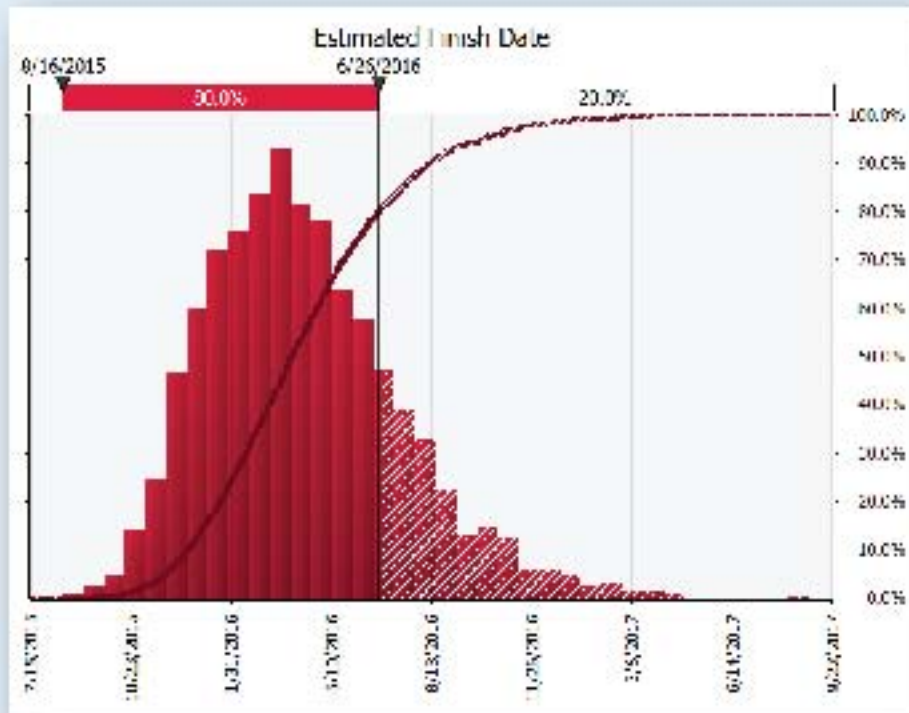
Risk Assessment Cost Results-Post Bid

- Risk Analysis was done in August, 2012; bids were received in December 2012:
 - 3 out of 5 bids received were between the 5th and 95th percentiles of the expected range reported in the risk assessment
- Favorable award was made to the lowest bidder at \$253.1 million excluding options.
- Contract budget adjusted to reflect award value plus 5% contingency at \$265.8 million.

\$ Millions			
	Pre-Bid Budget	Risk Assessment	Awarded
Total Budget*	\$263.3	\$270.0**	\$265.8***
*Includes contingency **80% Confidence Level ***Contract awarded for \$258,4. This includes options. Excluding options and adding 5% contingency yields \$265.8 million which allows direct comparison with the Pre-Bid Budget.			



Risk Assessment Schedule Results-Pre Bid



- The Risk Assessment shows an approximate range between the 10th and 90th percentiles of 36 months to 41 months
- The unmitigated 80% confidence is 39 months.
- Currently Contract 4C is scheduled to be completed in 34 months from NTP.

Risk Assessment Schedule Results-Post Bid

- Some risk mitigations have been implemented and others are underway to mitigate the risk of a potential five month delay.
- Current SAS IPS schedule includes 10 days of float between this contract and the critical path of the program.

\$ Millions			
	Pre-Bid IPS	Risk Assessment*	Awarded
NTP Date	Jan-13	March-13	Feb-13
Substantial Completion	Oct-15	June-16	Dec-15
Project Duration	33 Months	39 Months	34 Months
*80% Confidence Level			

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Mitigated Critical Risks since Risk Assessment

Risk	Mitigation
Procurement delays identified in August such as multiple addendums and questions subcontractor evaluations etc. acted to delay NTP.	<ul style="list-style-type: none">• During the bid period, the project worked to expedite addendum process and question resolution• Subsequent to award, the project will start to work with contractor to identify schedule recovery options.
RA identified the risk that the DEP does not accept discharge from the cavern under drainage system, costing money to rectify.	<ul style="list-style-type: none">• The project met with DEP prior to the bid period to discuss options that can be accepted.• The DEP agreed to the proposal which utilizes this drain water as cooling process water prior to discharge.

3 - 40



Most Significant Risks

Risk	Mitigation
<p>Contract packaging requires successful coordination of complex interfaces between multiple contractors and sharing of work spaces.</p>	<ul style="list-style-type: none">• Contract 4C is contractually obligated to the Systems contract to turn-over areas one month prior to needed start dates building in float.• Project has developed a milestone schedule matrix that will be closely monitored at senior management level.• Project has adopted an Interface Management Plan and utilizes an Interface Manager.

3 - 41



Summary

- Contract award value of \$265.8 meets 70% confidence level shown by Risk Assessment prior to mitigation. The project is confident that mitigation strategies will further improve confidence.
- Confidence in project duration needs to be improved by implementing mitigation measures such as:
 - Share known risks with the contractor and mutually resolve risk issues
 - Utilize the existing Interface Management Plan.
 - Utilize risk assessment results from this contract in next program wide risk assessment.



MTA Capital Program Commitments & Completions

through January 31, 2013

4 - 1

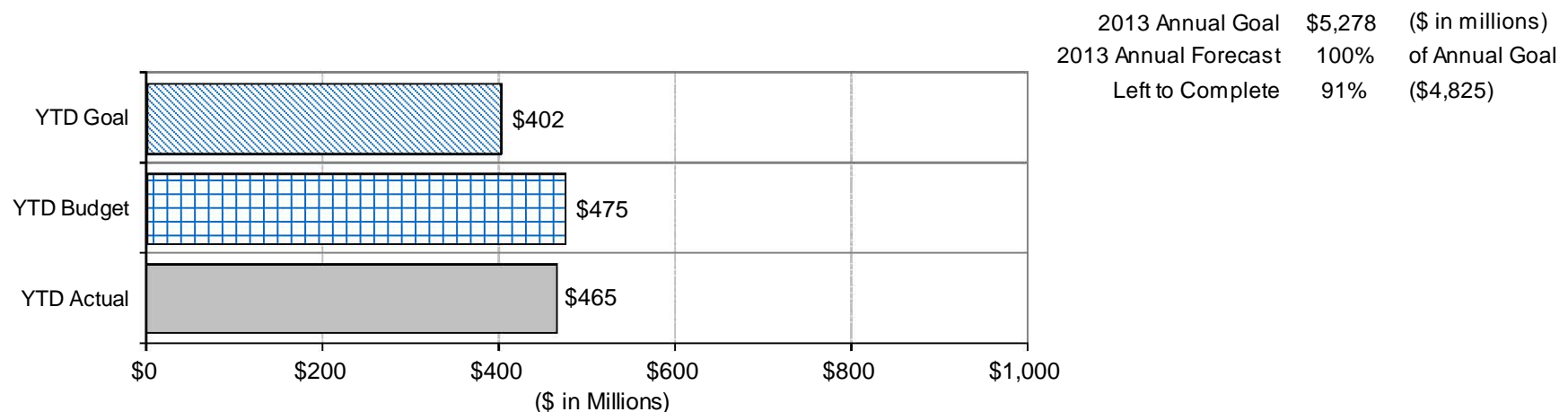
Capital Projects – Major Commitments – January 2013

In 2013, MTA Agencies plan a total of \$5.3 billion in capital project commitments. The commitment plan does not include Superstorm Sandy work or the East Side Access CM012 project. MTA CC is developing a revised commitment strategy for CM012. Both will be added as schedules are finalized. During the course of 2013, agencies plan to report on 55 “major” commitments.

Three major commitments were scheduled to be made in January. All are being delivered on or near goal. One of these, NYCT’s “Overcoat Portal – East 180th Street”, had a favorable bid at award. Details are addressed in the following pages.

The total commitment goal through January was \$402 million. Agencies committed \$465 million which was impacted by the LIRR committing a portion of its 2013 Track Program and its program administration ahead of goal. Actual commitments were \$10 million less than the budget of \$475 million. This mainly reflects good bid savings for the above-mentioned NYCT overcoating project (\$3 million) and design work for signals work at NYCT that was partially committed (about \$5 million that will be committed by the end of the 1st quarter). Agencies currently forecast that nearly 100% of the \$5.3 billion annual goal will be committed by year end.

Budget Analysis – 2013 Commitments



Capital Projects – Major Commitments – January 2013 – Schedule Variances

<u>Project</u>	<u>Commitment</u>	<u>Goal</u>	<u>Forecast</u>
----------------	-------------------	-------------	-----------------

All major commitments for January were made on time.

Capital Projects = Major Commitments = January 2013 - Budget Only* Variances

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

Actuals Results Shaded

Project	Commitment	Goal	Forecast
1 All-Agency Budget only variance (1 new this month)			
NYCT			
<i>Line Structures</i>			
Overcoating Portal - East 180th St. WPR (New Item)	Construction Award	Jan-13 \$33.7M	Jan-13 (A) \$30.4M
The project cost decrease represents a favorable bid at project's award.			

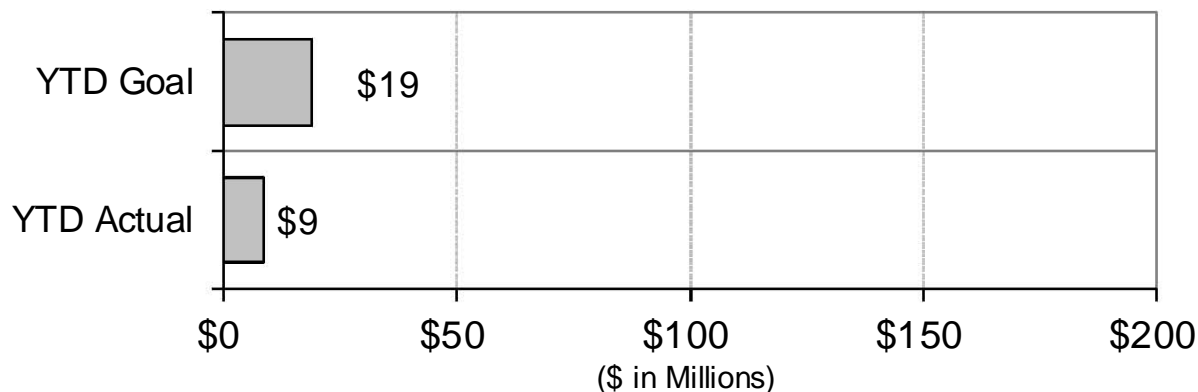
Capital Projects – Major Completions – January 2013

In 2013, MTA Agencies plan a total of \$5.4 billion in capital project completions. During the course of 2013, agencies will report on the status of 44 “major” completions.

No major completions were scheduled through January. Agencies proposed \$19 million in non major completions: NYCT projected \$16 million in completions through January of which \$9 million was achieved (a track project on Lexington Avenue) and MTA Bus scheduled \$3 million through January of which none was achieved. By year-end agencies currently forecast that 100% of the \$5.4 billion annual goal will be completed.

Budget Analysis – 2013 Completions

2013 Annual Goal	\$5,446	(\$ in millions)
2013 Annual Forecast	100%	of Annual Goal
Left to Complete	100%	(\$5,448)



Capital Projects – Major Completions – January 2013 – Schedule Variances

<u>Project</u>	<u>Completion</u>	<u>Goal</u>	<u>Forecast</u>
----------------	-------------------	-------------	-----------------

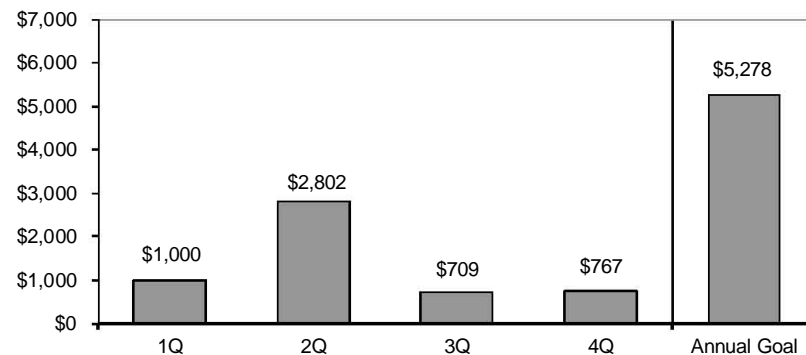
There were no major completions planned for January.

