



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

September 2013

Committee Members

T. Prendergast, Chair

F. Ferrer

R. Bickford

N. Brown

A. Cappelli

I. Greenberg

M. Lebow

S. Metzger

J. Molloy

M. Page

M. Pally

A. Saul

J. Sedore

C. Wortendyke



MEETING AGENDA

MTA CPOC COMMITTEE

September 16, 2013 – 1:45 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

PUBLIC COMMENTS PERIOD

TAB 1
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1. APPROVAL OF MINUTES JULY 22, 2013

2. COMMITTEE WORK PLAN

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3. 2015-2034 TWENTY YEAR CAPITAL NEEDS ASSESSMENT

TAB 2

4. CAPITAL CONSTRUCTION COMPANY

TAB 3

Reports on East Side Access to be provided at the meeting.

- Progress Report on Fulton Center
McKissack+Delcan Project Review 3 – 1
3 – 8
- Progress Report on Second Avenue Subway
McKissack+Delcan Project Review 3 – 12
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- 86th Street Station Finishes and Street Restoration Risk Assessment 3 – 23

5. CAPITAL PROGRAM STATUS

TAB 4

- Commitments, Completions and Funding Report 4 – 1
- Quarterly Traffic Light Report 4 – 12

6. EXECUTIVE SESSION

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
July 22, 2013
New York, New York
1:45 P.M.

MTA CPOC members present:

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

MTA CPOC members not present:

Hon. Andrew Saul

MTA Board members present:

Hon. Andrew Albert
Hon. Charles Moerdler

MTA staff present:

George Cleary
Nuria Fernandez
Michael Garner
Gwen Harleston
Amil Patel
Ron Saporita
Craig Stewart

NYCT staff present:

John O'Grady
Fred Smith
Henry Sullivan
Mike Wetherell

McKissack + Delcan staff present:

Joe DeVito
Lou Gelsomino
Peter Harrison

* * *

Commissioner Ferrer called the July 22, 2013 meeting of the Capital Program Oversight Committee to order at 2:45 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on June 3, 2013.

Committee Work Plan

Mr. Stewart reported that the presentation on the LIRR and MNR Rolling Stock Programs that had been scheduled for July will instead be provided in January 2014.

New York City Transit Report on Infrastructure and Facilities and Recovery and Resiliency Divisions

Mr. Smith gave an overview of the CPM Organization, including recent changes stemming from NYCT's response to the aftermath of Super Storm Sandy. Mr. O'Grady then provided detailed updates on various Sandy-related projects, as well as a progress report on Mother Clara Hale Bus Depot and a final report on the Coordinated Culver Line Projects. In its Project Review of Mother Clara Hale Depot, the IEC concurred with NYCT that the project is on budget and with respect to the revised Substantial Completion date of May 2014, and echoed NYCT regarding potential additional scheduling concerns. Further details of the presentations by Mr. Smith, Mr. O'Grady and the IEC, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

New York City Transit Report on Subway Car Procurements

Mr. Wetherell discussed the status of the \$613.7M R188 project, whose base order conditional acceptance is slated for a November 2013 completion; the \$735.6M R179 project, scheduled for a January 2017 delivery completion; as well as a brief overview of the R211 project that will replace 752 R46 cars, award of which is proposed for the 2015-2019 Capital Program. In its Project Review, the IEC cited schedule impacts to the initial testing of the R188 pilot conversion due to damage to the Far Rockaway test track from Super Storm Sandy, but cited no budget issues with the R188 or R179 car procurements. Further details of the presentations by Mr. Wetherell and the IEC, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

New York City Transit Report on Bus Procurements

Mr. Sullivan gave a program overview, including a discussion of bus buy goals, current fleet mix, (including an NYCT-MTA Bus combined total of 1,490 Conventional Diesel, 771 CNG, and 1,677 Hybrid Standard 40' buses; 755 articulated 60' buses; and 1,003 Express 45' buses) recent deliveries, as well as upcoming bus procurements. In its Project Review, the IEC cited the schedule adjustments for contract awards due to increasing demands on the award process, but cited no significant budget issues. Among its findings, the IEC agreed with NYCT's overall strategy to increase competition and improve reliability. Further details of the presentations by Mr. Sullivan and the IEC, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MTA Small Business Mentoring Program (SBMP) and Small Business Federal Program (SBFP)

Mr. Patel began with an update of the SBMP, which is on track to achieve its three-year cumulative award goal of \$47.5M through the end of July 2013. He then outlined the progress of the SBFP, which was launched in August 2012, and which has a two-year cumulative award goal of \$15M through the end of July 2014. Currently the SBFP is on track to reach its first-year award goal of \$5M by the end of July 2013.

Mr. Cleary provided an update on the outreach and development of the Programs' participants, citing a total of 135 prequalified firms as of mid-July 2013. He then outlined progress of the SBMP loan and training programs and cited next steps in both the SBMP and the SBFP.

Quarterly Update on MWDBE Participation

Ms. Harleston provided an update on the MWDBE Participation Rates. The DBE participation percentages continue to trend upwards with the MTA achieving a 16% participation rate against its 17% Federal Goal at mid-year. The MTA exceeded its 10% MWBE goals at 19% and 11%, respectively.

MTA Capital Program Commitments and Completions

Mr. Stewart reported that through June the MTA planned a total of 37 major commitments, 21 of which have been, or are forecast to be, delivered on time. On a dollar basis, agencies have committed \$2.1 billion and forecast that by year-end, they will commit 98% of the overall 2013 commitment plan. In the same period, the MTA planned a total of 25 major project completions, 17 of which have been, or are forecast to be, delivered on or near goal. Dollar-wise, agencies have completed nearly \$1.8 billion and currently forecast that by year-end, they will achieve 79% of the overall 2013 completion plan.

Adjournment

Upon motion duly made and seconded, Commissioner Ferrer adjourned the July 22, 2013 meeting of the Capital Program Oversight Committee at 3:45 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2013-2014 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

September 2013

Quarterly MTA Capital Construction Company Update
Semi-Annual Update on Capital Program Security Projects
Report on Twenty Year Capital Needs Assessment
Quarterly Traffic Light Report

November 2013

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

December 2013

Quarterly MTA Capital Construction Company Update
Semi-Annual Update by LIRR on ESA Readiness
Semi-Annual Update on NYCT Stations Division
Quarterly Traffic Light Report

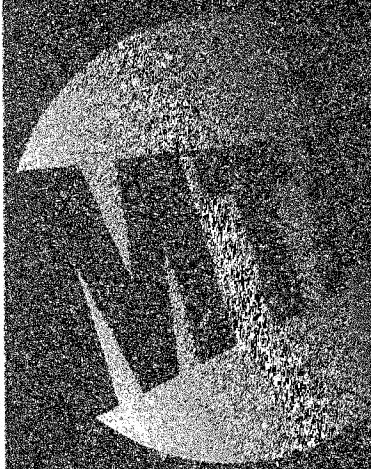
January 2014

LIRR & MNR Update on Positive Train Control
Annual Update on LIRR & MNR Rolling Stock Programs
Semi-Annual Update on LIRR/MNR Infrastructure Programs
Semi-Annual Update on Minority, Women and Disadvantaged Business Participation

Balance of monthly agenda items in 2014, TBD

2015-2034 Twenty Year Capital Needs Assessment

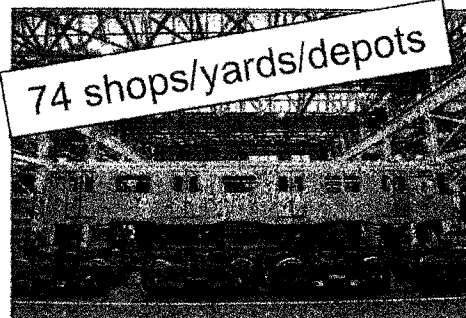
September 16, 2013
Briefing to CPOC



Wide Range of MTA Assets



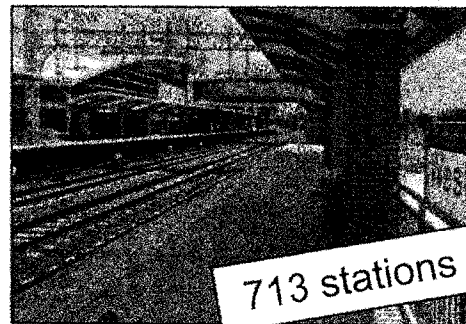
5,700 buses



74 shops/yards/depots



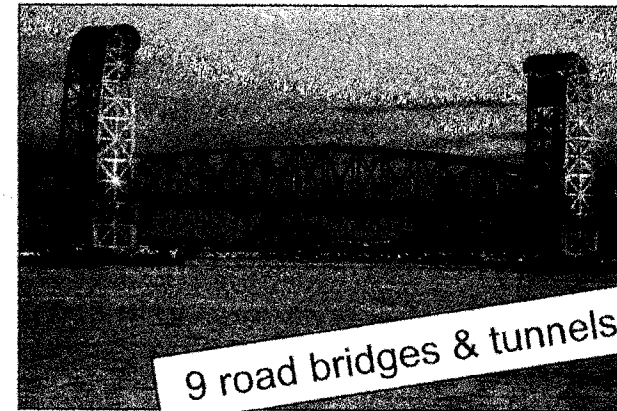
2,393 commuter fleet



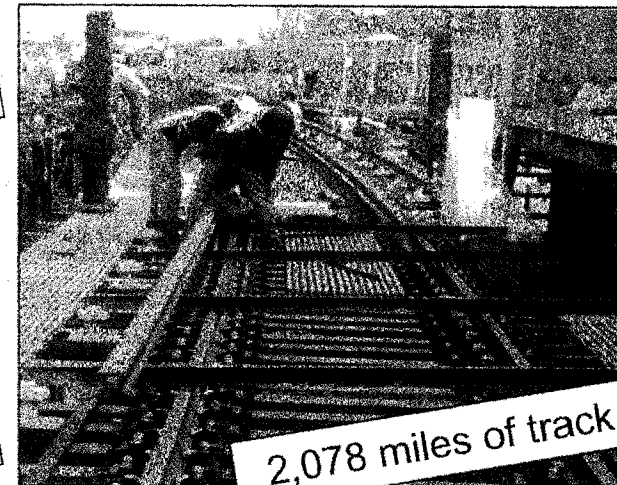
713 stations



6,465 subway cars



9 road bridges & tunnels

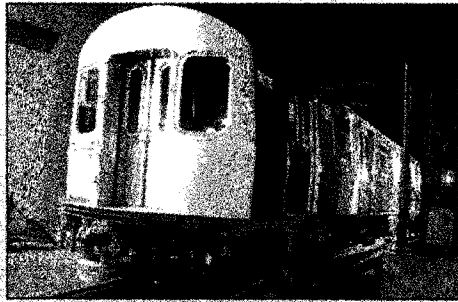


2,078 miles of track

- 350 power substations
- 1,322 miles of 3rd rail
- 291 pump rooms, etc...

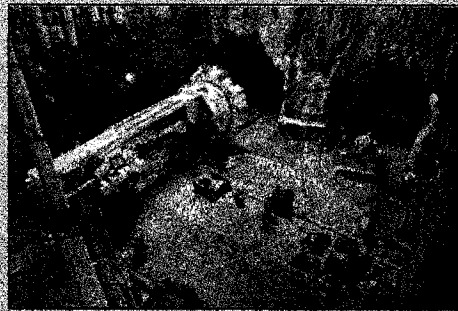
Assets Require Cyclical Investments

Acquire



or

Build



Operate



and

Maintain

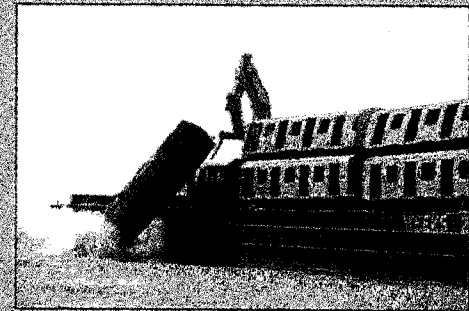


Renew



or

Replace



Evolution of MTA Capital Investment

Stabilize



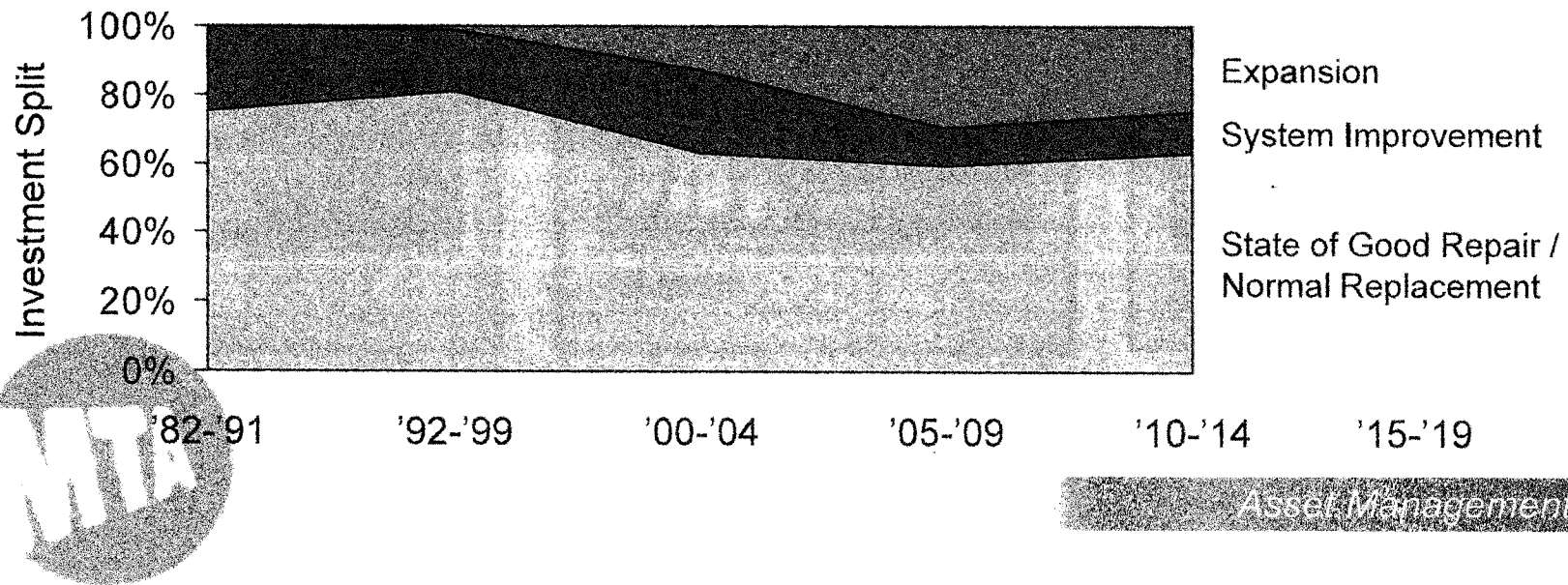
Renew



Improve

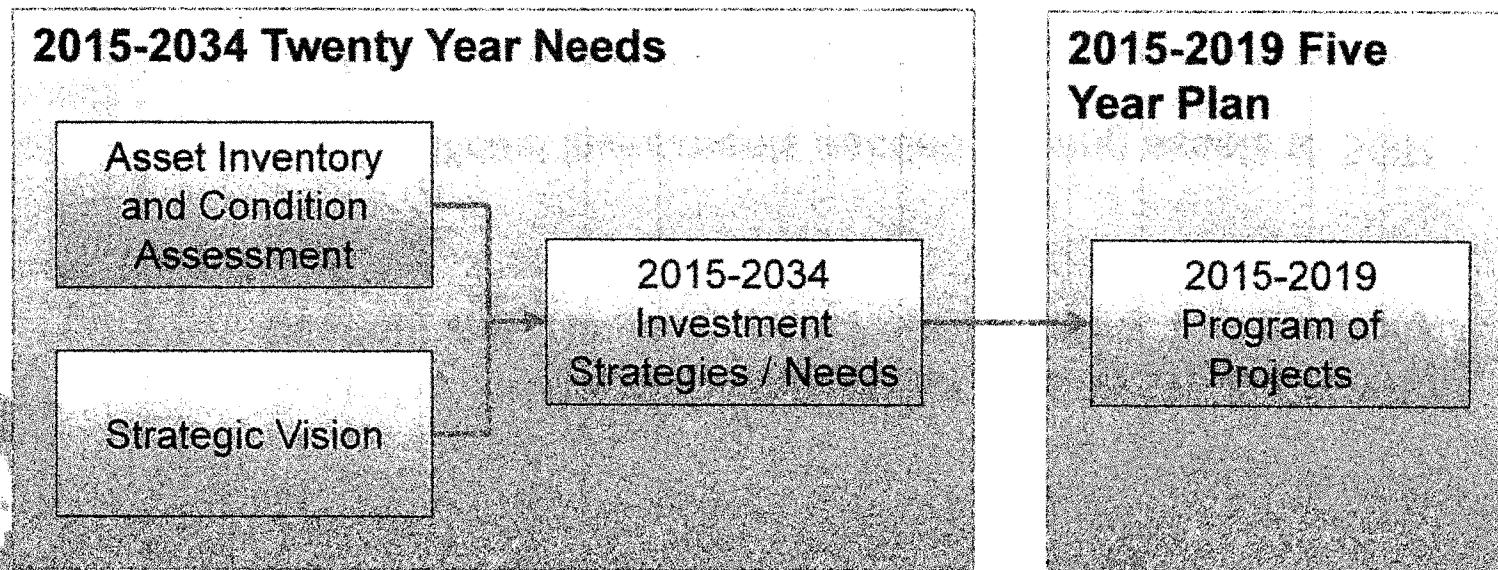


Expand

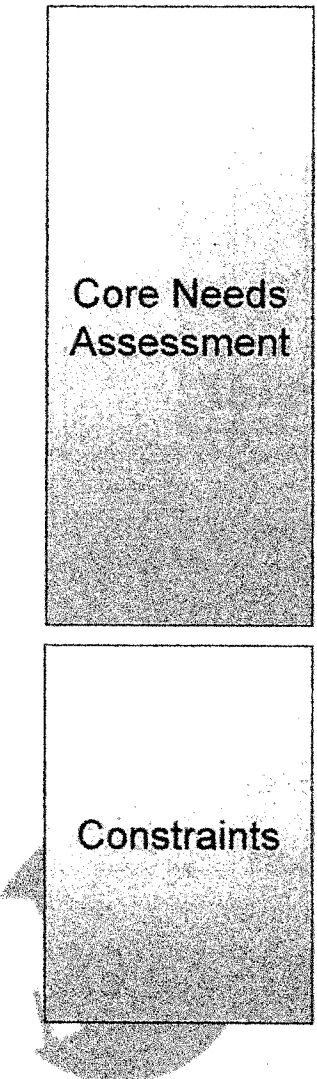


Twenty Year Needs (TYN) Overview

- Long-standing MTA capital planning exercise originated in '80s
- Provides strategic roadmap for capital investments in 2015-2034 period; precursor to 2015-2019 Capital Plan
- Provides consistent, MTA-wide framework for prioritizing needs
- Underpins ongoing efforts to achieve and sustain State of Good Repair



Current Twenty Year Needs Process



The diagram illustrates the 'Current Twenty Year Needs Process' as a vertical flow. It consists of two main rectangular boxes. The top box is labeled 'Core Needs Assessment' and contains a bulleted list of assessment steps and findings. The bottom box is labeled 'Constraints' and contains a bulleted list of factors that influence the prioritized investment needs. A large, light-colored arrow points from the 'Core Needs Assessment' box down to the 'Constraints' box, indicating that the assessment results inform the constraints.

Core Needs Assessment

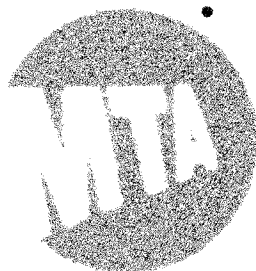
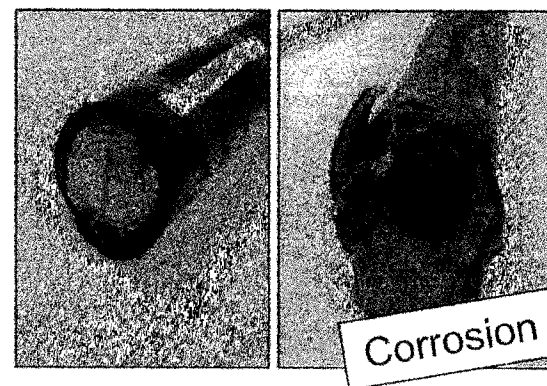
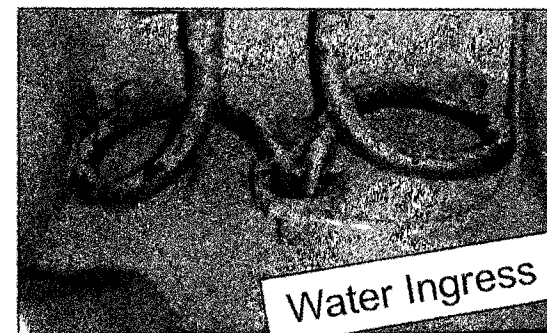
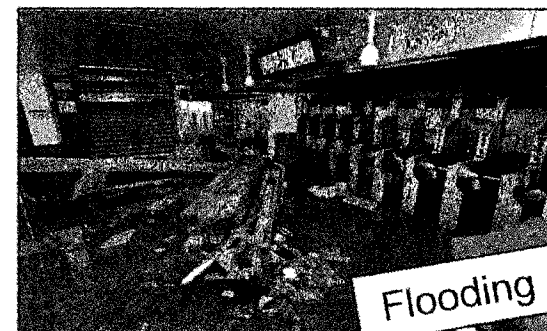
- Agencies undertake assessment of each asset based on location, age, condition, performance, safety, and reliability
- Identifies:
 - Significant investments needed to bring assets to SGR
 - Normal replacement investments needed to maintain reliability of assets already in SGR
- Results inform prioritized investment needs, subject to a series of constraints

Constraints

- Operational capacity to schedule work and maintain service
- Ability of consulting and contracting market to absorb work
- Availability of MTA resources to support project delivery
- Funding limitations

Impact of Sandy on Capital Planning

- Superstorm Sandy resulted in damage to select priority portions of system already in SGR (e.g., under river tunnels)
- Recovery and initial resiliency needs are being addressed in 2010-2014 Plan
 - Recovery investments are predominantly special out-of phase replacements to restore pre-Sandy SGR
 - Resiliency investments will harden MTA system against future disruptions
- Future projects will incorporate new resiliency standards to minimize impacts of climate events

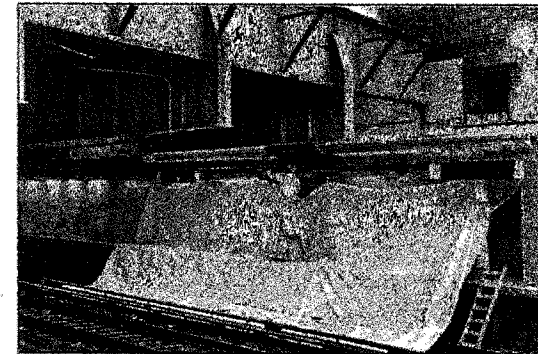
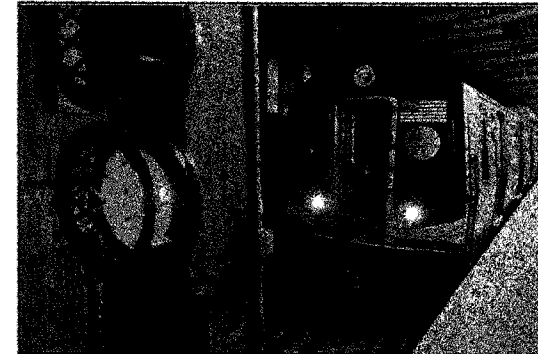


Key 2015-2034 Investment Categories

2-8

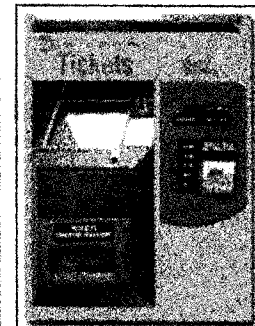
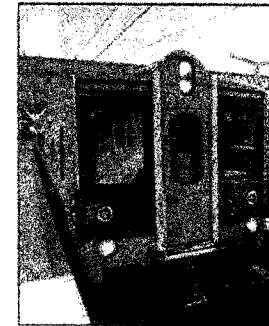
Major Investment Categories

- Signals & Comms (19%)
- Bus & Rail Rolling Stock (18%)
- Track & Structures (15%)
- Stations (12%)



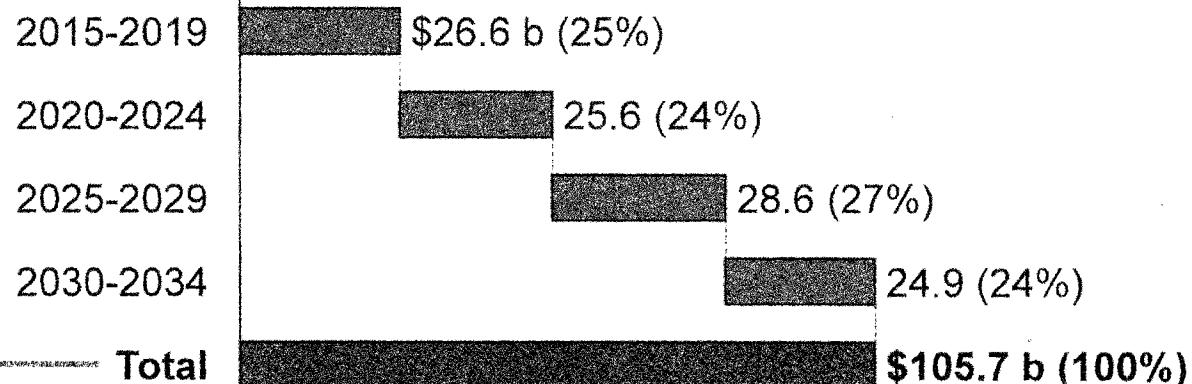
Emerging Priorities

- Customer Information
- New Fare Payment
- Resiliency

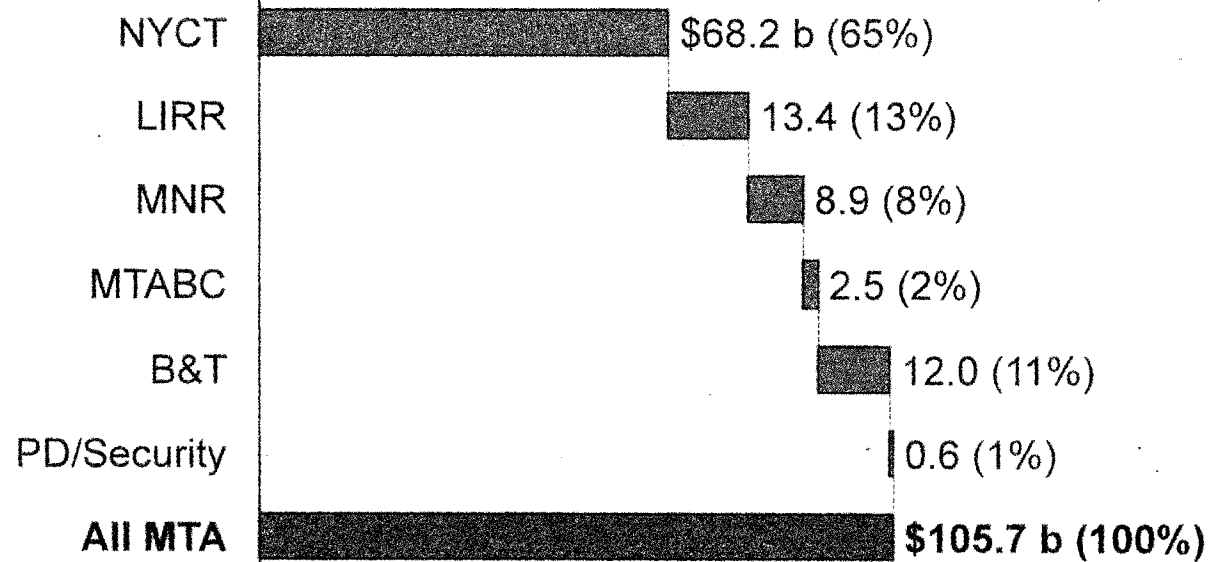


2015-2034 Core Needs (2012 \$)