Capital Program Commitments - Goals for 2013

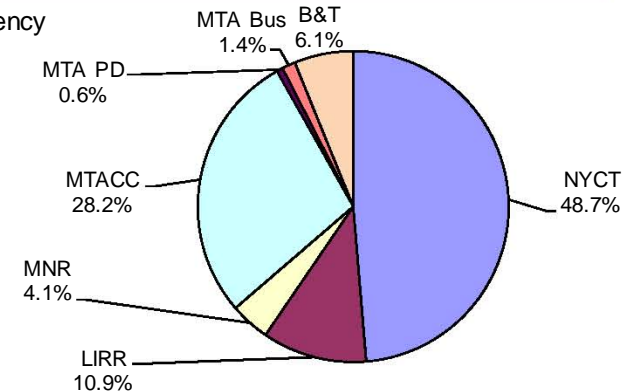
In 2013, MTA Agencies plan a total of \$5.3 billion in project commitments. During the course of 2013 agencies will be reporting to CPOC on the status of 55 "major" commitments. Some of these are "slips" from 2012, including the East Side Access System (ESA) 1 package, several NYCT Bus purchases, NYCT's Dyre Signals and Roosevelt Interlocking commitments. Much of the 2013 commitment plan can be grouped into a few general types of investments: larger expansion or mega projects, fleet/bus purchases and investments in state of good repair (SGR) system improvements (e.g., signals). This plan does not reflect Superstorm Sandy recovery projects or ESA project: "Manhattan Structures Part 2 and Cavern Mechanical/Electrical/Plumbing and Finishes" (CM012).

Agency	Total 2013 Goal (\$ Mil)	# of "Major" Commitments	Major Commitments Highlights	
NYCT	\$2,569	21	2013 Track & Switch Program (18 Projects) - 1st Qtr, \$162M 34th St. Interlocking / 6th Avenue; 4th Qtr, \$205M Roosevelt Interlocking / Queens Blvd; 1st Qtr, \$100M	Dyre Signals; 2nd Qtr, \$237M Purchase 285 Express Buses; 2nd Qtr, \$187M Purchase 600 Standard Buses; 2nd Qtr, \$311M
LIRR	\$574	8	M9 Fleet; 4th Qtr, \$350M Positive Train Control System Integrator; 2nd Qtr, \$33M	2013 Annual Track Program; 2nd Qtr, \$68M Massapequa Station Platform Replacement; 3rd Qtr, \$17M
MNR	\$218	7	Harlem & Hudson Lines Power - 86th/110th Streets; 2nd Qtr, \$18M Positive Train Control System Integrator; 2nd Qtr, \$23M	North White Plains Garage; 2nd Qtr, \$37M Fordham Station Improvements; 3rd Qtr, \$11M
MTACC	\$1,486	6	ESA. GCT Concourse & Cavern Finishes (CM014B); 3rd Qtr, \$180M ESA. System Package 1 including balance of Bench; 2nd Qtr, \$530M 2nd Ave Subway; 86th St. Station Finishes; 2nd Qtr, \$266M	2nd Ave Subway: 72nd St. Station Finishes; 1st Qtr, \$280M ESA. Harold Structures (Part 3) and Westbound Bypass (CH057); 2nd Qtr, \$199M
MTA Bus	\$74	5	Purchase 45 Diesel Buses; 1st Qtr, \$26M	Emergency Generators: 6 Depots; 1st Qtr, \$8M
B&T	\$324	7	Steel Repair and Concrete Rehab. and Paint of Brooklyn & Staten Island Lower Level Ramps; 3rd Qtr, \$28M Verrazano Narrows Bridge Bus & High Occupancy Vehicle Ramp Improvement; 2nd Qtr, \$80M	Marine Parkway Substructure & Underwater Scour Protection; 3rd Qtr, \$17M RFK Bridge Interim Repairs to Toll Plaza Deck (construction administration); 3rd Qtr, \$13M
MTA PD	\$34	1	MTA Police Radio - Base Contract ; 3rd Qtr, \$30M	
MTA-Wide	\$5,278	55		

Total Commitments by Quarter



Total Commitments by Agency

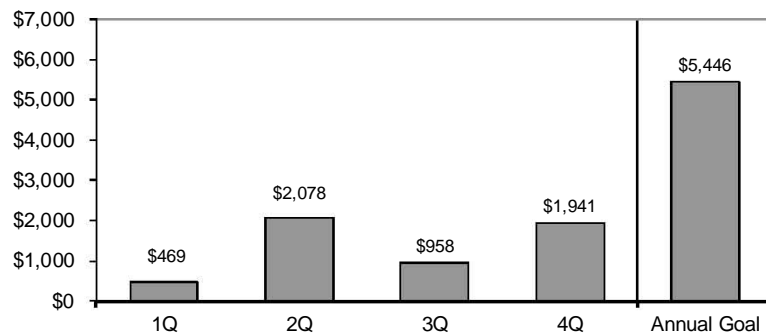


Capital Program Completions - Goals for 2013

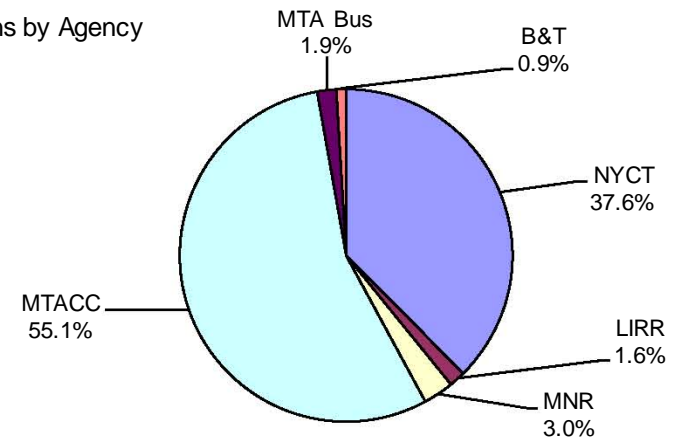
In 2013, MTA Agencies plan a total of \$5.4 billion in completions. During the course of 2013 agencies will be reporting to CPOC on the status of 44 "major" completions. A large number of fleet/bus purchases are being delivered which are portions of multi-year completions. There are also a number of completions that are part of larger expansion or mega projects.

Agency	Total 2013 Goal (\$ Mil)	# of "Major" Completions	Major Completions Highlights	
NYCT	\$2,046	20	Purchase 23 R188 Cars & Convert 10 R142A Cars; 2nd Qtr, \$115M Purchase 328 Articulated Buses; 2nd Qtr, \$252M Accept 60 R188 Rail Cars; 4th Qtr, \$159M Purchase 90 Articulated Buses; 2nd Qtr, \$70M	2012 Track & Switch (8 Projects); 4th Qtr, \$79M 2013 Track & Switch (17 Projects); 4th Qtr, \$101M Far Rockaway Line (5) Stations; 2nd Qtr, \$93M Purchase 185 Standard Low-floor CNG Buses; 2nd Qtr, \$90M
LIRR	\$86	5	Construct 3 Montauk Branch Bridges; 2nd Qtr, \$19M	Queens Boulevard Bridge Rehabilitation; 3rd Qtr, \$15M
MNR	\$161	4	Replace/Repair Undergrade Bridge Program; 2nd Qtr, \$28M 2012 Cyclical Track Program; 2nd Qtr, \$13M	Tagging Relays Harlem & Hudson; 2nd Qtr, \$13M M8 Cars - 96 Cars Acceptance; 4th Qtr, \$84M
MTACC	\$3,001	9	ESA Queens Bored Tunnels and Structures (CQ031A); 2nd Qtr, \$768M ESA Manhattan Tunnels Excavation (CM009); 4th Qtr, \$413M ESA MH Structures Part I (CM019); 4th Qtr, \$794M ESA Northern Boulevard Crossing (CQ039); 4th Qtr, \$102M	2nd Ave Subway: 96th St Station Structure; 3rd Qtr, \$390M Fulton: Corbin Building Restoration (4G) 1st Qtr, \$79M Fulton: A/C Mezzanine, J/M/Z (4B); 1st Qtr, \$175M #7 Ext.: Site J Excavation & Core & Shell; 2nd Qtr, \$129M
MTA Bus	\$101	4	New Roof and Ventilation System at JFK Depot; 1st Qtr, \$10M Purchase 74 CNG Buses; 1st Qtr, \$46M	Upgrade Parking Lot: JFK and Baisley Park Depots; 3rd Qtr, \$10M Security Upgrade: Eastchester and LaGuardia; 4th Qtr, \$8M
B&T	\$51	2	Henry Hudson Bridge - Upper Level Sidewalk / Curb Stringers; 3rd Qtr, \$43M	Henry Hudson Structural Rehabilitation - Phase 1; 4th Qtr, \$9M
MTA-Wide	\$5,446	44		

Total Completions by Quarter

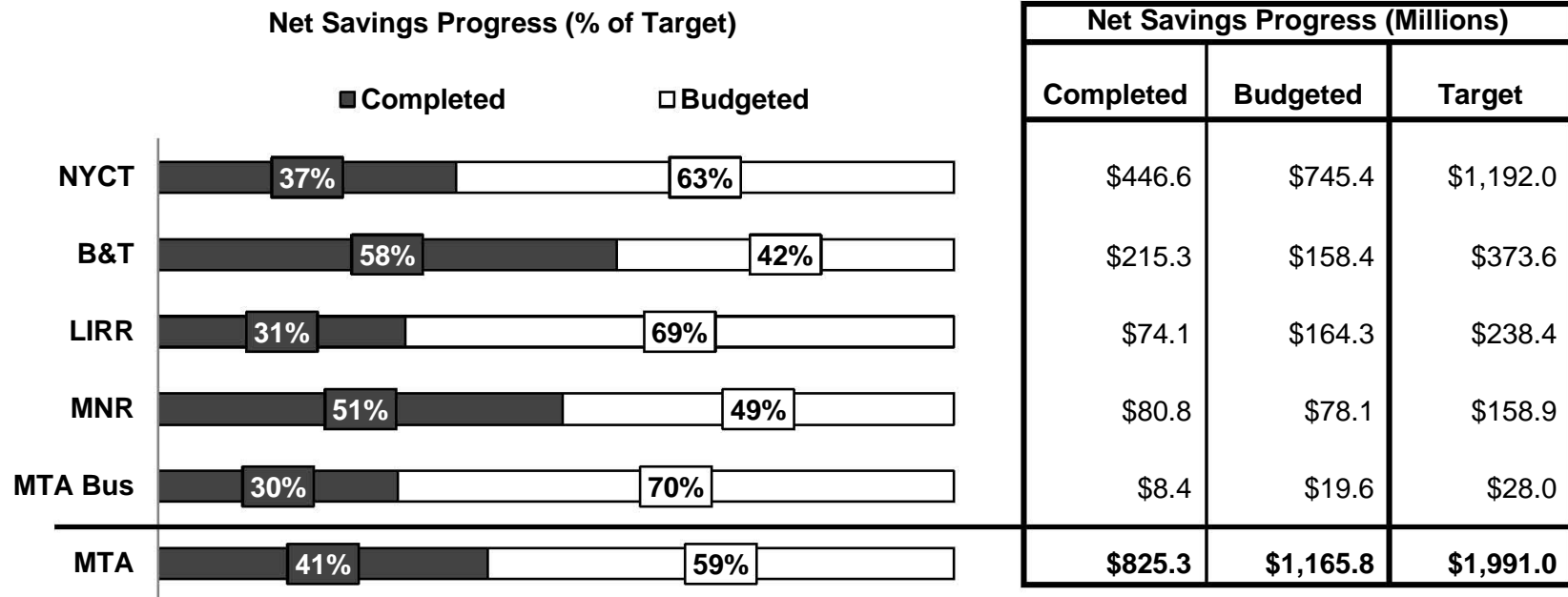


Total Completions by Agency





Capital Program - 2010-2014 Capital Plan Savings Report - March 2013



Examples of Savings Accomplishments

NYCT: VHF Radio award (\$85 m), 71 Av & Union Tpke interlockings award (\$52 m), Mulry Square Vent Plant (\$48 m)