MTA-Wide
Needs per
5-Year
Period



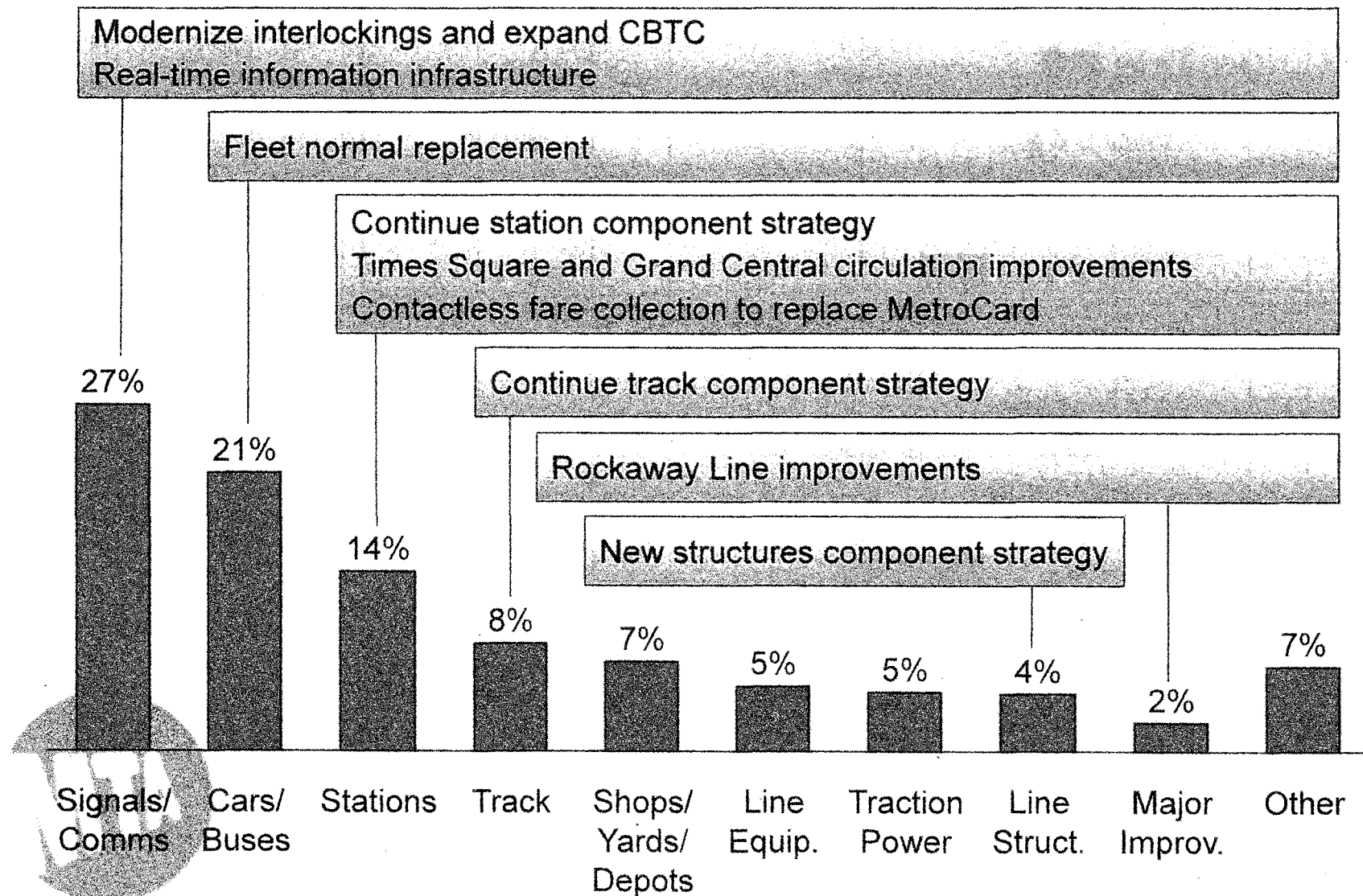
Total Needs
by Agency



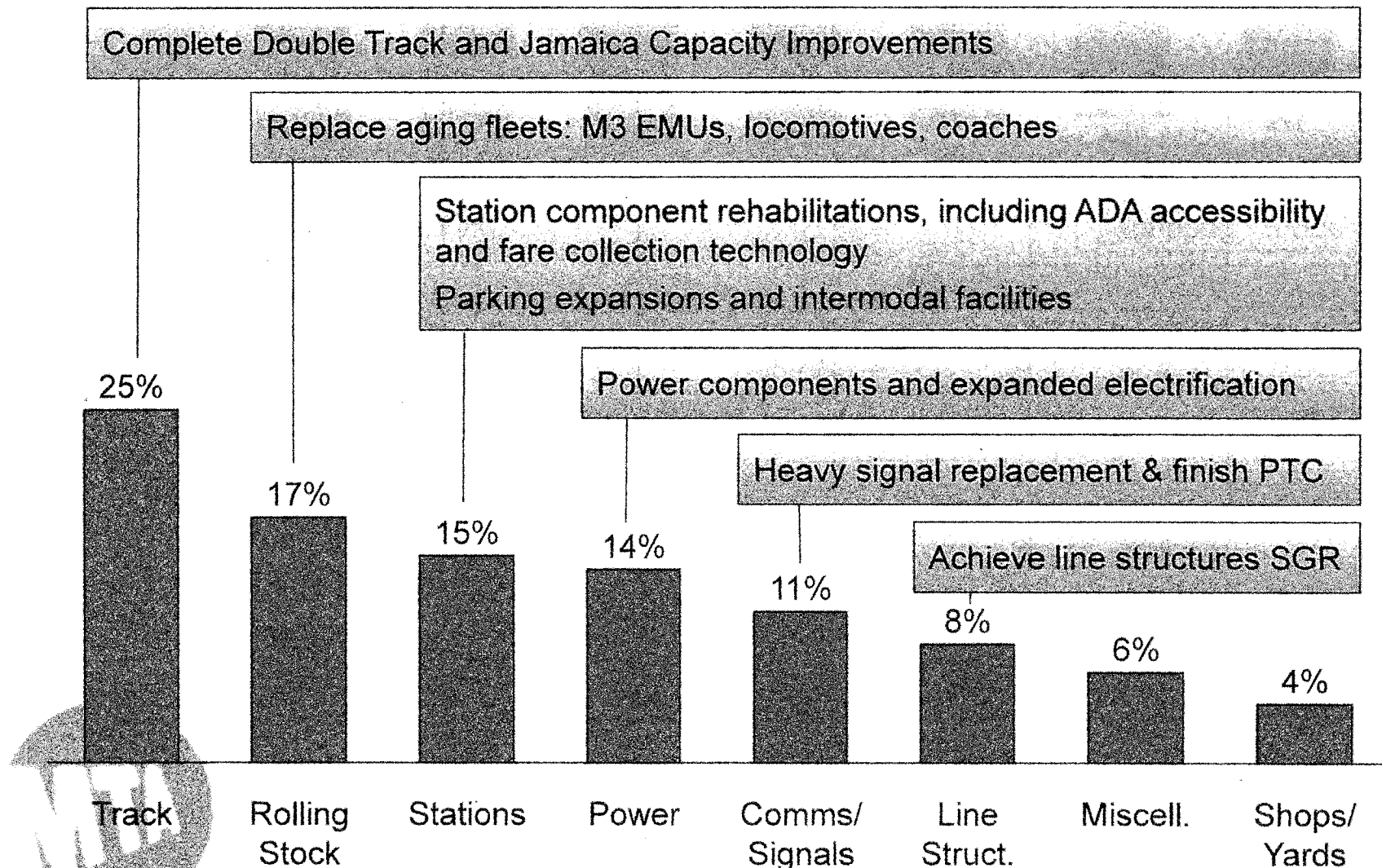
Note: Numbers may not total due to rounding

2015-2034 NYCT Core: \$68.2 b (2012 \$)

2 - 10



2015-2034 LIRR Core: \$13.4 b (2012 \$)



2015-2034 MNR: \$8.9 b (2012 \$)

Continued SGR and NR investments

Replace fleets on NR cycle: M3 EMUs, locomotives, coaches

Continued NR cycles in station components. Customer communications and fare collection technology improvements. Strategic intermodal facilities and Transit Oriented Development

Complete Harmon Shop Replacement

Heavy signal replacement & finish PTC

NR of traction power

Trainshed / tunnel rehab.

2-12

26%

23%

13%

10%

9%

8%

7%

5%

Track/
Struct.

Rolling
Stock

Stations/
Parking

Shops/
Yards

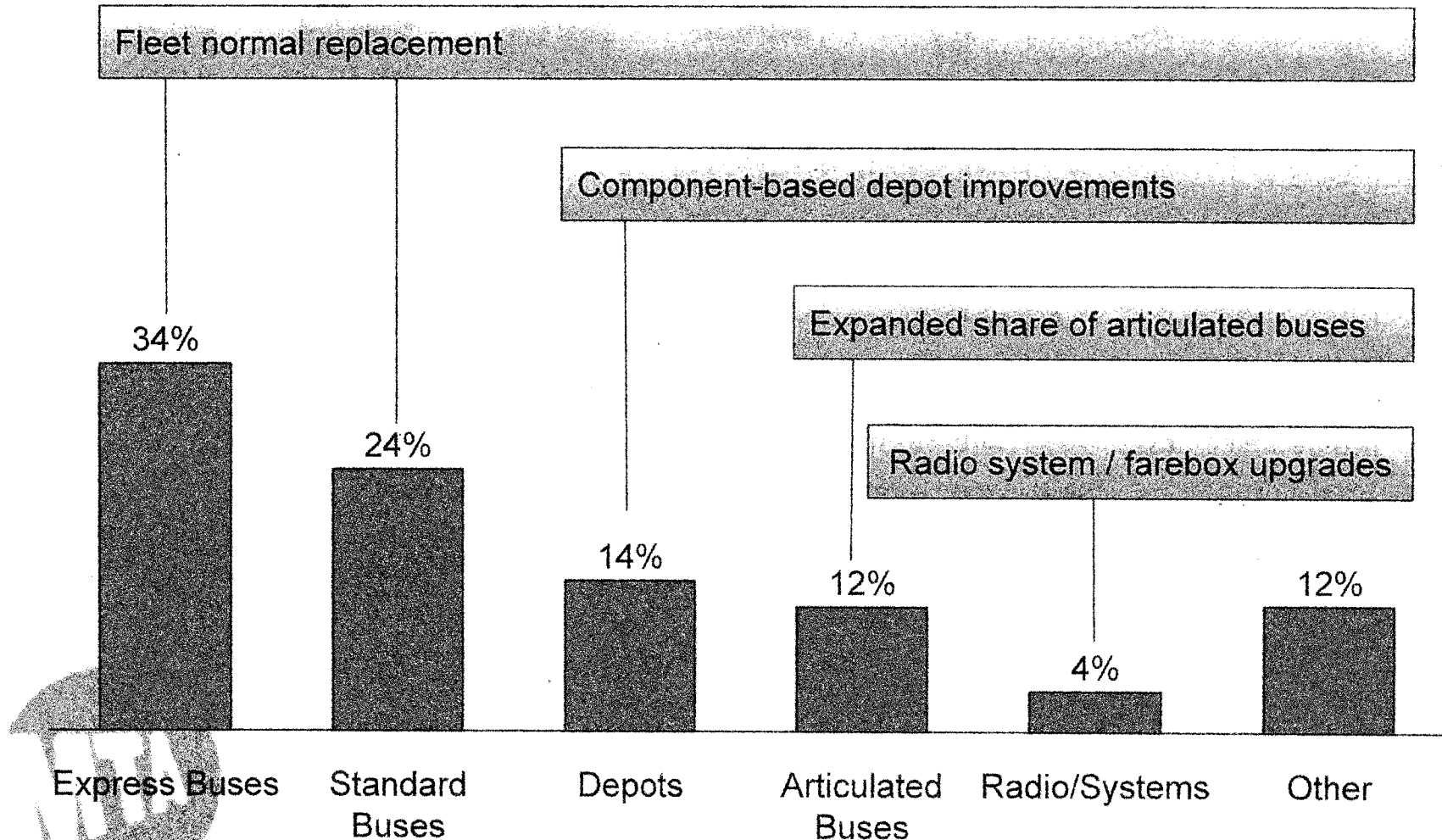
Comms/
Signals

Power

GCT

Miscell.

2015-2034 MTA Bus: \$2.5 b (2012 \$)



2015-2034 B&T Core: \$12.0 b (2012 \$)

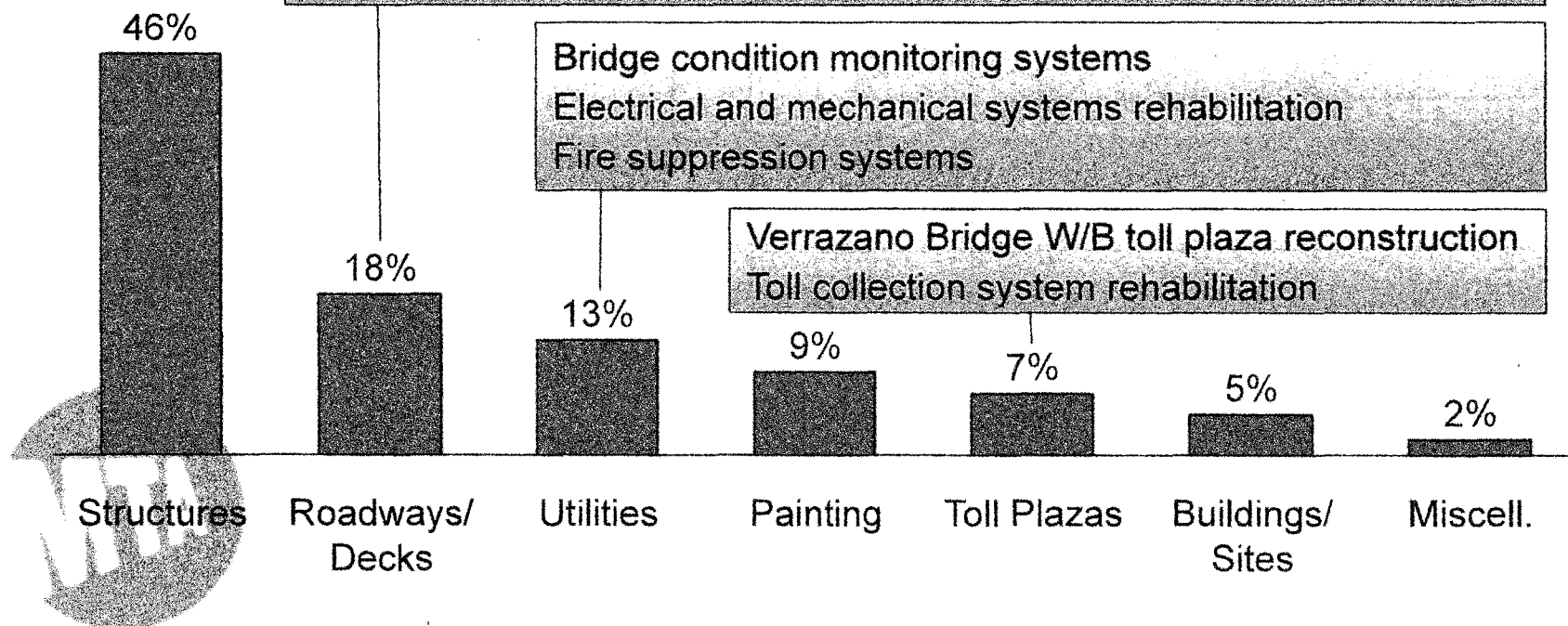
Bronx-Whitestone Bridge / Verrazano Narrows Bridge main cable replacement/rehab
Throgs Neck Bridge approach viaducts replacement
Ongoing tunnel rehabilitation work
Rockaway Crossings rehabilitation / reconstruction

Verrazano Bridge lower deck repl. & Belt Parkway ramps reconstruction
Throgs Neck Bridge CI Pkwy ramp & suspended span deck replacement
Bronx-Whitestone Bridge Queens interchange reconstruction

Bridge condition monitoring systems
Electrical and mechanical systems rehabilitation
Fire suppression systems

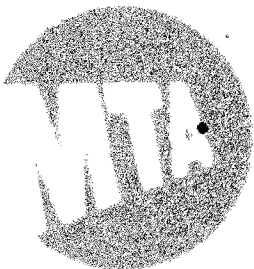
Verrazano Bridge W/B toll plaza reconstruction
Toll collection system rehabilitation

2 - 14



Next Steps: Strategies for 15-19 Plan

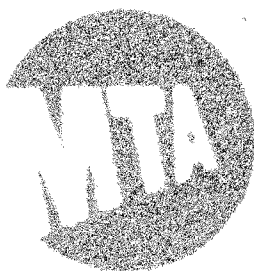
- Asset life maximization: enable assets to provide longer service life between capital investments
- Component replacement: focus on targeted replacement of asset components with critical needs
- Fleet plan updates: embrace new ridership trends, technologies, and standards to improve customer benefits and reduce costs
- Track access optimization: reduce the cost and maximize the capacity for replacing and renewing track, signals, etc.
- Enterprise asset management: coordinate capital and operating interventions to reduce life-cycle costs, improve performance, and maximize investments
- Analytical review of proposed projects: validate that investments are carefully planned to maximize benefits at minimal cost
- MTA-wide coordination: ensure aligned investments in strategic areas such as new fare payment and asset management software



Moving Forward

- Develop 2015-2019 Plan: rationalize 2015-2019 needs into actionable program of projects, which
 - Prioritize and address critical needs: identify strategies to keep other assets fit for purpose
 - Reduce costs and maximize benefits

September 2013	2015-2019 Plan development
April - May 2014	Compile draft 2015-2019 Plan book
July 2014	Stakeholder briefings
August 2014	Complete 2015-2019 Plan book
September 2014	Submit Plan to MTA Board for approval
October 2014	Submit Plan to CPRB for approval



MTACC Quarterly Progress Report to CPOC

Fulton Center

September 16, 2013



Fulton Center

Project Overview

Overall Status (as per 2009 Plan)

Item	Comments
Schedule	Fulton Center on schedule for June 2014 opening
Cost	Trending below current budget of \$1.4 billion

Highlights

Progress

- Cable Net installation at Transit Center was completed as scheduled in June 2013

90 Day Look Ahead

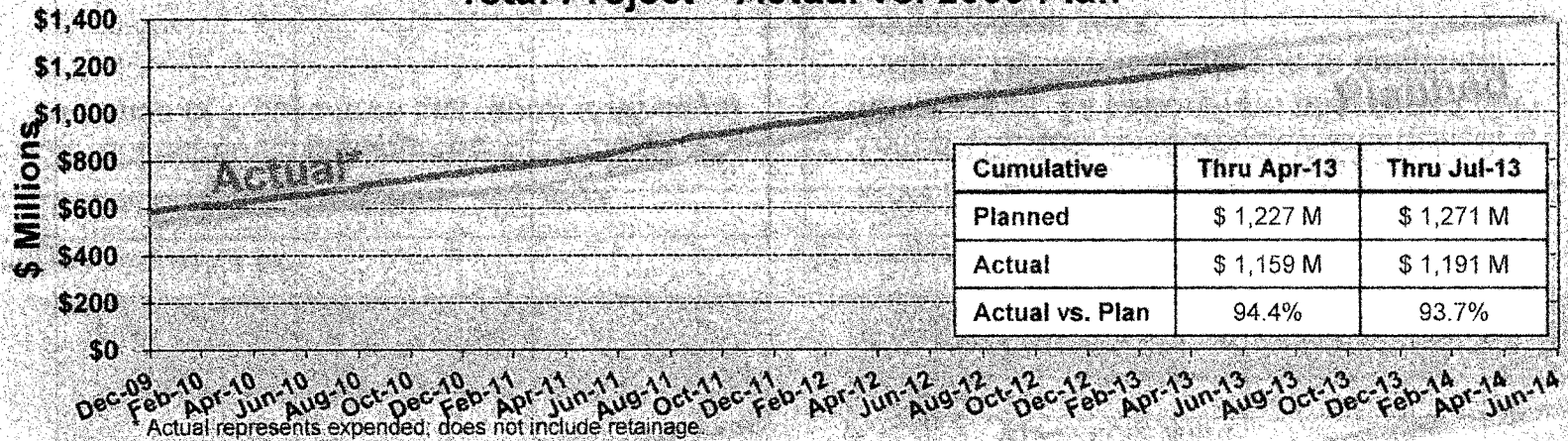
- Remaining A/C Mezzanine (Contract 4B) base contract work is forecasted for beneficial use by October 2013
- Additional security scope will be added to Contract 4B. The change order negotiations will be completed in the next 90 days (See update slide)
- Targeting completion of negotiation process to bring Master Lessee on board and prepare Master Lease for approval by the November Board

Fulton Center

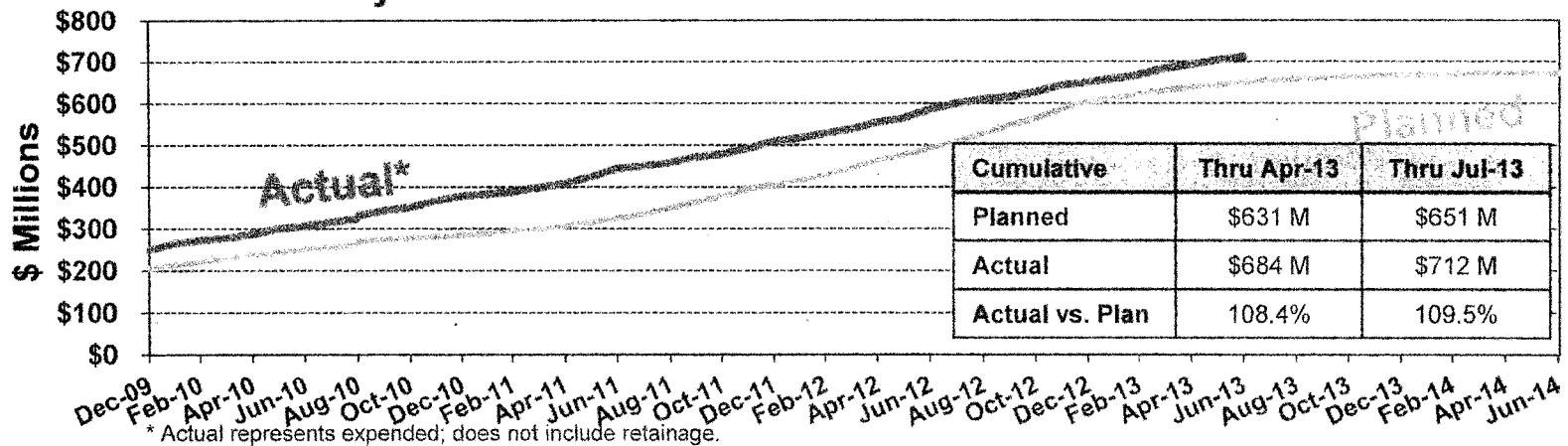


Cost & Schedule Performance

Total Project – Actual vs. 2009 Plan

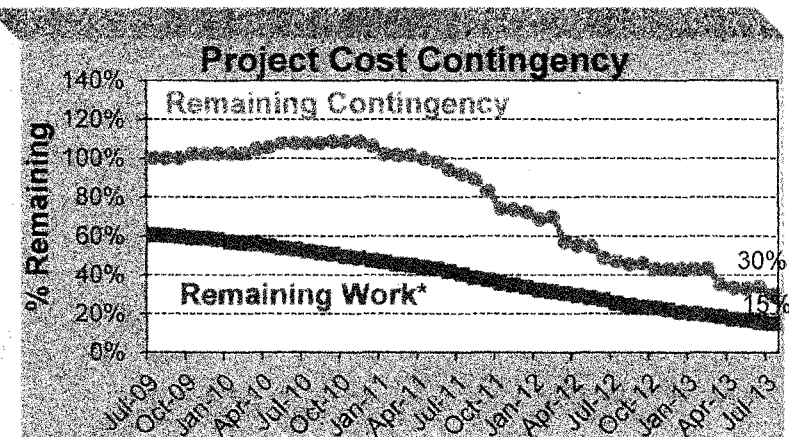
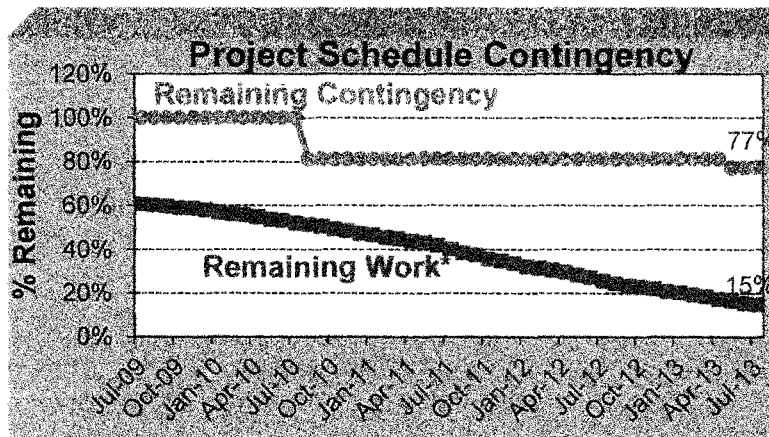


3rd Party Construction – Actual vs. 2009 Plan



Fulton Center

Cost & Schedule Contingency Status



* Remaining work starts in 2009

- 2009 schedule contingency: 180 days
- Current schedule contingency is 139 days, a decrease of 7 days from last report (146 days)


* Remaining work starts in 2009

- 2009 budget contingency: \$124 million
- Current budget contingency is \$37 million, a decrease of \$4 million from prior report (\$41 million). This decrease is due to additional enhancement work.