B&T: Bronx-Whitestone deck replacement bid savings (\$126 m), Verrazano upper level span bid savings (\$69 m)

LIRR: Jamaica Capacity Improvements Phase I (\$79 m), Green Rock Atlantic Branch 1/2 Ties (\$26 m)

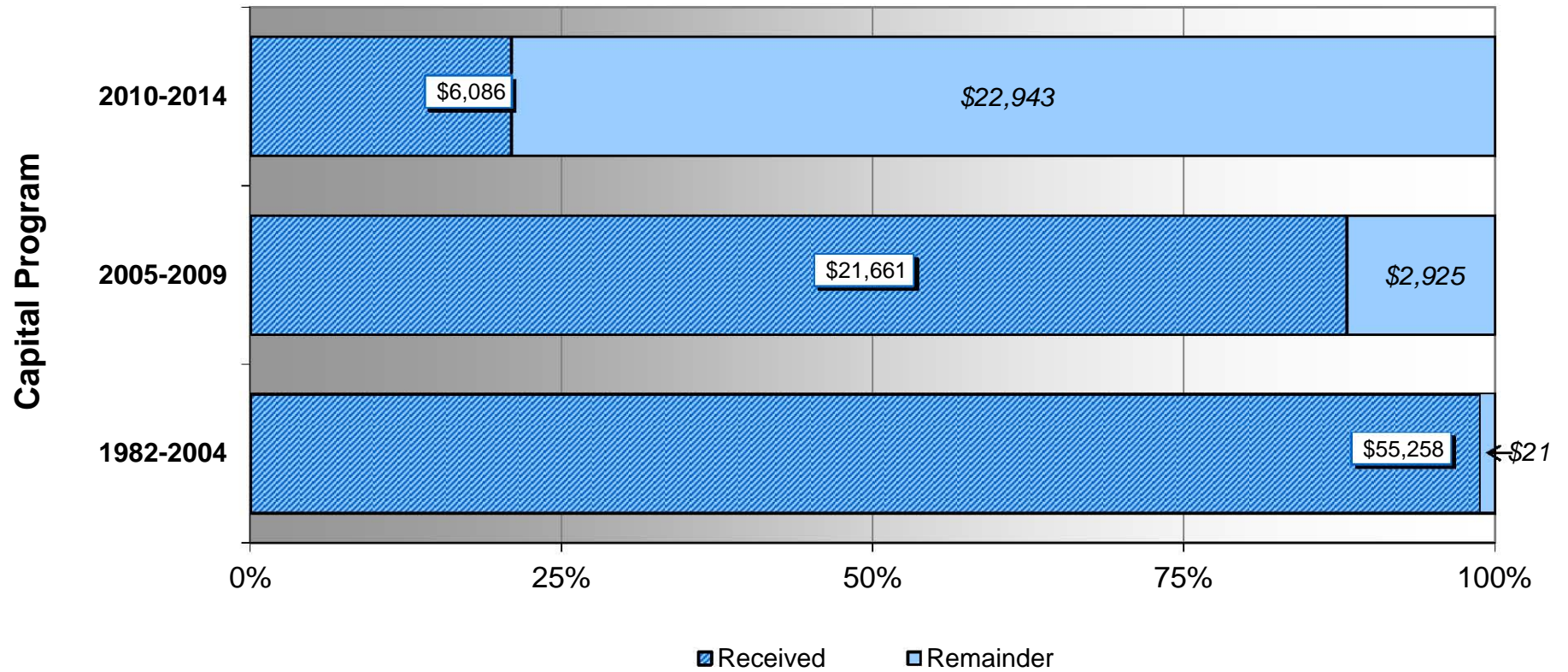
MNR: Track and structures work and planning efficiencies (\$26 m), Rehabilitated switcher/shuttle locomotives (\$13 m)

MTA Bus: Efficiencies in standard bus purchase (\$8 m)

Status of MTA Capital Program Funding

Capital Funding (January 31, 2013)

\$ in millions



Capital Funding Detail (January 31, 2013)

\$ in millions

2005-2009 Program

	Funding Plan	Receipts		
	<u>Current</u>	<u>Receipts thru December</u>	<u>This month</u>	<u>Received to date</u>
Federal Formula and Flexible Funds	\$5,186	\$5,186	\$ -	\$5,186
Federal New Start	2,810	1,831.65	-	1,832
Federal Security	322	244.04	-	244
Federal Other	11	11.35	-	11
Federal ARRA - Stimulus	654	654.15	-	654
City of New York	409	405.90	-	406
City #7 Line Extension Funds	2,367	1,690.61	28.89	1,720
MTA Bus Federal and City Match	149	139.87	-	140
Asset Sales and Program Income	1,234	602.19	-	602
State Transportation Bond Act	1,450	880.54	-	881
MTA Bonds (Including LGA)	3,042	3,041.70	-	3,042
B&T Bonds	1,221	1,220.51	-	1,221
Bonds from New Sources	5,624	5,624.16	-	5,624
Other (Including Operating to Capital)	107	99.44	-	99
Total	24,586	21,632	29	21,661

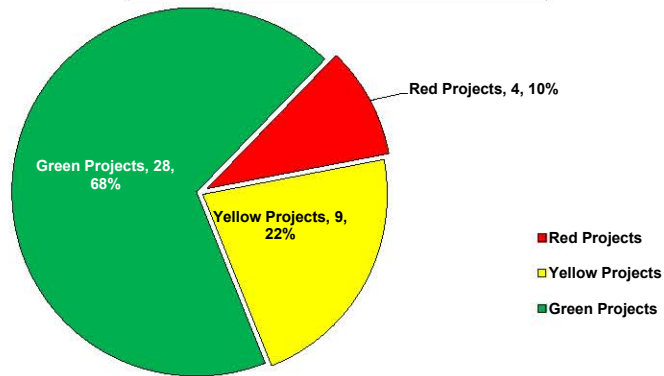
2010-2014 Program

	Funding Plan	Receipts		
	<u>Current</u>	<u>Receipts thru December</u>	<u>This month</u>	<u>Received to date</u>
Federal Formula, Flexible, Misc	\$5,783	\$2,770	\$76	\$2,846
Federal High Speed Rail	295	294.78	-	295
Federal Security	225	76.03	-	76
Federal RIFF Loan	2,200	-	-	-
City Capital Funds	762	180.00	-	180
State Assistance	770	-	87.48	87
MTA Bus Federal and City Match	167	-	-	-
MTA Bonds (Payroll Mobility Tax)	10,504	1,637.90	573.92	2,212
Other (Including Operating to Capital)	1,490	256.79	-	257
B&T Bonds	2,079	133.08	-	133
Hurricane Sandy Recovery				
Insurance Proceeds/Federal Reimbursement	3,805	-	-	-
Sandy Recovery MTA Bonds	792	-	-	-
Sandy Recovery B&T Bonds	158	-	-	-
Total	29,029	5,348.51	737.57	6,086

4th Quarter 2012 Traffic Light Report on MTA Capital Program Projects

A total of 200 Projects were Reviewed for the 4th Quarter 2012

41 Projects in Design

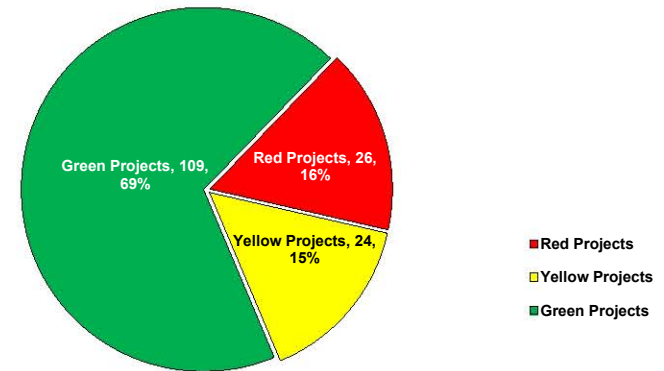


Projects in Design: 41 projects were reviewed in the design phase with 28 (68%) designated green, 9 (22%) yellow, and 4 (10%) were red. For the 4 projects designated red, 3 were for schedule variance and 1 was for cost. The primary causes for schedule variance for projects in design were due to third party review/approval, and delays due to Hurricane Sandy.

Last Quarter: 46 projects in the design phase with 18 (39%) designated green, 14 (30%) yellow, and 14 (31%) were red.

NYCT	22	9	3	Total Projects 34
MNR	1			Total Projects 1
LIRR	2			Total Projects 2
B&T	1	3		Total Projects 4
MTA Bus	0			Total Projects 0

159 Projects in Construction



Projects in Construction: 159 projects were reviewed in the construction phase with 109 (69%) designated green, 24 (15%) yellow and 26 (16%) red. Of the 26 projects designated red, 22 (85%) were for schedule variances, 1 project for cost, 2 projects for contingency, and 1 project for contingency and schedule. For the 22 projects designated red for only schedule, the variances ranged from 3 months to 15 months. The majority of schedule variances were caused by Hurricane Sandy, additional work orders, scope change, completing punch list work, and work restrictions.

Last Quarter: 168 projects in the construction phase with 110 (66%) designated green, 46 (27%) yellow and 12 (7%) red

NYC	56	18	22	Total Projects 96
MNR	14	1		Total Projects 15
LIRR	20	1		Total Projects 21
B&T	15	2	1	Total Projects 18
MTA Bus	4	2	3	Total Projects 9

**4th 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
NYCT - New York City Transit Program											
Rehabilitate Bleecker Street Station - Lexington Avenue Line	05 - 09	Construction	\$31,988,843	96	.71	▲	1.00	—	1	▲	Y
Rehabilitate Beach 67th Street Station - Far Rockaway Line	05 - 09	Construction	\$23,277,914	96	.52	—	1.00	—	3	▲	R
Rehabilitate Beach 60th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,667,195	94	.73	▼	1.00	—	3	▲	
Rehabilitate Beach 44th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,334,295	92	.77	—	1.00	—	3	▲	
Rehabilitate Beach 36th Street Station - Far Rockaway Line	05 - 09	Construction	\$17,039,992	93	.86	—	1.00	—	3	▲	
Rehabilitate Beach 25th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,343,944	91	.88	—	1.00	—	3	▲	
Station Accessibility (ADA) - Bleecker-Broadway/Lafayette Street Station Complex	05 - 09	Construction	\$15,681,963	98	.63	▲	1.00	—	1	▲	Y
Overcoat Whitlock Avenue Portal to Pelham Bay Park - Pelham Line	05 - 09	Construction	\$28,158,438	91	.00	—	1.00	—	10	▲	Y
Flooding Mitigation: Various Locations	05 - 09	Construction	\$89,521,314	98	.01	—	.99	—	0	—	G
Structural Rehabilitation 9th Avenue to 63rd Street - West End Line	05 - 09	Construction	\$15,536,865	99	.97	▼	1.00	—	1	▲	G
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	\$30,815,000	60	.00	—	1.15	▲	0	—	R
Antenna Cable Replacement Phase 2	05 - 09	Construction	\$65,958,033	52	1.10	—	1.05	—	0	—	Y
VHF Radio System Upgrade DES	05 - 09	Construction	\$15,234,829	100	.00	—	1.02	—	0	—	G
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$35,685,940	83	.54	—	1.09	▼	-10	▼	Y
Rehabilitate Underground Substation Hatchways	05 - 09	Construction	\$20,103,764	100	1.00	—	.99	—	3	▲	R
Modernize Greeley Substation	05 - 09	Construction	\$30,810,976	79	.08	—	1.00	—	0	—	Y
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,775,630	74	.29	—	1.00	—	0	—	Y
Repl Negative Cables RKY	05 - 09	Construction	\$13,117,490	87	.00	—	1.00	—	8	▲	R
Manhole Repairs 2 Locs	05 - 09	Construction	\$7,412,912	92	1.04	—	1.00	—	0	—	G