Fulton Center



Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Validated and Enhanced Schedule	Completed	<p>Issue: Concerns with the time table for testing and commissioning of major building systems.</p> <p>Impact: Possible delay to the project completion date.</p> <p>Mitigation: Project team revisited the commissioning schedule with all parties (MTACC, Contractors, NYCT) and re-validated the current schedule.</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.

September 16, 2013



Critical Milestones and Issues

Status	Activity	Date Needed	Issues
Yellow	Master Lease	Board Approval of Master Lease in Fall 2013	<p><u>Issue</u>: Transitioning from construction phase to operation phase.</p> <p><u>Impact</u>: Possible delay in activating retail and operations & management (O&M)</p> <p><u>Mitigation</u>: Extension of interim management program</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****Additional Security Scope Update**

- Additional security scope was requested by NYCT
- This scope will be added to A/C Mezzanine contract (Contract 4B)
- Possible extension of A/C Mezzanine contract (Contract 4B) and Fulton Transit Center contract (Contract 4F) substantial completion, but will not impact the June 2014 Fulton Center Opening

September 2013 CPOC IEC Project Review

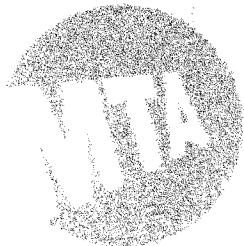


Fulton Center

September 16, 2013

Schedule & Budget Review

- SCHEDULE – MTACC reported that Project will be on schedule but IEC has concerns with the timetable for various systems such as communications including Police Radio and Fire Alarm. As reported by IEC in the June report, testing and commissioning pose a risk to the remaining schedule contingency and substantial improvement will be required.
- BUDGET - Project is on budget.



Recommendations

1. Substantially completed contracts have had ongoing work for up to nine months. Increased contactor manpower is needed to reach final acceptance quickly.
2. Increased efforts for the MEP and communication systems is essential to complete the upcoming work load; additional support staff needed for the systems at this time.
3. Finalize master lease agreement to add provisions for the master lessee desired amenities in a timely manner.
4. Modify the procedure of Substantial Completion (SC) declaration by adding the need to have concurrence of user's group, QA/QC and Code Compliance to the Project Manager's.

Prior Recommendations

Recommendation	Agency Action	Status
March 2013 Initiate mitigation plan for critical activities in order to avoid any delays to the project.	Accepted and currently under planning mitigation options.	CLOSED IEC to monitor implementation
March 2013 Devise a plan to provide interim maintenance and system acceptance prior to Master Lessee contract issuance.	The project team has to implement an interim management plan for the Corbin Building and the remaining areas of the Project.	ONGOING IEC to monitor implementation
June 2013 Initiate mitigation plan for systems to meet the substantial completion date and June 2014 opening date.	As recommended by IEC, Project Team has developed a comprehensive, integrated systems testing and commissioning schedule for remaining work but did not include a resource analysis to ensure project and contractor staffing plans are adequate.	ONGOING IEC to monitor implementation
June 2013 Increase efforts for equipment testing and fast-track commissioning process to safeguard schedule contingency	Accepted and outsourcing will be made available on as needed basis.	CLOSED IEC to monitor implementation

MTACC Quarterly Progress Report to CPOC

Second Avenue Subway

September 16, 2013

Project Overview

Overall Status (as per 2009 Plan)

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

Highlights

Progress

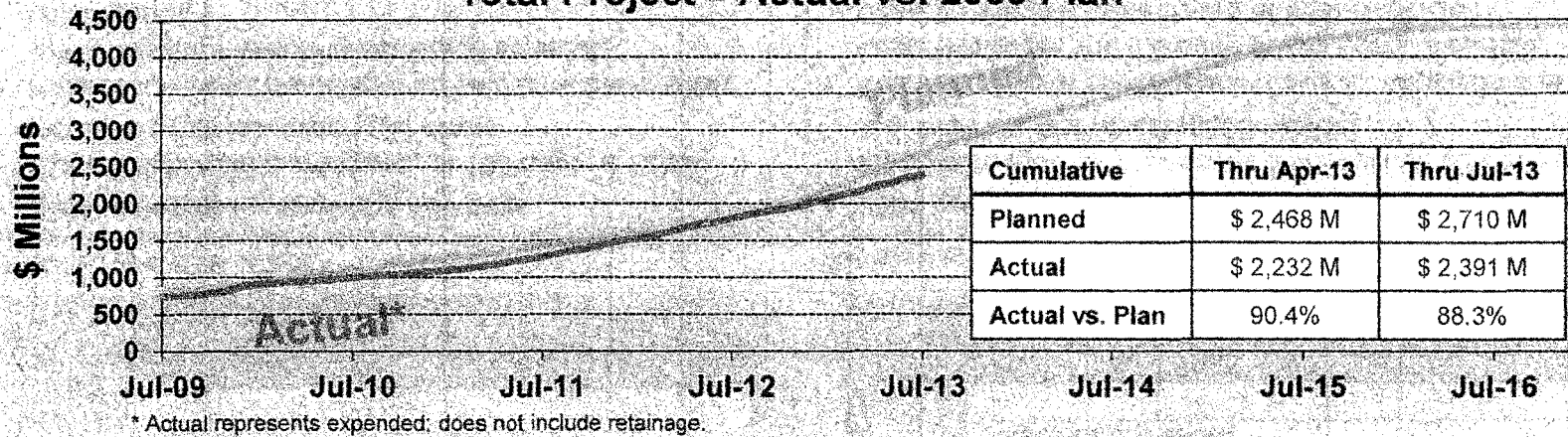
- Substantially completed wall concrete and 67% of cavern arch concrete for 72nd Street Station
- Closed the 72nd Street shaft and completed removal of the Muck House at 72nd Street
- Completed 86th Street Station main cavern blasting and rock excavation, except at Entrance 2 at 86th Street
- Awarded 86th Street Station Systems and Finishes contract June 12, 2013 (**last Phase 1 contract**)
- Closed out 86th St Station Utilities Relocation contract
- Submitted Contract 1 (TBM Tunneling) Closeout Package to NYCT Capital Payments for review

90 Day Look Ahead

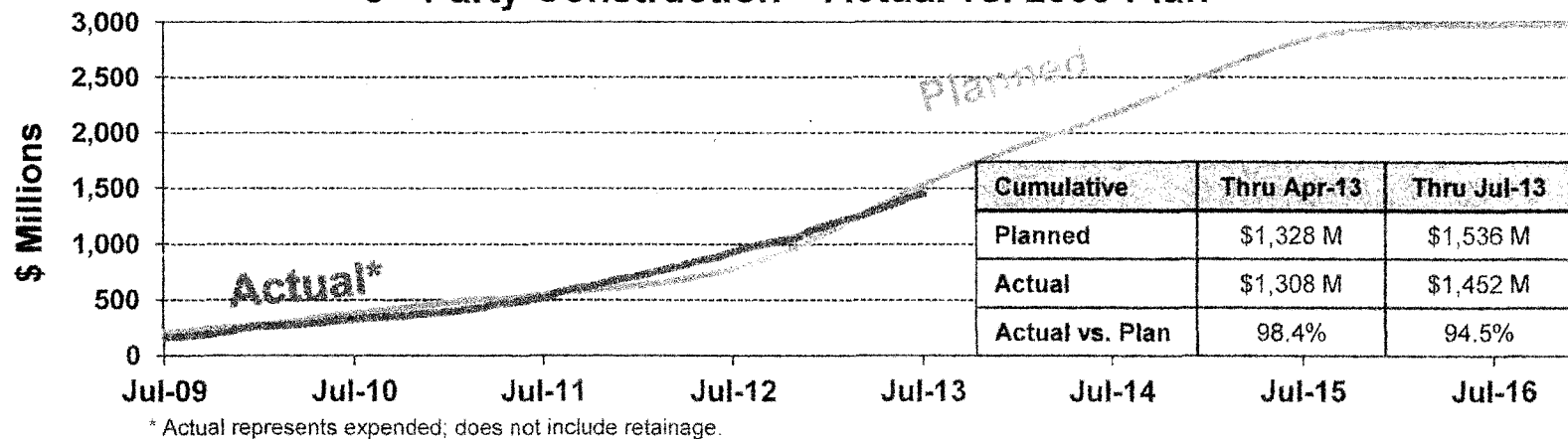
- Complete remaining blasting at Entrance 2 at 86th Street
- Achieve Substantial Completion of 96th St Station Heavy Civil/Structural contract
- Commence work for 72nd St Station Finishes and Systems contract
- Complete removal of the 69th St. Muck House (72nd Street Station)

Cost & Schedule Performance

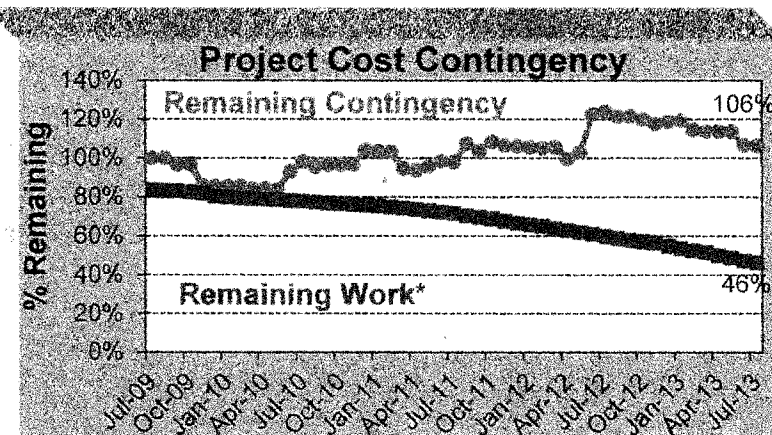
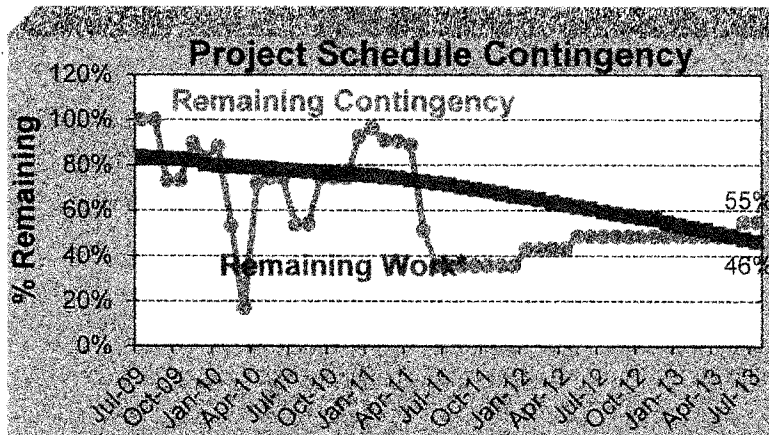
Total Project – Actual vs. 2009 Plan



3rd Party Construction – Actual vs. 2009 Plan



Cost & Schedule Contingency Status



* Remaining work starts in 2009

- 2009 schedule contingency: 186 days
- Current schedule contingency is 102 days, a 12 day increase since last report (90 days)
- Project continues pursuing a schedule recovery effort, with a target of restoring additional schedule contingency.




* Remaining work starts in 2009

- 2009 budget contingency: \$322 million
- Current budget contingency is \$342 million, \$24 million less than the last report (\$366 million).
- This reduction in contingency is due to increased soft costs. However, the increase in soft costs is partially offset by the favorable award of 86th St Station Finishes and Systems Contract (\$208.4 million award value vs. \$243.9 Budget).

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
Yellow	86 th Street Station Entrance 2 Schedule Delay (Contract 5B)	Mitigation Ongoing	<p>Issue: A sidewalk shed installed by Yorkshire Towers as part of Local Law 11 work is interfering with Entrance 2 construction in the north sidewalk area. NYCDOB is requiring MTACC to maintain the shed while the support of excavation (SOE) wall is constructed beneath it in order for both the Building's work and MTACC's work to proceed concurrently.</p> <p>Impact: Ongoing delay in construction of Entrance 2 is delaying contract substantial completion; current impact is 5 months, however, this work is not on project critical path.</p> <p>Mitigation: MTACC has successfully completed the plan it made with NYCDOB and Yorkshire Towers to complete the north SOE wall by sequential hand dug underpinning pits. Excavation has commenced and is continuing. Project is reviewing schedule mitigation opportunities with the Contractor.</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.

September 16, 2013

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
Yellow	Demolition/ Excavation of Entrance #1 (at 69 th Street) of 72 nd St. Station is currently delayed (Contract 4C)	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 4C completion; however, contract not on project critical path.</p> <p>Mitigation: On June 10 the FTA approved the Tech Memo to relocate the entrance to a sidewalk bump-out. This enabled condemnation of additional easements and final design. Public hearing for the easements condemnation was held on July 24. Project has completed 90% of final design and conducted a review meeting with the building's consultants on August 16.</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.