**4th 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
NYCT - New York City Transit Program											
Jay Street Substation, DC Feeders, Circuit Breaker House # 579	05 - 09	Construction	\$32,531,896	89	1.77	▲	1.00	—	5	▲	R
East New York Depot Repairs	05 - 09	Construction	\$17,192,000	59	.00	—	1.00	—	0	—	G
Lifts: Stengel, Manhattanville	05 - 09	Construction	\$4,445,516	36	.00	—	.98	—	5	▲	R
Bus Lifts Various Locations	05 - 09	Construction	\$8,800,030	61	.00	—	1.00	—	15	▲	Y
Depot Equipment	05 - 09	Construction	\$9,880,197	16	.00	—	1.00	—	12	▲	R
Priority Repairs: 3 Depots	05 - 09	Construction	\$21,073,615	41	.27	▼	1.20	—	10	▲	R
Purchase 2 Ballast Regulators	05 - 09	Construction	\$7,554,848	9	.00	—	.97	—	0	—	G
Rubber Tire Vehicles 2008-2009	05 - 09	Construction	\$7,486,242	100	.00	—	1.00	—	7	▲	R
Purchase 19 Diesel-Electric Locomotives	05 - 09	Construction	\$72,372,636	48	.00	▼	1.00	—	0	—	G
Fire Alarm/Sprinklers at 5 Locations	05 - 09	Construction	\$36,877,536	91	1.07	▲	1.00	—	5	▲	R
Passenger Transfer: Bleecker-Broadway/Lafayette Streets	05 - 09	Construction	\$79,138,617	95	.70	—	1.00	—	1	▲	Y
Rehabilitate Fort Hamilton Parkway Station - West End Line	05 - 09	Construction	\$23,065,764	95	1.04	▼	1.00	—	1	▲	G
Rehabilitate 62nd Street Station - West End Line	05 - 09	Construction	\$18,486,743	97	.84	▲	1.00	—	1	▲	
Rehabilitate 9 Avenue Station - West End Line	05 - 09	Construction	\$21,395,836	99	.92	—	1.00	—	1	▲	
Station Work 50th Street Station - West End Line	05 - 09	Construction	\$9,462,144	99	.99	—	1.00	—	1	▲	
Station Work 55th Street Station - West End Line	05 - 09	Construction	\$9,603,251	97	.74	—	1.00	—	1	▲	
Replace Canopies 5 Stns BW7	05 - 09	Construction	\$14,143,827	95	.00	—	1.00	—	0	—	Y
Tun Ltg Lex Av-5th Av QBL	05 - 09	Construction	\$10,444,062	99	.96	—	1.00	▲	1	▲	G
Replace 3 Escalators in Southern Manhattan	10 - 14	Construction	\$12,554,112	30	.24	▲	.99	—	0	—	G
Improvements at the Dyckman Street Station on the Broadway/7th Avenue Line	10 - 14	Construction	\$45,880,131	97	.48	▲	1.00	▼	0	—	Y

**4th 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
NYCT - New York City Transit Program											
Renewal of Central Avenue Station on the Myrtle Line	10 - 14	Construction	\$10,106,797	10	.00	—	.96	—	0	—	G
Renewal of Seneca Avenue Station on the Myrtle Line	10 - 14	Construction	\$7,813,315	35	.00	—	1.00	—	0	—	
Renewal of Forest Avenue Station on the Myrtle Line	10 - 14	Construction	\$7,011,594	12	.00	—	1.01	—	0	—	
Renewal of Knickerbocker Avenue Station on the Myrtle Line	10 - 14	Construction	\$10,417,645	33	.00	—	.99	—	0	—	
Renewal of Fresh Pond Avenue Station on the Myrtle Line	10 - 14	Construction	\$8,562,673	8	.00	—	.99	—	0	—	
Design of Component Repairs at 5 Stations on the Brighton Line and Street Stair Replacement at 7th Avenue Station on the Brighton Line (Mentoring)	10 - 14	Construction	\$1,549,698	100	.00	—	.53	▲	0	—	G
Component Repairs at 149 St - Grand Concourse on the Jerome Line	10 - 14	Construction	\$6,878,017	0	.00	—	1.02	—	1	▲	G
Component Repairs at 149 St - Grand Concourse on the White Plains Road Line	10 - 14	Construction	\$8,406,101	0	.00	—	1.00	—	1	▲	G
ADA Accessibility at Forest Hills-71 Av Station on the Queens Blvd Line	10 - 14	Construction	\$21,798,619	34	.58	▼	1.00	—	3	▲	R
ADA Accessibility at Kingsbridge Rd Station on the Concourse Line	10 - 14	Construction	\$20,305,233	26	.00	—	1.00	—	0	—	G
ADA Accessibility at Utica Ave Station on the Fulton Line	10 - 14	Construction	\$14,125,330	32	.17	▼	1.00	—	0	—	G
ADA Accessibility at Hunts Point Ave Station on the Pelham Line	10 - 14	Construction	\$13,917,136	38	.37	▼	1.00	—	0	—	G
ADA Accessibility at Dyckman Street Station on the Broadway-7th Avenue Line	10 - 14	Construction	\$13,248,106	0	.00	—	1.00	—	0	—	G
Water Condition Remedy	10 - 14	Construction	\$7,147,600	67	.00	—	1.01	—	0	—	G
2012 Mainline Track Replacement: Design and Support Costs	10 - 14	Construction	\$5,192,276	100	.00	—	.96	—	0	—	G
2012 Track Force Account	10 - 14	Construction	\$35,000,000	100	.00	—	1.00	—	0	—	G

**4th 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
NYCT - New York City Transit Program											
2012 Welded Rail Installation	10 - 14	Construction	\$9,049,206	0	.00	—	1.00	—	0	—	G
2012 Mainline Switch Replacement: Design and Support Costs	10 - 14	Construction	\$6,563,598	100	.00	—	.96	—	0	—	Y
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$60,908,428	4	.00	—	1.00	—	0	—	G
Structural Rehabilitation / Flood Wall at the 148 St Yard	10 - 14	Construction	\$22,632,664	72	.75	▼	1.00	—	0	—	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,300,000	49	.00	—	1.00	—	0	—	G
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$40,381,843	37	.00	—	1.00	—	3	▲	R
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,766,541	34	-.13	▲	1.00	—	10	▲	R
Structure Repair from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$20,992,819	85	1.07	▼	1.00	—	1	▲	Y
Demolish Abandoned Structures	10 - 14	Construction	\$22,354,115	0	.00	—	1.47	—	0	—	G
Overcoat Painting from Broadway Junction-Cypress Hills on the Jamaica Line	10 - 14	Construction	\$19,011,173	10	.88	▲	1.00	—	0	—	G
Overcoat Painting from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$19,221,339	50	.00	—	1.00	—	1	▲	G
Steinway Tube Rehabilitation	10 - 14	Construction	\$34,317,086	32	.00	—	1.00	—	0	—	G
Modification of Signal Control Lines - Phase 4	10 - 14	Construction	\$25,334,078	0	.00	—	1.00	—	2	▲	G
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$34,275,215	10	.39	▼	1.03	—	0	—	G
Install Station Time Signal Enhancements on the Lexington Avenue Line - Phase 2	10 - 14	Construction	\$50,821,113	13	3.15	▼	1.01	—	0	—	G
Replace Stop Cables for Signals - Phase 4	10 - 14	Construction	\$4,777,701	85	.00	—	1.00	—	0	—	G
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,405,148	0	.00	—	1.00	—	0	—	G
Rehabilitation of Ducts and Cables, Steinway Tube	10 - 14	Construction	\$46,499,585	27	5.97	—	1.00	—	0	—	G

**4th Quarter 2012 Traffic Light Report
Projects in Design and Construction**

▲ = Index increase: Trending indicates condition worsening since last quarterly report
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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
NYCT - New York City Transit Program											
Upgrade Police Radio System	10 - 14	Construction	\$7,756,215	0	.00	—	.27	—	0	—	G
Install Public Address/Customer Info Screen Systems at 43 Stations	10 - 14	Construction	\$85,832,132	1	.00	—	1.12	—	7	▲	Y
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	50	.00	—	1.00	—	0	—	Y
Upgrade/Replacement of Copper Communications Cable - Phase 2	10 - 14	Construction	\$12,799,794	20	.00	—	1.27	—	0	—	Y
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	65	.00	—	1.00	—	0	—	G
Rehabilitate 5 Substation Enclosures	10 - 14	Construction	\$15,165,038	70	-.19	▲	1.00	—	8	▲	R
Modernize 10th Street Substation on the Culver Line	10 - 14	Construction	\$17,369,667	62	.72	▲	1.00	—	0	—	G
Repair/Replace Underground Substation Hatchways - Phase 2	10 - 14	Construction	\$14,673,119	17	.00	—	.93	▲	0	—	G
Repair Power System Duct Bank from 141st Street to 148th Street on the Lenox Avenue Line	10 - 14	Construction	\$19,818,512	82	1.66	▲	1.00	—	0	—	R
Reserve for Power Cable Duct Rebuilding	10 - 14	Construction	\$15,734,652	98	.00	—	.67	—	0	—	Y
Upgrade 207 St Overhaul Shop Electrical System	10 - 14	Construction	\$20,899,771	72	.85	▼	1.00	—	9	▲	R
Upgrade 207 St Overhaul Shop Heating Plant	10 - 14	Construction	\$16,394,985	97	.49	▼	.99	—	0	—	G
Rehabilitate Coney Island Power Centers #2 & #3	10 - 14	Construction	\$8,379,049	73	.26	▲	1.00	—	0	—	G
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$16,335,531	29	.00	—	.65	▲	15	▲	R
Rehab 3 Bus Washers at Manhattanville Depot	10 - 14	Construction	\$4,767,835	0	.00	—	1.01	—	0	—	G
Purchase 8 Auger Snow-throwers	10 - 14	Construction	\$8,747,197	41	.00	—	.97	—	0	—	G
Fire Sprinkler/Alarm Systems at 12 Employee Facilities	10 - 14	Construction	\$36,097,883	19	.00	—	1.19	▲	0	—	G
Disposition of Jay Street Systems Phase 1	10 - 14	Construction	\$10,530,580	18	.00	—	1.00	—	3	▲	R

**4th 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
NYCT - New York City Transit Program											
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	41	.00	■	1.00	■	0	■	G
Rehabilitation of 20 Avenue Station on the Sea Beach Line	10 - 14	Design	\$246,267	90	.00	■	.00	■	0	■	G
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	■	.02	■	0	■	
Rehabilitation of Bay Parkway Station on the Sea Beach Line	10 - 14	Design	\$1,503,573	90	.00	■	.02	■	0	■	
Rehabilitation of Avenue U Station on the Sea Beach Line	10 - 14	Design	\$1,447,870	90	.00	■	.03	■	0	■	
Rehabilitation of 86 St Station on the Sea Beach Line	10 - 14	Design	\$2,078,499	90	.00	■	.05	■	0	■	
Renewal of 104 Street Station on the Liberty Line	10 - 14	Design	\$1,112,015	95	.00	■	.07	■	2	▲	Y
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Design	\$1,031,394	95	.00	■	.12	■	1	▲	
Renewal of 111 Street Station on the Liberty Line	10 - 14	Design	\$1,178,352	95	.00	■	.06	■	2	▲	
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Design	\$1,237,434	95	.00	■	.06	■	2	▲	
Renewal of 88 Street Station on the Liberty Line	10 - 14	Design	\$1,194,419	95	.00	■	.06	■	2	▲	
Renewal of 80 Street Station on the Liberty Line	10 - 14	Design	\$1,213,576	95	.00	■	.06	■	2	▲	
Component Repairs at 6 Stations on the Jamaica Line	10 - 14	Design	\$2,023,708	10	.00	■	.08	■	0	■	G
Component Repairs at 157 Street Station on the Broadway-7th Avenue Line	10 - 14	Design	\$560,800	90	.00	■	.09	■	0	■	G
Component Repairs at 103 Street Station on the Lexington Line	10 - 14	Design	\$437,772	5	.00	■	1.00	■	0	■	G


