September 16, 2013

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
Yellow	63rd Street/ Lexington Avenue Station Reconstruction Milestone #3 (Contract 3)	Mitigation ongoing	<p>Issue: Turnover of systems areas from Contract 3 to Systems contract (Contract 6) did not happen as scheduled.</p> <p>Impact: Possible access delay to Systems Contract; however, the 63rd St Station portion of Systems contract is not on Systems contract critical path.</p> <p>Mitigation: An alternate plan was implemented to allow Systems contract to get into key areas to mitigate the forecasted delays to both contracts. Initial turnover of the Communication Rooms to Systems contract was achieved on July 22. Subsequent turnovers scheduled in October and early 2014.</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.

September 16, 2013

September 2013 CPOC IEC Project Review

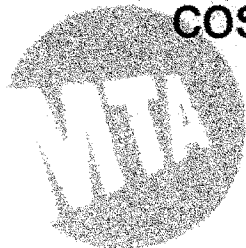


Second Avenue Subway

September 16, 2013

Schedule & Budget Review

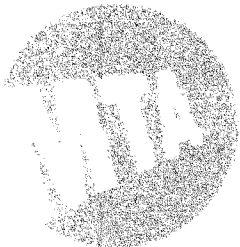
- **SCHEDULE** - The Project is on schedule and the schedule contingency is being maintained. However, the IEC is concerned that schedule risks posed by major turnovers to the follow-on Systems Contractor are not fully mitigated. Progress since last report is encouraging:
 - adopted a formal plan for turnover management
 - filled 6 out of 8 additional support staff positions
- **BUDGET** - Project is on budget and cost contingency is stable. Project re-budgeting has added \$52M to soft costs in line with prior IEC recommendations.



Recommendation

Consider establishing a policy of issuing partial substantial completion for turnover of station areas to the Systems Contractor.

- Clarifies care, custody and warranty issues for equipment completed by Finish Contractors
- Assures deliverables for safely maintaining operating systems and equipment are received and found acceptable



Prior Recommendations

Recommendation	Agency Action	Status
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 Accelerate contract close-outs, address E/O issues and reduce backlog of open Additional Work Orders.	MTACC continues to work with NYCT Procurement on these issues.	OPEN
March 2013 Improve contract turnover management	In March 2013, MTACC held the first of several meetings to develop a more specific process for handling "access turnovers" between the MEP/Finishes contracts and the Systems Contract. Key issues needing further adjustment include (i) the submittal coordination process, (ii) identification of support staff, and (iii) development and adoption of a formal process.	OPEN
June 2013 Redouble efforts to fill Systems Construction Management positions in order to assist with upcoming site turnovers to Systems Contractor.	MTACC concurs with the IEC recommendation. Program Executives have met with the Consultant Construction Management leadership to set targets for staffing budgeted positions. The number of vacancies in the Systems Construction Management team was reduced to two from eight.	CLOSED

Second Avenue Subway Phase I

Risk Assessment

Contract 5C: 86th Street Station Finishes and
Street Restoration

September 16, 2013

C5C 86th St Station Contract Summary

Scope:

Furnish and install the following items at 86th Street Station:

- Architectural finishes including all rooms, stairs, and ceiling
- Station Platform, Mezzanine, Ancillaries and Entrances
- Mechanical (HVAC), Electrical , Plumbing, and Fire Protection systems
- All station elevators and escalators

Schedule:

- 36 Month duration from Notice of Award
- Schedule interfaces with Contract 5B (86th Street Station Shell) and Contract 6 (Systems)
- Interim milestones on the Primary Critical Path

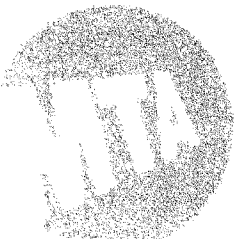
Budget (prior to receiving bids):

Construction Contract Estimate: \$ 243.9M

Contingency (AWO): \$ 12.2M

Total Project Budget: \$ 256.1M

3-25



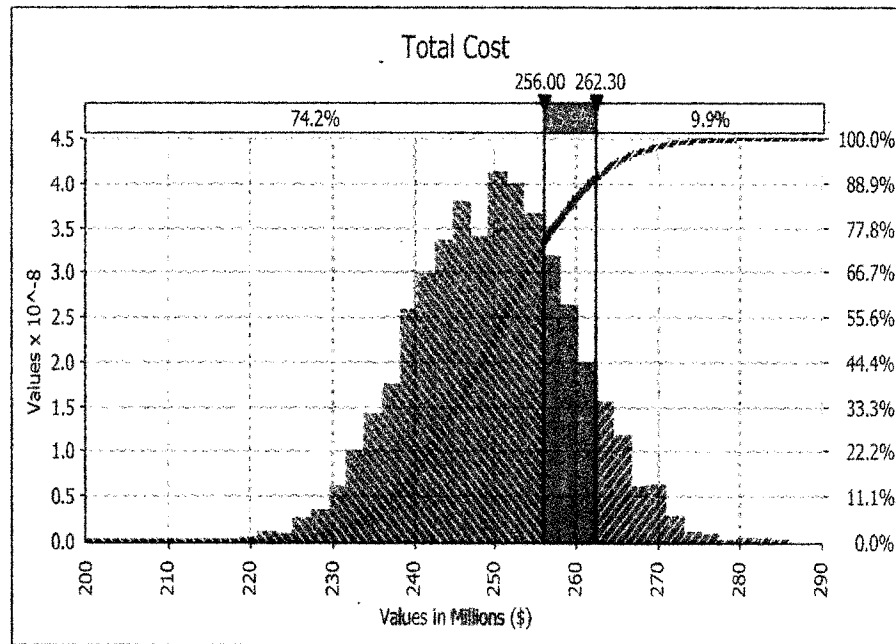
MTA Capital Construction

Risk Assessment

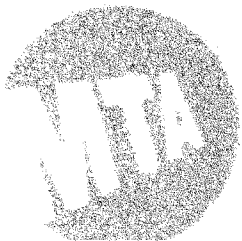
- In January 2013, a risk assessment process commenced with a representative from AECOM-Arup JV facilitating the risk workshop.
- Representatives from MTACC, NYCT, MTA-OCO/IEC, FTA, PMOC, AA JV (Design Consultant) and Parsons Brinckerhoff (CCM) participated in the risk workshop, which identified 55 significant 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



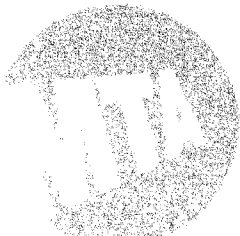
- The Risk Assessment shows an approximate range between the 10th and 90th percentiles of \$230 million to \$269 million around the project budget (\$256.1 million).
- The original project budget represented a 70% confidence level within that range.
- The 80% confidence level was determined to be \$262.3 million.



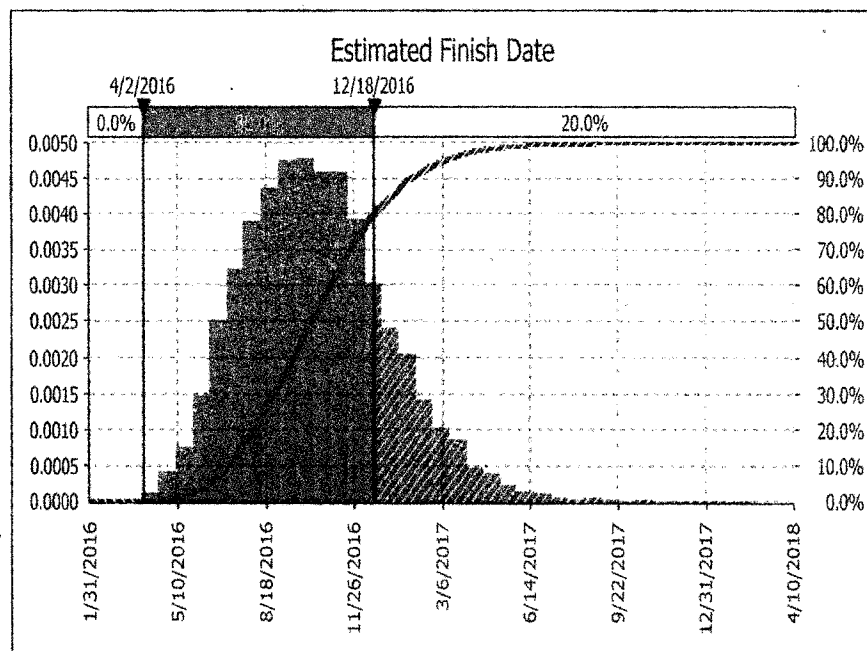
Risk Assessment Cost Results-Post Bid

- Risk Analysis was done in January 2013; bids were received on April 10, 2013.
- Favorable award was made to the lowest bidder at \$208.4 million.
- The adjusted 80% risk assessment value (unmitigated) considering the favorable award plus risk based contingency = \$228.2 million (\$208.4 + \$19.8).
- The contract has been re-budgeted at \$222.9 million in considering potential mitigations and \$33.2 million has been moved from contract to program wide contingency.

	\$ Millions		
	Pre-Bid Budget	Risk Assessment	Awarded
Base	\$243.9	\$242.5*	\$208.4
Contingency	\$12.2	\$19.8*	\$14.6
Total Budget*	\$256.1	\$262.3*	\$222.9
*80% Confidence Level Unmitigated			



Risk Assessment Schedule Results-Pre Bid



- The Risk Assessment shows an approximate range between the 10th and 90th percentiles of 37 months to 42 months with 80% confidence at 41 months.
- Currently Contract 5C is scheduled to be completed in 36 months from NTP.
- The 36 month duration is associated with a less than 10% confidence level, unmitigated.

Risk Assessment Schedule Results-Post Bid

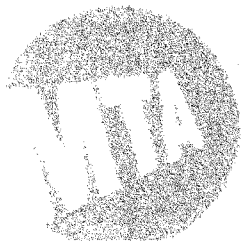
- Some risk mitigations have been implemented and others are underway to mitigate the risk of a potential five month delay.
- Current SAS IPS schedule shows the interim milestones of this contract on the critical path of the program.

	\$ Millions		
	Pre-Bid IPS	Risk Assessment*	Awarded
NTP Date	May-13	July-13	Jun-13
Substantial Completion	May-16	Dec-16	May-16
Project Duration	36 Months	41 Months	36 Months
*80% Confidence Level			



Mitigated Critical Risks since Risk Assessment

Risk	Mitigation
Procurement delays identified in January such as multiple addendums and questions subcontractor evaluations etc. act to delay NTP.	<ul style="list-style-type: none"> • During the bid period, the project worked to expedite addendum process and question resolution. This mitigated NTP delay to only one month. • Subsequent to award, the project commenced work with contractor to identify schedule recovery options.
The risk analysis identified the risk that the DEP does not approve discharge of cavern drain water to their system costing money to rectify.	<ul style="list-style-type: none"> • During the bid period, the project met with DEP to discuss options that can be accepted. • Investigated the possibility of using a process through which the discharge water can be passed through HVAC system prior to discharge to DEP system. This has been accepted.



Most Significant Risks

Risk	Mitigation
Contract packaging requires successful coordination of complex interfaces between multiple contractors and sharing of work spaces.	<ul style="list-style-type: none"> • Contract 5C 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 during critical issues bi-weekly meetings. • Project has adopted an Interface Management Plan and selected an Interface Manager to implement this plan. • Project is reviewing a proposal from C6 to accelerate critical path activities. This should assure that hand-off for LAN and WAN can be achieved on schedule.
Permanent electric power at stations is not ready when needed due to untimely approval from Con Edison.	<ul style="list-style-type: none"> • Expedite design requirements needed for Con Edison approval. • Project is actively seeking to hire a dedicated technical resource that will act as a liaison between the project designer and Con Edison in order to expedite the design review process. • Contract Managers prepared detailed action plans for Senior Management approval covering approval process for ConEdison.
Testing may be delayed due to potential future competing demands impacting NYCT resource availability	<ul style="list-style-type: none"> • Further development of detailed Testing & Commissioning activities in IPS • Obtain NYCT commitment of resources to meet the schedule

Summary

- There is an 80% confidence of completing the contract at \$228.2 million or lower prior to mitigation.
- In considering the effectiveness of likely mitigations, the contract budget has been set at \$222.9 million with additional budget available within the program wide contingency if necessary.
- There is an 80% confidence in completing the contract within 41 months prior to mitigation. This is five months longer than the 36 month awarded duration.
- Aggressive mitigation of schedule risks are now underway and it is expected that these strategies will reduce the potential 5 month delay on the project's critical path by several months.



MTA Capital Program Commitments & Completions

**through
July 31, 2013**

4 - 1



Metropolitan Transportation Authority

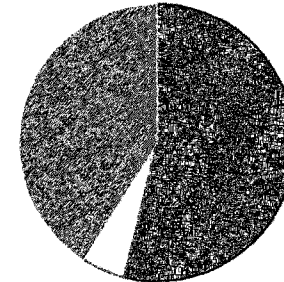
Capital Projects – Major Commitments – July 2013

Thirty-nine major commitments are reported on through July. Twenty-one are being delivered on or near goal. 16 projects are being reported as late and two projects previously reported late have now been committed. All delays are discussed on the following pages.

Regarding total commitments, agencies have committed \$2.689 billion through July. This is over \$1.3 billion less than the goal. The variance is primarily due to the delay of the East Side Access "System Package 1" (\$530 million); the awards for two East Side Access "Harold Structures – Part 3" contracts (a combined \$200 million); and three NYCT bus purchases of nearly \$550 million combined. Actual commitments are less than budget due to good bid savings on some projects.

Agencies currently forecast that by year-end, 100% of the \$5.5 billion annual goal value will be committed. This forecast reflects slips of some projects to 2014, but also includes additional commitments being made that were not originally included in the 2013 goal.

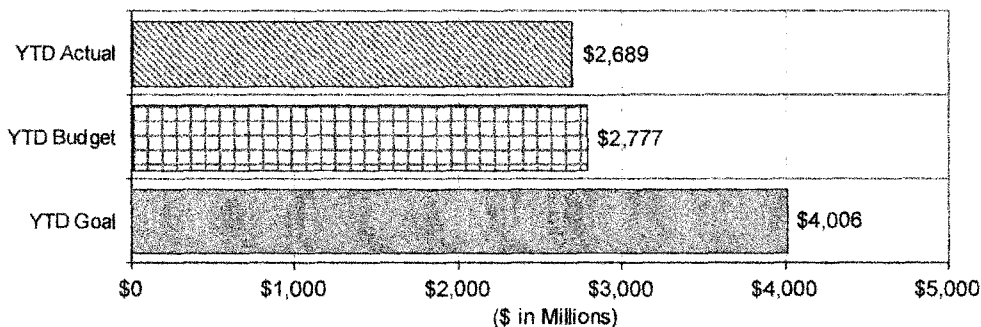
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within 2 months of Goal	21	54%	-
YELLOW = Commitments delayed beyond 2 months of Goal (already achieved)	2	5%	↑ 2
RED = Commitments delayed beyond 2 months of Goal (not yet achieved)	16	41%	-
Total	39	100%	↑ 2

Budget Analysis

2013 Annual Goal	\$5,494	(\$ in millions)
2013 Annual Forecast	100%	of Annual Goal
Left to Complete	51%	(\$2,797)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – July 2013 – Schedule Variances

Project	Commitment	Goal	Forecast
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16 All-Agency Red Commitments (2 new this month; 0 net change)

NYCT

Track & Switch

2013 Track Program - 2nd Quarter; 8 Projects (New Item)	Construction Award	Jun-13 \$9.5M	Apr-14 \$9.5M
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Two projects (mainline track replacements on the Concourse and 7th Ave Lines) were rescheduled to 2014 when staff resources are available. The other 6 commitments have been made representing \$26.8M of the original \$36.4M goal.

Stations

Station Renewal at 5 Stations - Liberty (New Item)	Construction Award	Jun-13 \$83.5M	Oct-13 \$67.9M
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Project award was delayed due to an extended ADA and Code Compliance review. Cost decreased due to changes in scope, lower markup due to improved market conditions as well as combining multiple contracts into a single contract.

Ozone Park- Lefferts Blvd. Station Renewal and ADA / Liberty Line	Construction Award	May-13 \$38.0M	Jan-14 \$38.0M
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Procurement delayed by additional time needed for ADA code compliance review.

Passenger Station LAN: 31 Stations	Construction Award	Jun-13 \$28.0M	Dec-13 \$25.7M
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Delay due to additional time needed for design and development of contracts by legal staff. Forecast budget reduced due to exclusion of PSLAN at 168th St, which will be handled by another project (the Brick Arch Repair project at 168th and 181st Streets).

Bus Replacement

Purchase 600 Standard Buses	Purchase Award	Jun-13 \$311.0M	Sep-13 \$311.0M
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Award is delayed due to an extended period needed for finalizing technical specifications, and requests by prospective vendors to extend the solicitation period.

Purchase 90 Standard Buses	Purchase Award	Jun-13 \$46.7M	Sep-13 \$46.7M
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Award is delayed due to an extended period needed for finalizing technical specifications and requests by prospective vendors to extend the solicitation period.

Project	Commitment	Goal	Forecast
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LIRR

Communication & Signals

Positive Train Control System Integrator	Construction Award	Apr-13 \$33.3M	Sep-13 \$33.3M
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The procurement process is taking longer than anticipated due to the complexity of contract details and ongoing discussions with vendors. This has resulted in an additional recent forecast slip from July to September.

MNR

Communication & Signals

Positive Train Control System Integrator	Construction Award	Apr-13 \$23.1M	Sep-13 \$23.1M
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The procurement process is taking longer than anticipated due to the complexity of contract details and ongoing discussions with vendors. This has resulted in an additional recent forecast slip from July to September.

Power

Harlem & Hudson Power Line Improvements	Construction Award	Jun-13 \$18.8M	Nov-13 \$18.8M
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Due to a contractual responsiveness issue, it was decided to rebid the construction project.

Stations

North White Plains Garage	Construction Award	Apr-13 \$37.2M	Aug-13 \$37.2M
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Longer than expected procurement award process resulting from contractor approval issues.

B&T

Roadways and Deck

Verrazano-Narrows Bridge - Bus & HOV Ramp Improvement	Construction Award	May-13 \$80.2M	Nov-13 \$80.2M
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Project initially delayed to meet changes to FDNY design standards and Ft. Hamilton's requirements for access, safety and preservation. In May, an error by the low bidder caused all bids to be rejected, further delaying the schedule. B&T will re-solicit the project.

Capital Projects – Major Commitments – July 2013 – Schedule Variances

Project	Commitment	Goal	Forecast
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M TACC

East Side Access

System Package 1(CS179)	Construction Award	Apr-13	Sep-13
		\$530.M	\$530.M

An independent assessment brought additional specialized expertise to assess risk of award and interface issues with civil contracts. Results of the assessment have been considered in negotiations, which are being finalized for presentation at the September Board meeting.

System Package 3 - Signal Equipment Procurement (VS086)	Construction Award	May-13	Sep-13
		\$22.1M	\$22.1M

The timing of System Package 3 has been adjusted so that it correlates with System Package 1.

Harold Structures Part 3 Track D Approach, 48th St Bridge, Loop Box Structure (CH057)	Construction Award	Jun-13	Jan-14
		\$71.2M	\$62.6M

Harold Structures Part 3 and Westbound Bypass, formerly one commitment, are being split into two packages. Early work (CH057A) is anticipated to be awarded in September, and the remainder in January 2014 (an additional recent delay). The reduced budget represents work scope shifted to other ESA contracts.

Harold Structures (Part 3) Westbound Bypass (CH057A)	Construction Award	Jun-13	Sep-13
		\$128.2M	\$130.9M

Harold Structures Part 3 and Westbound Bypass, formerly one commitment, are being split into two packages. Early work is anticipated to be awarded in September, and the remainder (CH057) in January 2014. The budget increase represents the shift of work scope among several ESA contracts.

MTA Bus

MTA Bus Projects

Emergency Generators: 6 Depots	Construction Award	Mar-13	Sep-13
		\$7.7M	\$7.6M

Delay is due to a re-bid of the contract to include additional changes at the Far Rockaway depot and split-out of the award into purchase and installation contracts; Further delay is due to additional design revisions. The 1st award (purchase) is forecast for September 2013, while the 2nd award (installation) is forecast for December 2013.

Project	Commitment	Goal	Forecast
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2 All-Agency Yellow Commitments (2 new this month)

NYCT

Stations

Replace 12 Hydraulic Elevators (New Item)	Construction Award	Mar-13	Jun-13 (A)
		\$44.6M	\$24.1M

Award delay was due to additional time needed for review of specifications by the legal department and to allow a second qualification hearing for a new management team and a subcontractor. Cost decrease was due to a reduction in scope of electrical work by using the existing feeders, as well as a reduction in construction support costs and a low bid.

MTA Bus

MTA Bus Projects

Security Upgrade: Eastchester and La Guardia (New Item)	Construction Award	Mar-13	Jul-13 (A)
		\$7.5M	\$7.5M

Lowest bidder withdrew bid after an extended review period. MTA Bus moved to 2nd lowest bidder, delaying the award. Late documentation by the 2nd bidder delayed the qualification hearing and extended the procurement schedule.

**Capital Projects – Major Commitments – July 2013 – Budget Only* Variances****Actuals Results Shaded**

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

Project	Commitment	Goal	Forecast
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7 All-Agency Budget only variance (1 New this Month)**NYCT****Line Structures**

Overcoating Portal - East 80th St / White Plains Road Line	Construction Award	Jan-13	Jan-13 (A)
		\$33.7M	\$30.4M

The project cost decrease represents a favorable bid at project award.

Stations

Brook Ave Repar - 80th & 101st St / Broadway	Construction Award	Mar-13	Mar-13 (A)
		\$36.6M	\$61.8M

Cost increase impacted by the following: a) the higher bid received, b) added scope elements requested and paid for by Columbia Presbyterian Hospital, and c) added scope for additional safety and structural needs.

4 Stations Rail Level and 1 Component Replacement / Eastham Line	Construction Award	Apr-13	May-13 (A)
		\$83.7M	\$87.3M

Project cost increase reflects high bid and additional scope. Schedule was delayed mainly awaiting approval of the procurement staff summary for the project.

Signals & Communications

Dyre Avenue Line Signals	Construction Award	Apr-13	Apr-13 (A)
		\$236.8M	\$215.7M

The project cost decrease represents a favorable bid and lower support costs.

Line Equipment

Tunnel Lighting - 36 Sts Jackson / Roosevelt / Queens Blvd Line	Construction Award	May-13	Jun-13 (A)
		\$53.7M	\$50.0M

Project cost decrease represents a revised estimate for construction. Award was delayed pending the signing of an MDC to use in-house construction forces for this project.

MTA CC**Second Avenue Subway**

98th Street Finishes	Construction Award	May-13	Jun-13 (A)
		\$265.9M	\$232.8M

Budget decrease is the result of a favorable bid. Delay due to time extension requested during procurement by multiple bidders.

Project	Commitment	Goal	Forecast
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B&T**Toll Plaza & Traffic Management**

Installation of CCTV / Fiber Optic Cable - Throgs Neck Bridge (New Item)	Construction Award	Jul-13	Aug-13
		\$11.5M	\$0.0M

This task will now be awarded through an alternative MTA program and will not longer be part of B&T's capital program.

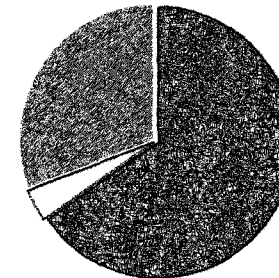
Capital Projects – Major Completions – July 2013

Twenty-six major projects are reported on through July. Seventeen are being delivered on or close to goal. Eight major completions are reported as late and one previously reported as late has now been achieved. Explanations are on the following page.

Through July, agencies have completed \$1.956 billion versus the \$2.623 billion year-to-date goal. The variance is largely due to the eight major completion delays noted above. The Rolling Stock completions performance is less than goal due to the delay of 90 Articulated Buses (\$70 million) and the delay of 23 A Division Cars (\$115 million).

Agencies currently forecast that by year-end, 82% of the \$5.4 billion annual goal will be completed. The shortfall is mostly due to the forecasted slips beyond 2013 of the Fulton Center "A and C Lines Mezzanine/ J and Z Lines Vertical Circulation" project (\$175 million) and the East Side Access "Queens Bored Tunnels and Structures" contract (\$768 million).

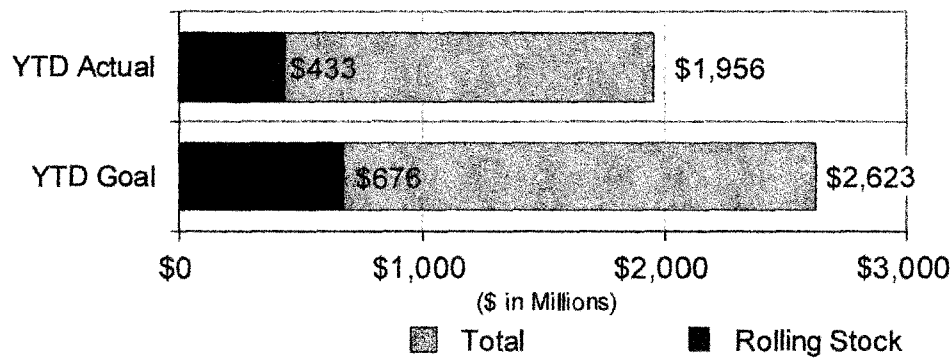
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within 2 months of Goal	17	65%	-
YELLOW = Completions delayed beyond 2 months of Goal (already achieved)	1	4%	↑ 1
RED = Completions delayed beyond 2 months of Goal (not yet achieved)	8	31%	-
Total	26	100%	↑ 1

Budget Analysis

2013 Annual Goal	\$5,446	(\$ in millions)
2013 Annual Forecast	82%	of Annual Goal
Left to Complete	56%	(\$2,489)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – July 2013 – Schedule Variances

Project	Completion	Goal	Forecast
---------	------------	------	----------

8 All-Agency Red Completions (1 new this month; no net change)

NYCT

Subway Cars

Purchase 23 A- Division Cars (R188); Convert 10 R142A Cars	Purchase Award	Jun-13	Nov-13
		\$115.3M	\$115.3M

Delay due to the loss of Rockaway Test Track from Superstorm Sandy and the resulting impact on the R188 testing program.

Stations

Station Rehab: Smith-9th Streets & 4th Ave	Construction Award	Apr-13	Dec-13
		\$40.7M	\$40.7M

Although both stations are open to the public, substantial completion on Smith-9th is delayed due to a contract dispute. Ongoing problems have resulted in a revised forecast to December.

Track

2013 Track & Switch Program (2 Projects) - 2nd Qtr	Construction Award	Jun-13	Jun-14
		\$21.9M	\$21.9M

Late delivery of switches by the vendor will cause completion of the project to slip to mid-2014.