**4th 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
NYCT - New York City Transit Program											
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Design	\$3,250,463	95	.00	—	.09	—	1	▲	Y
Access Improvements at Grand Central Station	10 - 14	Design	\$19,438,100	40	.00	—	.98	—	1	▲	G
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Design	\$54,937,062	70	.00	—	.88	▲	0	—	G
Replace Ventilation Controls at 26 Locations	10 - 14	Design	\$815,000	45	.00	—	.05	—	0	—	G
Rehabilitation of Retaining Wall on the Sea Beach Line	10 - 14	Design	\$607,257	90	.00	—	.01	—	0	—	G
Overcoat Painting from Church Ave Portal-W 8 St on the Culver Line	10 - 14	Design	\$44,761,917	20	.00	—	.87	—	0	—	G
Overcoat Painting from Broadway Junction-New Lots Ave on the Canarsie Line	10 - 14	Design	\$25,594,698	15	.00	—	1.00	—	0	—	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Design	\$220,819,100	40	.00	—	1.00	—	1	▲	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Design	\$239,338,800	39	.00	—	1.03	—	1	▲	G
Upgrade/Replacement of Copper Communications Cable - Phase 3	10 - 14	Design	\$10,000,000	0	.00	—	1.00	—	0	—	G
Upgrade Ventilation Systems in 19 Communication Rooms	10 - 14	Design	\$5,723,288	1	.00	—	3.69	—	0	—	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Design	\$24,839,505	63	.00	—	1.05	—	8	▲	R
Yard Lighting at Jerome and Pelham Yards	10 - 14	Design	\$15,277,116	70	.00	—	1.04	—	4	▲	R
Replacement of Bus Radio System and Command Facility	10 - 14	Design	\$308,948,412	52	.00	—	1.28	—	0	—	Y
Perimeter Hardening at the Rail Control Center and 130 Livingston Plaza	10 - 14	Design	\$12,000,000	87	.00	—	1.00	—	3	▲	Y
Facility Roof Repair/Replacement Phase 3	10 - 14	Design	\$15,075,965	60	.00	—	1.13	—	3	▲	R

**4th Quarter 2012 Traffic Light Report
Projects in Design and Construction**

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Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$12,067,672	27	.47	—	1.00	—	0	—	
Rehabilitation of 8 Bridges and 1 Culvert on the Staten Island Railway.	10 - 14	Construction	\$21,875,037	73	.34	▲	.82	—	0	—	
LIRR - Long Island Rail Road Program											
New Elevators-Queen Village St	05 - 09	Construction	\$8,450,000	75	.96	—	1.00	—	0	—	
Queens Blvd Bridge Rehabilitation	05 - 09	Construction	\$18,881,791	72	.83	▼	1.00	—	0	—	
Substations Environmental Reme	05 - 09	Construction	\$10,285,164	72	1.07	▲	1.00	—	2	▲	
Morris Park Environmental Stud	05 - 09	Construction	\$8,594,501	94	.00	▼	1.00	—	2	▲	
New Elevators -Flushing-MainSt	05 - 09	Design	\$8,290,000	18	.00	—	1.00	—	0	—	
2012 Annual Track Program	10 - 14	Closeout	\$51,800,000	100	.00	—	1.00	—	0	—	
Right of Way - Fencing installation	10 - 14	Construction	\$8,000,000	100	.00	—	1.00	—	0	—	
Rehabilitation construction of three bridges on the Montauk Branch in Hampton Bays, Suffolk County.	10 - 14	Construction	\$19,391,647	62	.00	—	1.00	—	0	—	
Bridge Painting Program	10 - 14	Construction	\$5,200,000	41	.00	—	1.00	—	0	—	
Fiber Optic Network Investments systemwide	10 - 14	Construction	\$10,000,000	0	.00	—	1.00	—	0	—	
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	21	.00	—	1.00	—	0	—	
Communication Pole / Copper Plant Replacement systemwide	10 - 14	Construction	\$7,000,000	68	.00	—	1.00	—	0	—	
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	0	.00	—	1.00	—	0	—	
Atlantic Avenue Tunnel Cable Replacement	10 - 14	Construction	\$5,100,000	20	.00	—	1.00	—	0	—	
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	56	.00	—	1.00	—	0	—	

**4th 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
LIRR - Long Island Rail Road Program											
Shop Reconfiguration and Reliability Centered Maintenance Infrastructure Improvements	10 - 14	Construction	\$10,400,000	99	.25	▼	1.00	—	0	—	G
Replace 6 Traction Power Substations	10 - 14	Construction	\$25,522,757	0	.00	—	1.00	▼	0	—	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	37	.00	—	1.00	—	0	—	G
3rd Rail - Aluminum Rail replacement	10 - 14	Construction	\$10,900,000	60	.00	—	1.00	—	0	—	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	0	.00	—	1.00	—	2	▲	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	11	.00	—	1.00	—	0	—	G
Woodhaven Boulevard Bridge rehabilitation	10 - 14	Construction	\$11,000,000	45	.00	—	1.00	—	0	—	G
Atlantic Branch Half tie replacement	10 - 14	Design	\$14,000,000	34	.00	—	1.00	—	1	▲	G
MNR - Metro-North Railroad Program											
GCT Leaks Remediation	05 - 09	Closeout	\$1,588,389	100	.13	—	.66	—	0	—	G
Croton-Harmon and Peekskill Station Improvements	05 - 09	Construction	\$15,441,666	95	1.05	—	.99	—	0	—	G
Replace/Repair Undergrade Brid	05 - 09	Construction	\$27,352,240	97	.00	—	.98	▼	0	—	G
Tagging Relays - H&H	05 - 09	Construction	\$12,614,263	96	.00	—	.99	—	0	—	Y
Park Avenue Tunnel Renewal	10 - 14	Construction	\$6,483,037	0	.00	—	.80	▼	0	—	G
New Haven Line Stations Component Renewals	10 - 14	Construction	\$34,301,438	17	5.04	▲	.94	—	0	—	G
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$66,776,362	50	.00	—	.99	—	0	—	G
Grand Central Terminal Turnout / Switch Renewal	10 - 14	Construction	\$13,527,899	50	.00	—	.99	—	0	—	G
Rebuild Retaining Walls	10 - 14	Construction	\$8,480,272	0	.00	—	.95	▼	0	—	G
Annual Track Program	10 - 14	Construction	\$12,581,000	60	.00	—	1.00	—	0	—	G
Employee Welfare and Storage Facility Rehabilitations	10 - 14	Construction	\$9,887,725	0	.00	—	.98	—	0	—	G

**4th 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
MNR - Metro-North Railroad Program											
Repair/Replacement of Undergrade Bridges	10 - 14	Construction	\$34,499,803	0	.00	—	.96	▼	0	—	G
West of Hudson Annual Track Program	10 - 14	Construction	\$21,055,967	65	.00	—	.99	—	0	—	G
Renewal of Harlem and Hudson Substation Switchgear	10 - 14	Construction	\$18,705,227	10	.00	—	2.33	▲	0	—	G
Harmon Shop Replacement Program	10 - 14	Construction	\$287,946,256	90	.45	▲	.99	—	0	—	G
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Design	\$27,950,212	0	.00	—	.96	—	0	—	G
B&T - Bridges and Tunnels Program											
Concrete Anchorage Repairs	05 - 09	Construction	\$9,240,306	100	.80	▼	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	40	1.37	▼	1.00	—	2	▲	G
Anchorage and Tower Protection	05 - 09	Construction	\$12,661,249	99	.78	▼	1.00	—	0	—	Y
Cable and Anchorage Investigat	05 - 09	Design	\$8,178,426	92	.00	—	1.00	—	0	—	G
Service & FE Building Rehab	05 - 09	Design	\$13,324,490	60	.00	—	1.00	—	0	—	G
Concrete Repairs at the Bronx Anchorage of the Bronx-Whitestone Bridge	10 - 14	Construction	\$8,036,223	2	.00	—	.74	▼	0	—	G
Rehabilitation of the Concrete Substructure and Underwater Work - Cross-Bay Bridge	10 - 14	Construction	\$20,114,140	100	.81	▼	1.00	—	-11	▼	Y
Structural Rehabilitation - Phase I - Henry Hudson Bridge	10 - 14	Construction	\$8,578,850	49	1.33	▼	1.00	—	0	—	G
Miscellaneous Structural Rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$22,043,388	40	.00	—	1.00	—	0	—	G
Deck Replacement - the Queens Elevated and On-Grade Approach of the Bronx-Whitestone Bridge	10 - 14	Construction	\$161,973,711	36	.33	▼	.97	—	0	—	G
Replacement of the Upper Level Sidewalk, Curb Stringers, and Roadway Lighting - Henry Hudson Bridge	10 - 14	Construction	\$41,996,754	72	1.30	▲	1.00	—	0	—	R









**4th 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&T - Bridges and Tunnels Program											
Phase B of the Rehabilitation of the Orthotropic Deck - Throgs Neck Bridge	10 - 14	Construction	\$25,368,124	35	.40	▼	1.00	—	0	—	G
Toll Plaza Improvements: Eastbound and Westbound Ramps, Eastbound Mainline Rehabilitation - Verrazano-Narrows Bridge	10 - 14	Construction	\$70,584,446	31	.78	▼	.95	—	0	—	G
Replacement of the Upper Level Suspended Span Deck - Verrazano-Narrows Bridge	10 - 14	Construction	\$370,274,863	1	.00	—	.93	▼	0	—	G
Replacement of the Electrical Switchgear and Equipment - Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,736,825	55	1.09	—	1.00	—	0	—	G
Tunnel Ventilation Building Electrical Upgrade: Replace Electrical Switchgear and Fan Motor Control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$56,178,852	0	.00	—	.79	▼	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	35	.34	▲	1.00	—	0	—	G
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$32,908,184	1	.00	—	1.00	—	0	—	G
Paint - Towers below the Roadway Level - Verrazano-Narrows Bridge	10 - 14	Construction	\$30,356,011	100	.56	—	1.00	—	0	—	G
Substructure and Underwater Scour Protection - Marine Parkway Bridge	10 - 14	Design	\$27,648,187	100	.00	—	1.61	▲	0	—	R
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Design	\$20,593,747	65	.00	—	1.00	—	0	—	G
MTA Bus Program											
Roof/Ventilation LaGuardia	05 - 09	Construction	\$7,005,130	98	.00	—	1.00	—	0	—	Y

**4th Quarter 2012 Traffic Light Report
Projects in Design and Construction**

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 ▼ = 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
MTA Bus Program											
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$13,316,192	30	.18	—	1.00	—	0	—	
Relo. Tanks/Washers-Eastchester	05 - 09	Construction	\$12,881,518	0	.00	—	1.00	—	0	—	
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,334,776	41	.12	▲	.95	—	3	▲	
Roof/Ventilation Far Rockaway	05 - 09	Construction	\$7,294,181	98	.00	—	1.05	—	16	▲	
Roof/Ventilation Baisley Park	05 - 09	Construction	\$8,504,840	98	.00	—	1.00	—	0	—	
Roof/Ventilation JFK	05 - 09	Construction	\$9,542,474	88	.00	—	1.00	—	2	▲	
Addtl Fuel Capacity BP JFK LG	05 - 09	Construction	\$3,627,169	2	.00	—	1.02	▲	16	▲	
Fire Protection JFK LG BP ECH	05 - 09	Construction	\$8,624,855	63	.00	—	1.00	—	4	▲	

4th 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: 41

-  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 / A project in design that has been designated Yellow may be returned to Green when it has been in compliance with the three performance indicators for (four consecutive quarters) one year.

Projects in Construction: 159

-  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 / A project in construction that has been designated Yellow may be returned to Green when it has been in compliance with the three performance indicators for (four consecutive quarters) one year.

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

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: 5 Station Rehabilitations on the Far-Rockaway Line, Queens	Budget at Award: \$92.51 M
	Project EAC: \$95.6 M
	Substantial Completion Date at Award: September 2011
Project No: T5041155-59	Current Substantial Completion Date: April 2013
Project Phase: Construction	Phase Complete: 97%

Project Description
<p>The project will rehabilitate Beach 67th Street, Beach 60th Street, Beach 44th Street, Beach 36th Street and Beach 25th Street Stations on the Far Rockaway Line in Queens. Station platforms and windscreens were repaired/reconstructed, stairs were refurbished, and new lighting was installed. Stations communication and electrical systems were upgraded. Stations were painted and art work was installed.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, substantial completion slipped 3 months, from November 2012 to February 2013. Subsequent to this reporting period, the substantial completion date slipped 2 additional months, to April 2013. The incomplete work and punch list work that includes Closed Circuit Television (CCTV) and Fire Alarm systems as well as electrical work remains to be completed and inspected, thus delaying the substantial completion until April 2013.</p>
What is Being Done
<p>NYCT is scheduling inspections for the portions of the work as they are completed by the contractor. Additional inspections are scheduled for the last week in February and through March 2013. NYCT will conduct a full delay analysis including review of the contractor's extension of time requests to determine their merits.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: 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>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Signal Key-By Circuit Modifications, Phase 2	Budget at Award: \$26.8 M
	Project EAC: \$30.8 M
	Substantial Completion Date at Award: Dec 2013
Project No: T-5080307	Current Substantial Completion Date: Mar 2014
Project Phase: Construction	Phase Complete: 60%

Project Description
<p>Upgrade signals locations system wide by incorporating a signal key-by timer into the existing circuits of all automatic and approach signals at the leaving end of station platforms. The work also, includes furnishing and installing additional vital electronic timer (US&S PN-150EVT) and all appurtenances and hardware for every automatic and approach signal at the leaving end. The new timers shall be installed in their respective line cases, racks, or in a separate enclosure developed for retrofitting existing locations.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Cost
<p>Cost: During the 4th Quarter 2012, the EAC increased by \$4 million. However, upon a more detailed analysis after the reporting period, savings from utilizing the Fast Track shutdowns reduced the need for additional funds to \$2.4 million. The current projected estimate at completion is \$29.2 million.</p> <p>In-house Construction projections have increased by \$5.9 million, which is partially offset by savings in the project, with net additional funds of \$2.4 million being required. The cost has exceeded the original projected cost due to the system-wide change in flagging rules, including adjacent track flagging. This required utilizing additional in-house forces for flagging, thereby, reducing the resources available for the construction work.</p> <p>Schedule: Subsequent to the end of the reporting period, during the 1st Quarter of 2013, the forecasted Substantial Completion slipped from March 31, 2014 to July 31, 2014 due to in-house forces focusing on emergency repairs required as a result of hurricane Sandy.</p>
What is Being Done
<p>Cost: Opportunities to complete the planned work utilizing Fast Track shutdowns have been initiated and are on-going.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Rehabilitation of Six (6) Underground Substation Hatchways Boroughs of Manhattan, Brooklyn and the Bronx	Budget at Award: 20.8 M
	Project EAC: \$20.1 M
	Substantial Completion Date at Award: Oct 2013
Project No: T5090212	Current Substantial Completion Date: Jan 2014
Project Phase: Construction	Phase Complete: 30%

Project Description
<p>The project replaces underground substation access hatches & stairways at the following 6 locations:</p> <ul style="list-style-type: none"> -- East Burnside Avenue -- Fountain Avenue -- Eastern Parkway -- 108 St @ Central Pk West -- 91 St @ Central Pk West -- Broadway - 39 Street
Problem Since Last Quarterly Report:
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, substantial completion slipped 3 months, from October 2013 to January 2014.</p> <p>Maintenance of Way/Capital Construction (MOW/ICC) crews were diverted to restore services and make emergency repairs to the system due to Hurricane Sandy. No contract work was performed during this time, delaying completion 3 months.</p>
What is Being Done
<p>Schedule: MOW/ICC has restored crews to this project and they are currently working at 3 different locations.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Renew Negative Cable System Rockaway Line, Queens	Budget at Award: \$13.1 M
	Project EAC: \$13.1 M
	Substantial Completion Date at Award: Feb 2010
Project No: T5090406	Current Substantial Completion Date: Nov 2013
Project Phase: Construction	Phase Complete: 87%

Project Description
The project will replace the existing negative cables feeding the tracks at Hammel Substation, replace negative and equalizer cables at Rockaway Park Substation, replace cable supports at Edgemere Substation and install new cable system for negative cables at Wavecrest Substation.
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
Schedule: During the 4 th Quarter 2012, substantial completion slipped 8 months, from March 2013 to November 2013 due to non-availability of Track Access General Orders (GOs). GO's were given to priority projects that were impacted by Hurricane Sandy. All of the work under this project is done during GOs.
What is Being Done
Schedule: The remaining work will be completed based on the availability of GOs through piggybacking with Maintenance of Way (MOW)/Track. NYCT Capital Program Management is awaiting determination regarding availability of future GO's.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Replace DC Feeder System at Jay Street Substation, Construct and Equip New Concord CBH 579, Brooklyn	Budget at Award: \$31.4 M
	Project EAC: \$32.5 M
	Substantial Completion Date at Award: September 2011
Project No: T5099901	Current Substantial Completion Date: April 2013
Project Phase: Construction	Phase Complete: 92%

Project Description
This project involves the rehabilitation of the substation building at 212 Jay Street, construction of new circuit breaker house (CBH) 579 (to replace existing), furnish and install new DC switchgear in Jay Street Substation and CBH 579, replace 16 positive feeders and 14 negative feeders (which includes 4 negative feeders each to the middle of Cranberry and Rutgers tubes).
Problem Since Last Quarterly Report
Index Trigger (s) : Contingency & Schedule
<p>Contingency: Contingency expenditure rate exceeds percent completion.</p> <p>Two additional work orders were processed in the 4th Quarter of 2012 for a total value of \$208,000.00 as described below:</p> <ol style="list-style-type: none"> 1. AWO # 38 was issued for \$68,000.00 for the rerouting of positive cables from the new CBH 579 in order to reduce the number of cables passing through existing CBH pit, which is in service as an equalizer a safety concern for contractor and TA personnel. 2. AWO # 40 was issued for \$140,000.00 furnishing and installing two new control terminal boxes (CTBs) and associated control cable work in order to bypass existing CTBs which are in service which contain live circuits of other substations, circuit breaker houses and fan plants. The AWO was also necessary to move the maintenance testing location of the control cables from a manhole to CBH. <p>Schedule: During the 4th Quarter 2012, substantial completion slipped 5 months from November 30, 2012 to April 30, 2013 as described below;</p> <ol style="list-style-type: none"> 1. Due to Hurricane Sandy, the contractor did not have access to the work site and NYCT could not provide support services. 2. NYCT also delayed the factory acceptance test and installation of the data rack in the power control center (PCC) which is required in the fiber-optic network for operation of the supervisory control and data acquisition (SCADA) system -Zone 14 (which includes Jay Street Substation) through the synchronous optical network (SONET).
What is Being Done
A Capital Budget Modification is in circulation for sign-offs / approval to increase the total budget by \$2.5M to cover the overrun in TA Labor, potential shortfall of EFA, and for additional contingency for pending additional work orders.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problems and actions taken by the Agency.
All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor performance rating for this reporting period.



MTA Agency: New York City Transit	Status as of December 31, 2012
Project Name: Lifts: Casey Stengel and Manhattanville	Budget at Award: 8.5M
	Project EAC: 4.4 M
	Substantial Completion Date at Award: April 2009
Project No: T5120407	Current Substantial Completion Date: April 2013
Project Phase: Construction	Phase Complete: 52%

Project Description

This project will replace lifts at Casey Stengel and Manhattanville. The scope includes removing some in-ground lifts, and replacing them with portable lifts and platform parallelogram lifts. All work associated with Casey Stengel Bus Depot is complete. The work that remains at Manhattanville Bus Depot are as follows: 1) The replacement of 2 in-ground lifts with platform parallelogram lifts in the Chassis Wash Areas, and 2) The replacement of 10 in-ground lifts with portable lifts in the Maintenance Work Area along with the conversion of 2 underground pits to portable lifts.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: During the 4th quarter 2012, Substantial Completion slipped 5 months, from November 2012 to April 2013. The project is contingent upon the availability of lift space provided by operations and the work is sequenced after the completion of 2 Air-Conditioning Repair bays which is being done by the operating in-house crew department.

The conversion of in-ground lifts to portable lift operations requires workforce and safety approvals.

What is Being Done

Schedule: : Bid Construction documents for the replacement of 2 in-ground lifts with platform parallelogram lifts in the Chassis Wash Area have been developed for the Small Business Mentoring Program with work underway and a forecast completion date of April 2013.

The lift replacement work at Manhattanville Depot is contingent upon 1) The creation of 2 additional repair bays on the 2nd floor level, which is complete; allowing a phasing scheme to develop as the basis of design for the in-ground lift removal work, and 2) Workforce and Safety approvals. The approvals are anticipated to be obtained by the end of March 2013, with bid documents completed by the end of May 2013. Subsequent to the end of the 4th quarter 2012 reporting period, NYCT forecasts that substantial completion has slipped to October 2013, due to Post Sandy Mitigation Efforts and the approval requirements.

IEC Comment

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

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



MTA Agency: New York City Transit	Status as of December 31, 2013
Project Name: Depot Equipment and Machinery	Budget at Award: \$10.0M
	Project EAC: \$9.9M
	Substantial Completion Date at Award: June 2009
Project No: T5120413	Current Substantial Completion Date: June 2014
Project Phase: Design	Phase Complete: 16%

Project Description

This project will replace existing depot equipment that has past its useful life. The scope of work includes the replacement of emergency generators at Casey Stengel and Yukon. This project will also install Diesel Exhaust Fluid (DEF) equipment at all NYCT depots.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: The 4th quarter 2012 Traffic Light Report identifies a 12 month schedule variance, slipping from June 2013 to June 2014.

CASEY STENGEL: The design for the emergency generator replacement at Casey Stengel Bus Depot was initially completed up to 90% level. However, as a result of Hurricane Sandy the design is being revisited. Based on New York City-Office of Emergency Management's Hurricane Evacuation Zones, Casey Stengel Bus Depot is located in flood zone B. As a result, the final design is being reevaluated and modified to protect the new equipments and ensure that they remain operational during future natural calamities. Some of the existing panelboards including the new generator and automatic transfer switches in the generator room will be raised up to a sufficient working height that will allow them to continue operating in the event of a flood.

Moreover, the emergency generator specification was also revised to match current Environmental Protection Agency (EPA) mandated emissions standards.

YUKON: The Yukon generator upgrade is now a New York Power Authority (NYPA) project. One reason for the delay is that NYPA had to develop a report and cost estimate for the project. Another reason for the delay is the time it will take to prepare a budget modification separating the Casey Stengel project from the Yukon project. To do this will require that the design for the Casey Stengel project be finalized and a cost estimate prepared.

What is Being Done

Schedule:

CASEY STENGEL: While the final construction schedule is still being developed as a result of the design changes, it appears that the current substantial completion date of June 2014 will be met.

YUKON: Once the \$1.6 million funding for the Yukon project is clearly identified then the project will proceed.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2012
Project Name: Priority Repairs at Three Depots	Budget at Award: \$19.6 M
	Project EAC: \$21.0 M
	Substantial Completion Date at Award: February 2012
Project No: T5120416	Current Substantial Completion Date: June 2014
Project Phase: Construction	Phase Complete: 41 %

Project Description
<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>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th quarter 2012, Substantial Completion slipped 10 months, from August 2013 to June 2014. The Milestone slippage is due to the added work for the Ulmer Park roof project to be completed June 2014. Start and Finish milestones were added during the 4th Quarter for this sub-project.</p>
What is Being Done
<p>Schedule: All third party and mentoring contract work will be completed by June 2014.</p> <p>The Jamaica depot mini rehab has reached substantial completion, the roof project phase I and II has been completed and the Boiler replacement and store room relocation has been completed.</p> <p>The Flatbush bus depot roof project has been awarded, the Brick Façade project is 35% completed. The Ulmer park Brick Façade project is 40% completed. The Ulmer park Mezzanine and the roof project are on schedule to be awarded before the end of the year.</p> <p>The design has been completed for the windows and doors replacement at Flatbush and Ulmer Park Depot the contract is scheduled to be awarded after the asbestos Abatement contract has been finalized. Also, the Ulmer Park lift replacement is slated for SBMP to be awarded by June 2013, design is ongoing.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: RUBBER TIRE VEHICLES 2008-09	Budget at Award: \$7.5 M
	Project EAC: \$7.5 M
	Substantial Completion Date at Award: July 2011
Project No: T-5130204	Current Substantial Completion Date: June 2013
Project Phase: Construction	Phase Complete: 97%

Project Description
The project will replace rubber tire support vehicles in the MTA BUS non-revenue fleet.
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, substantial completion slipped 7 months from November 2012 to June 2013.</p> <p>Milestone Delay: The Substantial Completion date was revised due to the complicated and specific build of the vehicles being purchased. Three of the seven requisitions have been approved and forwarded to Procurement. The remaining four requisitions are being processed.</p>
What is Being Done
<p>Schedule: While the schedule cannot be recovered, remaining requisitions are in progress.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency with the Agency's evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Replacement of Fire Alarm Systems at 130 Livingston St. in Brooklyn and Power Control Center in Manhattan	Budget at Award: \$32.3 M
	Project EAC: \$36.9 M
	Substantial Completion Date at Award: July 2011
Project No: T-5160604	Current Substantial Completion Date: June 2013
Project Phase: Construction	Phase Complete: 86%

Project Description
The project includes the replacement of the fire alarm systems at 130 Livingston Street and Power Control Center.
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, substantial completion slipped 5 months, from January 31, 2013 to June 30, 2013.</p> <p>Issue: During the installation of the fire alarm system at 130 Livingston St., a number of existing conditions were found within the building that directly impacted the installation schedule.</p>
What is Being Done
<p>Schedule: The issues within the building (130 Livingston St.) are presently being resolved by the user departments.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency to the Agency's evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: ADA Accessibility at Forest Hills, 71st Av Station, Queens Blvd Line	Budget at Award: \$24.73 M
	Project EAC: \$21.8
	Substantial Completion Date at Award: Oct 2013
Project No: T6041301	Current Substantial Completion Date: Jan 2014
Project Phase: Construction	Phase Complete: 36%

Project Description
<p>The project will provide full ADA Accessibility at Forest Hills 71st Avenue Station on the Queens Boulevard Line in Queens. Three ADA elevators will be installed with associated equipment and machinery. Station elements will be upgraded to meet the ADA requirement.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, substantial completion slipped 3 months, from October 2013 to January 2014.</p> <p>During excavation for rerouting the 30" water main to make room for installation of the street elevator, it was determined that the rerouting of the water main should be revised to include a vertical bend to clear the roof of the subway structure.</p>
What is Being Done
<p>Schedule: An Additional Work Order (AWO #4) was issued to the contractor which modified the routing for the 30" water main. This AWO includes an excusable, non-compensable extension of time extending the contract Substantial Completion date from October 2013 to January 2014.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: 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>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Culver Viaduct Rehabilitation Phase III - Underside	Budget at Award: \$50.6 M
	Project EAC: \$40.4 M
	Substantial Completion Date at Award: May 2013
Project No: T6070303	Current Substantial Completion Date: Aug 2013
Project Phase: Construction	Phase Complete: 52%

Project Description
<p>The project will rehabilitate the underside of the IND Culver Line Viaduct deck and columns. The Culver Line Viaduct starts at the 4th Avenue Station portal and ends at the Carroll Street Station portal in the borough of Brooklyn. Work includes the removal of safety netting which was installed at the beginning of the project, concrete rehabilitation, steel repair and wrapping of the columns, bracing, truss members, floor beams and girders with Fiber Reinforced Polymer (FRP).</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, substantial completion slipped 3 months, from May 2013 to August 2013.</p> <p>Delays due to Hurricane Sandy and lack of access to different work areas under the viaduct made it impossible for the contractor to start their work.</p>
What is Being Done
<p>Schedule A schedule extension has been initiated to adjust the contractor's Substantial Completion date to August 31, 2013.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Rehabilitation of Elevated Structure from Hammel's Wye to Far Rockaway & Rockaway Park & Painting of 6 Bridges in Queens	Budget at Award: \$39.8 M
	Project EAC: \$39.8 M
	Substantial Completion Date at Award: Dec 2013
Project No: T-6070304	Current Substantial Completion Date: Oct 2014
Project Phase: Construction	Phase Complete: 37%

Project Description
<p>The project will rehabilitate the Rockaway Viaduct from Hammel's Wye to Far Rockaway and Rockaway Park. The work includes but is not limited to the removal of loose concrete, repair of spalled concrete, installation of fiber reinforced polymer (FRP) strengthening system (wrap), removal and replacement of drain pipes, cut and replace concrete piers at Hammel's Wye, structural steel repairs, and overcoat painting of six bridges.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, substantial completion slipped 10 months, from December 30, 2013 to October 30, 2014.</p> <p>Delays are due to slow contractor progress, difficulties with Additional Work Order negotiations and swapping repair quantities, and delays due to Hurricane Sandy including third party delays with the Long Island Power Authority (LIPA) involving shutdowns to perform work.</p>
What is Being Done
<p>Schedule: NYCT is working with the contractor to attempt to mitigate the delays; however, the above issues are ongoing. NYCT is recommending to the contractor to direct subcontractors increase work force and find alternative or additional subcontractors to perform schedule critical work.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor's performance rating for the reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Rehabilitation of Five Substation Enclosures in Brooklyn and Queens	Budget at Award: \$15.2 M
	Project EAC: \$15.2 M
	Substantial Completion Date at Award: Dec 2012
Project No: T6090201	Current Substantial Completion Date: Aug 2013
Project Phase: Construction	Phase Complete: 80%

Project Description
<p>The project will rehabilitate the building enclosures of five above ground power substations located in the Boroughs of Queens and Brooklyn. They include Fulton and Essex (#401), Nostrand (#22), Hammel's Wye (#40), Roosevelt (#27) and Wavecrest (#200).</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, substantial completion slipped 8 months from December 17, 2012 to August 30, 2013.</p> <p>Since the Fulton Substation is registered as a Historic Landmark the windows must be replaced in accordance with the State Historic Preservation Office (SHPO). These requirements were not included in the Contract.</p>
What is Being Done
<p>Schedule: A new design was prepared for the windows and approved by SHPO. Additional Work Order (AWO) negotiations are scheduled for February 2013. Since the replacement windows are long lead items the project will be extended eight months to August 30, 2013.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: New Power System Duct Bank: 141st St. to 147th St. – Lenox Ave, Line	Budget at Award: \$ 21.8 M
	Project EAC: \$19.8 M
	Substantial Completion Date at Award: Jul 2013
Project No: T6090401	Current Substantial Completion Date: Jul 2013
Project Phase: Construction	Phase Complete: 82%

Project Description
The construction of new positive and negative duct banks with manholes from the 141 st St Substation to Manhole 4X at 147 th Street on the Lenox Avenue Line in Manhattan.
Problem Since Last Quarterly Report
Index Trigger (s) : Contingency
Contingency: Contingency expenditure rate exceeds percent complete due to pending AWO's to address water main replacement.
What is Being Done
The contingency budget was increased using project reserve funds to support the additional work. There is no further impact to the EAC.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the related problems and actions taken by the Agency.
All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluations of the overall contractor performance rating for this reporting period.

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Electrical Service Upgrade, 207th Street Overhaul Shop, Manhattan	Budget at Award: \$21.26 M
	Project EAC: \$20.9 M
	Substantial Completion Date at Award: Jan 2013
Project No: T6100402	Current Substantial Completion Date: Oct 2013
Project Phase: Construction	Phase Complete: 82%

Project Description
<p>This project is part of the overall rehabilitation of the 207th Street Overhaul Shop and Yard and consists of work for the rehabilitation of the electrical system in the shop and associated environmental remediation work associated with the electrical system.</p> <p>The scope of work includes the following items:</p> <ul style="list-style-type: none"> - New Con Edison (480 V) electric service and distribution system to the yard complex, maintaining feeds to existing loads and removing the existing high tension loop within the yard. - Two new Electrical Distribution Rooms (EDRs). - A new AC Power Distribution Center. - Rehabilitation of four existing transformer Houses.
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, substantial completion slipped 9 months from January 2013 to October 2013.</p> <p>The Con Edison lockout of Utility Workers Union of America Local 1-2 and new block walls required by the Con Ed in all four network rooms impacted the schedule by 7 months. Con Edison was scheduled to start work in November 2012. Due to hurricane Sandy, the work was delayed, starting the first week of January 2013 after completing emergency work in downtown Manhattan and causing an additional 2 month delay.</p>
What is Being Done
<p>NYCT scheduled a meeting with Con Edison to bring a work crew at the site and expedite the work. Con Edison has agreed to put a crew on longer hours and committed not to pull the crew out of the project until work is completed. Con Edison mobilized at the site in first week of January 2013. Progress is being monitored.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problems and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Bus Rapid Transit (BRT) / Select Bus Service (SBS) – 2010-2014	Budget at Award: \$25 M
	Project EAC: \$16.3 M
	Substantial Completion Date at Award: Dec 2012
Project No: T-6120402	Current Substantial Completion Date: Mar 2014
Project Phase: Construction	Phase Complete: 54%

Project Description
<p>The project will finish the implementation of the first phase of Bus Rapid Transit (BRT) / Select Bus Service (SBS). Corridors include 34th St in Manhattan, Hylan Boulevard in Staten Island, Webster Avenue in the Bronx, LaGuardia Airport in Queens, and Nostrand-Rogers Avenues in Brooklyn. Work includes installation of real-time customer information displays, off-board fare equipment and bus wrapping capabilities. Some of the funds from this project will go to the completion of SBS on First and Second Avenues in Manhattan.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, Substantial Completion was adjusted 15 months from December 2012 to March 2014 to reflect the late receipt of Federal Transit Administration (FTA) grant money for Nostrand Avenue (B44) SBS that was received in November 2012. The construction award for Nostrand Ave was delayed until early 2013 and the project's overall Substantial Completion date delayed until March 2014.</p>
What is Being Done
<p>Fare machines on Nostrand Avenue (B44) SBS will be installed in the 4th Quarter of 2013 and service will be launched. This schedule allows for mid-course adjustments in the 1st Quarter of 2014.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with material presented in this report, including the stated problems and actions taken by the agency</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Jay Street Systems Phase 1: New PBX Room	Budget at Award: \$10.3 M
	Project EAC: \$10.5 M
	Substantial Completion Date at Award: Sep 2011
Project No: T-6160702	Current Substantial Completion Date: Apr 2013
Project Phase: Construction	Phase Complete: 18%

Project Description
<p>This project will construct a new communications PBX Room at 370 Jay Street, Mezzanine Level as a sub-project of D-37571 Jay Street Systems which will migrate all NYCT Systems out of the building to the Subway Station Level so as to vacate equipment for the new building owners (floor space). This contract is being constructed by In-house forces (ICC).</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, substantial completion slipped 3 months, from January 2013 to April 2013.</p> <p>In-house work forces that are performing the work were diverted to emergency recovery efforts due to hurricane Sandy. In addition, the contractor doing duct work began late on this project due to delays from their previous project.</p>
What is Being Done
<p>Duct work is being expedited by working 10 hour shifts daily instead of 8.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Rehabilitation of Circuit Breaker Houses #74 and #74A	Current Budget: \$23.5 M
	Project EAC: \$24.8 M
	Original Design Completion: Sep 2012
Project No: T6090404	Current Design Completion Nov 2013
Project Phase: Design	Phase Complete: 63% (on hold)

Project Description
<p>The existing Circuit Breaker House (CBH) # 74 will be taken out of service and will be replaced by a new CBH that will be located in an adjacent enclosure.</p> <p>A new enclosure will be built at grade level in the New York City Department of Transportation (NYC DOT) parking lot to house new CBH equipment.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule <p>Schedule: Completion of Final Design slipped 8 months during the 4th Quarter 2012, from March 2013 to November 2013 due to NYC DOT's rejection of NYCT's proposed CBH location.</p>
What is Being Done
<p>Schedule: Final Design is on hold. Discussions with DOT as to a suitable location are underway.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Rehabilitation of Yard Lighting at Jerome and Pelham Yards	Current Budget: \$14.6 M
	Project EAC: \$15.3 M
	Original Design Completion Date: March 2013
Project No: T 6100409	Current Design Completion Date: July 2013
Project Phase: Design	Phase Complete: 70%

Project Description
<p>Replace existing yard lighting at both Pelham (Westchester) and Jerome rail yard in the Bronx. The work includes:</p> <ul style="list-style-type: none"> • Replacement of the high mast, lighting towers and light fixtures to ensure operational safety; • Installation of new electrical distribution panels in existing Electrical Distribution Rooms; • Rodding (a cleaning process utilizing flexible rods and compressed air) of existing underground ducts for re-use and installation of new underground ducts; • Installation of new cable manholes; • Associated environmental work (asbestos abatement, contaminated water disposal).
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 4th Quarter 2012, design completion slipped 4 months from March 2013 to July 2013.</p> <p>The scope calls for the use of existing spare ducts to run new cables for yard lighting at Pelham Yard. It is necessary to investigate availability of spare ducts and then rod and clean the spare ducts to confirm that they are in good conditions for re-use. Because of the high ground water level at Pelham Yard, existing manholes contain water. In order to dispose of the water prior to rodding, water was tested and found to have contaminants that require New York City Department of Environmental Protection (NYC DEP) and New York State Department of Environmental Conservation (NYS DEC) approvals to dispose it into city sewers and into the ground. This process has delayed the design completion of the project by 4 months.</p>
What is Being Done
<p>Capital Program Management (CPM) Environmental Engineering, the design team, and Cable Section are working closely to minimize the necessity of dewatering of manholes into the city sewer and into the ground by exploring the use of a vendor to haul away pumped water in tankers. In addition, CPM and Occupational System Safety are in the process of getting necessary approvals from NYC DEP and NYS DEC.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: NYC Transit	Status as of December 31, 2012
Project Name: Facility Roof Repair/Replacement Phase 3	Budget at Award: N/A
	Project EAC: \$15.1 M
	Original Design Completion Date: Feb 2013
Project No: T-6160709	Current Substantial Completion Date: May 2013
Project Phase: Design	Phase Complete: 60%

Project Description
<p>The project is for the repair and replacement of facility roofs throughout the system. The work to be done includes eleven locations that will have roofs repaired and replaced to current Authority standards, guidelines and applicable codes.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule and Cost
<p>Schedule: During the 4th Quarter 2012, design completion slipped 3 months from February 2013 to May 2013.</p> <p>Field survey and hazardous materials testing must be completed during design. Due to Hurricane Sandy and other weather incidents, this work was delayed.</p> <p>Cost: The current budget has decreased by approximately \$400,000 during the 4th quarter 2012. The reduction was allocated to pay for the Owner Controlled Insurance Program (OCIP).</p>
What is Being Done
<p>Schedule: Work has resumed; however, the delay cannot be recovered.</p> <p>Cost: EAC will be updated upon availability of engineering estimates.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: Bridges and Tunnels	Status as of December 31, 2012
Project Name: Upper Level Sidewalk / Curb Stringers – Henry Hudson Bridge	Total Project Budget at Award: \$39.2M
	Total Project EAC: \$42.0M
	Construction Completion Date at Award: Sept. 2013
Project No: D602HH10	Current Substantial Completion Date: Sept. 2013
Project Phase: Construction	Phase Complete: 72%

Project Description
The work includes the replacement of the upper level curb stringers and roadway lighting.
Problem Since Last Quarterly Report
Index Trigger (s): Contingency
The primary reason for the high contingency expenditure at this point in the project is due to an unanticipated change order totaling \$1,088,573 for additional steel repairs associated with unforeseen deterioration discovered after removal of the existing sidewalk and related supporting steel elements.
What is Being Done
<p>The additional steel repairs are an overall best life cycle cost solution given the greatly increased level of deterioration actually encountered in the field. It is more economical to perform these repairs in this contract instead of through multiple maintenance contracts. In addition, there is currently a permanent closure already in place under HH-10, thus performing the steel work now, versus later, provides a cost savings and avoids a future disruption to bridge operations and traffic.</p> <p>Also, Substantial Completion of this project is forecast for September 2013. It is expected that the final quantity reconciliation will result in a credit to the contract, therefore reducing the EAC currently reported.</p> <p>Project Management will strive to mitigate any future cost increase. The project is anticipated to be completed within the currently available contingency budgeted.</p>
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency to the Agency's evaluation of the overall contractor performance rating for this reporting period.

MTA Agency: Bridges and Tunnels	Status as of December 31, 2012
Project Name: Substructure and Underwater Scour Protection – Marine Parkway Bridge	Total Project Budget at Award: \$17.1M
	Total Project EAC: \$27.6M
Project No: D601MP06	Construction Completion Date at Award: July 2014
Project Phase: Design	Current Substantial Completion Date: April 2015
	Phase Complete: 100%

Project Description
The work includes the restoration or replacement of the scour protection system, rehabilitation or replacement of the bridge pier protection steel plates, rehabilitation of concrete and bridge abutments, upgrades to the ancillary electrical systems, plus abatement and disposal of asbestos and lead containing materials.
Problem Since Last Quarterly Report
Index Trigger (s): Cost
<p>The primary reason for the high cost index at this point in the project is because of a project cost increase of \$10.5M. The reason for the increase is due to:</p> <ul style="list-style-type: none"> • Following recent events, the designer revisited the scour models developed for the project and recommended increasing the number of piers where scour countermeasures should be installed. • The fireboat mooring platform and standpipe risers were originally to be installed via another contract, but as a cost saving measure, were added as a best value packaging of the construction work to capitalize on the same mobilization efforts as the larger project for maritime work. This should result in overall capital program efficiencies, plus reduce issues associated with permitting for this type of marine work. • The extent of repairs has increased based on more recent inspections and design consultant recommendations. • During the design process, B&T learned the full extent of the scope required for environmental mitigation needed to secure permits from relevant federal and state permitting agencies. Accordingly, \$3.0 million was added to the budget for this work.
What is Being Done
Subsequent to the end of the 4 th quarter 2012 reporting period, documentation, detailing the revised project budget of \$27.6 million, was approved on February 12, 2013 for procurement. A final check will be required following receipt of bids and selection of a lowest qualified bid.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency to the Agency's evaluation of the overall contractor performance rating for this reporting period.



Bus Company

MTA Agency: MTA Bus	Status as of December 31, 2012
Project Name: Upgrade Parking: Baisely Park and JFK	Budget at Award: \$9.8M
	Project EAC: \$9.3M
	Substantial Completion Date at Award: August 2011
Project No: U5030209	Current Substantial Completion Date: August 2013
Project Phase: Construction	Phase Complete: 40%

Project Description

This project will improve parking at two depots: JFK and Baisley Park. Both depots are leased by MTA Bus.

At JFK, there are two parcels that will become a secure bus parking area for buses, service vehicles and employee parking. The scope includes a security booth, grading, paving, drainage, fencing, painting, striping and lighting.

At Baisley Park, there is currently a drainage problem with an existing bus parking area at the depot. The outdoor parking area will be upgraded to resolve flooding issues. The scope of work includes grading, paving, drainage, fencing, a security booth, painting, striping, landscaping, lighting, a new storm water detention system and a new oil-water separator.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: The 4th Quarter 2012 Traffic Light Report, identifies a 3 month schedule variance. The expected completion date in the 3rd quarter was May, 2013. The date was revised to August, 2013 during the 4th quarter.

The substantial completion date was revised, because the construction schedule was affected by the continuing impacts from the lease agreement that limit excavation. In addition a temporary Stop Work Order was issued to the contractor for an unsafe work practice.

What is Being Done

Schedule: The condition that created the temporary Stop Work Order was corrected and a work plan is being developed that may be able to combine two phases and, therefore, expedite the remaining schedule.

IEC Comment

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

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

MTA Agency: MTA Bus	Status as of December 31, 2012
Project Name: Additional Fueling Capacity at Baisley Park, JFK, and LaGuardia	Budget at Award: \$3.5M
	Project EAC: \$3.6M
	Substantial Completion Date at Award: July 2012
Project No: U5030216	Current Substantial Completion Date: December 2014
Project Phase: Construction	Phase Complete: 6%

Project Description
<p>The project increases the existing fueling capacities at Baisley Park, JFK, and La Guardia depots, because they are inadequate for the fleet they serve. The three depots are leased by MTA Bus.</p> <p>The scope includes new tanks that will provide increased capacity for fuel redundancy for tank repair, spare capacity to cover supply disruption or market shortages, and reserve for at least three days to keep the fleet on the road in case of any emergency or unforeseen circumstances, as well as adequate capacity to support the current fleet and projected growth.</p> <p>For JFK and Baisley Park the scope of the project includes relocating and retrofitting existing equipment in the fuel lanes and bus washers.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: The 4th Quarter, 2012 Traffic Light Report identifies a sixteen month schedule variance. The revised completion date is December, 2014.</p> <p>The Substantial Completion date was extended from August 2013 to December, 2014 due to the revised scope that was necessitated by the lease agreement restrictions on excavation. The revised scope proposes a consecutive schedule for each depot, rather than the simultaneous schedule in the original plan. Subsequent to the 4th quarter 2012 reporting period, the schedule variance has slipped to November 2015 due to reissuance of the construction contract.</p>
What is Being Done
<p>Schedule: A revised plan has been proposed and negotiations with the contractor are underway.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency to the Agency's evaluation of the overall contractor performance rating for this reporting period.</p>

MTA Agency: MTA Bus	Status as of December 31, 2012
Project Name: Fire Protection at JFK, Baisley Park and LaGuardia	Budget at Award: \$8.6M
	Project EAC: \$8.6M
	Substantial Completion Date at Award: February 2013
Project No: U5030217	Current Substantial Completion Date: June 2013
Project Phase: Construction	Phase Complete: 54%

Project Description
<p>The project includes the design and construction of all building code requirements for fire protection systems at JFK, Baisley Park, and LaGuardia Depots. The scope includes, but is not limited to, fire alarms, sprinklers and standpipes. All areas in the garage will be examined to provide adequate fire protection, and deluge systems will be used over gasoline dispensers. The installation of these systems will bring the facilities up to code in terms of fire protection.</p> <p>The scope was divided into 2 phases: Phase I-Fire Protection Systems at JFK, and Phase II-Fire Protection Systems at Baisley Park and La Guardia.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: The 4th Quarter 2012, Traffic Light Report identifies a 4 month schedule variance. The expected completion date in the third quarter of 2012 was February, 2013. The date was revised to June, 2013 during the fourth quarter.</p> <p>The date was revised due to contract extensions that were needed to perform AWO (Additional Work Orders) revisions that took longer than anticipated to complete.</p>
What is Being Done
<p>Schedule: The contract period was extended and the AWO revisions are underway.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency to the Agency's evaluation of the overall contractor performance rating for this reporting period.</p>



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

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

2010-14 Capital Program

- **Second Avenue Subway**
- **East Side Access & Regional Investments**
- **East Side Access Readiness**
- **No.7 Line Extension**
- **Fulton Street Transit 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-9th Streets
 - Cortlandt Street (1Line)
- **Bus Depots / Mother Clara Hale**