2012 Track & Switch Program (6 Projects) - 2nd Qtr	Construction Award	Jun-13	Sep-13
		\$38.7M	\$51.7M

Upper Broadway IRT work had to be rescheduled due to General Order coordination with other projects, resulting in a delay. Track work on the Brighton line for 2012 and 2013 was combined and the revised forecast reflects this adjustment.

MNR

Line Structures

Replace/Repair Undergrade Bridge Program	Construction Award	Jun-13	Sep-13
		\$27.8M	\$27.8M

Due to rainy weather, final construction activities have been postponed until the Summer when drier conditions are anticipated.

Project	Completion	Goal	Forecast
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MTA CC

Fulton Center

A and C Lines Mezzanine / J and Z Lines Vertical Circulation	Construction Award	Mar-13	Jun-14
		\$175.2M	\$175.2M

Completion extended to June 2014 due to additional security work added to the scope of the contract.

East Side Access

Queens Bored Tunnels & Structures - CQ031	Construction Award	Jun-13	Feb-14
		\$767.8M	\$801.6M

Although the base work for CQ031 was completed, scope has been transferred to this contract from CH081, causing the budget to be increased and the schedule to be extended.

#7 Extension

Site J - Main Entrance to 34th St Station and Vent Building (New Item)	Construction Award	May-13	Aug-13
		\$129.2M	\$126.2M

Delay was due to receipt of 3rd party permits (NYCDOT and NYCDEP) for completion of sidewalk and water pipeline work, which have now been received and work is near completion.

1 All-Agency Yellow Completions (1 new this month)

MTA Bus

MTA Bus Projects

New Bus Lane Ventilation System at 146th Street (New Item)	Construction Award	Feb-13	Oct-13 (A)
		\$9.5M	\$9.5M

Project was initially delayed until a necessary high-pressure gas supply line was installed. Beneficial use has been achieved, but substantial completion was further delayed due to the timing of training for new heat recovery units.



Capital Projects – Major Completions – July 2013 – Budget* Variances

Actual Results Shaded

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

<u>Project</u>	<u>Completion</u>	<u>Goal</u>	<u>Forecast</u>	<u>Project</u>	<u>Completion</u>	<u>Goal</u>	<u>Forecast</u>
No budget only variances through July							

Status of MTA Capital Program Funding

4 - 9

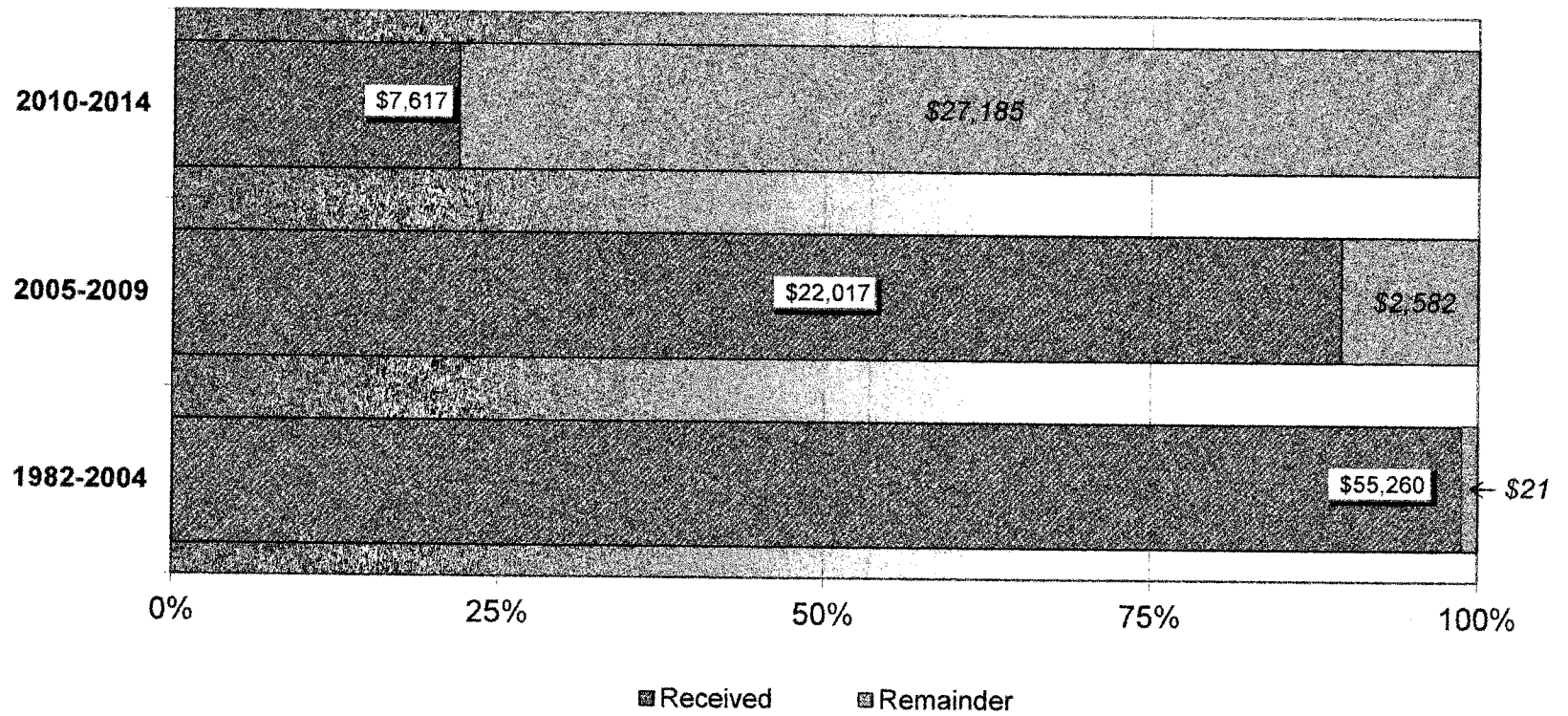


Metropolitan Transportation Authority

Capital Funding (July 31, 2013)

\$ in millions

Capital Program



Capital Funding Detail (July 31, 2013)

\$ in millions

2005-2009 Program

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

Funding Plan	Receipts		
<u>Current</u>	<u>Receipts thru June</u>	<u>This month</u>	<u>Received to date</u>
\$5,186	\$5,186	\$ -	\$5,186
2,810	1,832	-	1,832
321	245	-	245
11	11	-	11
654	654	-	654
412	409	-	409
2,367	1,848	27	1,875
149	142	-	142
1,236	604	-	604
1,450	1,064	-	1,064
3,039	3,039	-	3,039
1,221	1,221	-	1,221
5,624	5,624	-	5,624
119	110	1	112
Total	24,599	28	22,017

2010-2014 Program

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

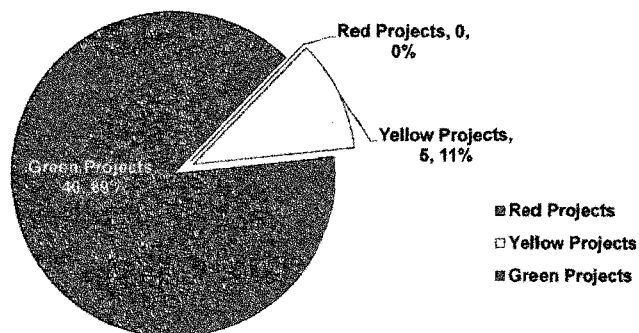
Funding Plan	Receipts		
<u>Current</u>	<u>Receipts thru June</u>	<u>This month</u>	<u>Received to date</u>
\$5,827	\$2,910	\$ -	\$2,910
295	295	-	295
221	87	-	87
2,200	-	-	-
762	288	10	299
770	87	-	87
148	-	-	-
10,503	2,759	535	3,295
1,472	257	0.1	258
2,079	133	228	361
9,431	26	-	26
160	-	-	-
758	-	-	-
175	-	-	-
Total	6,843	774	7,617



2nd Quarter 2013 Traffic Light Report on MTA Capital Program Projects

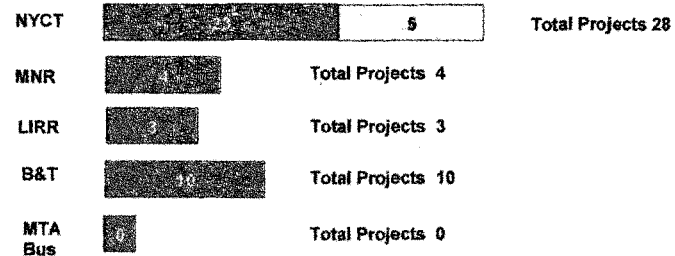
A total of 218 Projects were Reviewed for the 2nd Quarter 2013

45 Projects in Design

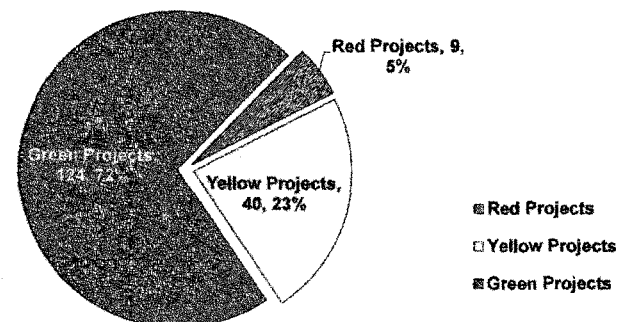


Projects in Design: 45 projects were reviewed in the design phase with 40 (89%) designated green, 5 (11%) yellow, and 0 were red. This is a decrease of 3 red projects from the 1st quarter 2013.

Last Quarter: 40 projects in the design phase with 33 (83%) designated green, 4 (10%) yellow, and 3 (7%) were red.

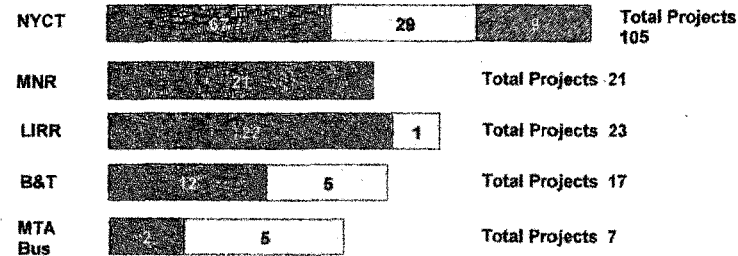


173 Projects in Construction



Projects in Construction: 173 projects were reviewed in the construction phase with 124 (72%) designated green, 40 (23%) yellow and 9 (5%) red. Of the 9 projects designated red, 6 (67%) were for a schedule variance and 3 projects for cost variance. For the 6 projects designated red for schedule, the variances ranged from 3 months to 12 months. The schedule variances were due to limitations on track and site access, unforeseen field conditions, and additional work assigned to in-house forces.

Last Quarter: 159 projects in the construction phase with 112 (70%) designated green, 35 (22%) yellow and 12 (8%) red.



**Terms and Definitions****2nd Quarter 2013 Traffic Light Report on MTA Capital Program Projects**

The following Terms and Definitions used to identify "red light projects" show variances from quarter to quarter and 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. Included in this report 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: 45**

- ☒ 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: 173

- ☒ 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
(Note: Current Budget is not Budget at Award)
- 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

**2nd Quarter 2013 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 Beach 67th Street Station - Far Rockaway Line	05 - 09	Construction	\$23,277,914	97	.50	—	1.00	—	0	—	Y
Rehabilitate Beach 60th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,667,195	94	.72	—	1.00	—	0	—	
Rehabilitate Beach 44th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,334,295	93	.76	—	1.00	—	0	—	
Rehabilitate Beach 36th Street Station - Far Rockaway Line	05 - 09	Construction	\$17,039,992	94	.85	—	1.00	—	0	—	
Rehabilitate Beach 25th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,343,944	93	.89	—	1.00	—	0	—	
Overcoat Whitlock Avenue Portal to Pelham Bay Park - Pelham Line	05 - 09	Construction	\$28,158,438	91	.00	—	1.00	—	0	—	Y
Flooding Mitigation: Various Locations	05 - 09	Construction	\$89,521,314	98	.01	—	.99	—	0	—	G
Signal Key-By Circuit Modifications Phase 2	05 - 09	Construction	\$29,193,020	79	.00	—	1.09	—	0	—	Y
Antenna Cable Replacement Phase 2	05 - 09	Construction	\$62,679,026	52	1.10	—	1.00	—	0	—	G
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	\$32,825,042	96	1.69	▼	1.00	▼	-2	▼	Y
Modernize Greeley Substation	05 - 09	Construction	\$30,810,976	87	.16	▲	1.00	—	0	—	Y
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,775,630	79	.27	—	1.00	—	0	—	Y
Repl Negative Cables RKY	05 - 09	Construction	\$13,117,490	90	.00	—	1.00	—	0	—	Y
Manhole Repairs 2 Locs	05 - 09	Construction	\$7,412,912	92	1.04	—	1.00	—	0	—	G
Jay Street Substation, DC Feeders, Circuit Breaker House # 579	05 - 09	Construction	\$35,031,896	100	.96	—	1.00	—	0	—	Y
East New York Depot Repairs	05 - 09	Construction	\$17,192,000	46	.00	—	1.00	—	0	—	G
Bus Lifts Various Locations	05 - 09	Construction	\$8,800,030	65	.00	—	1.00	—	0	—	Y
Depot Equipment	05 - 09	Construction	\$9,880,197	16	.00	—	1.00	—	0	—	Y
Priority Repairs: 3 Depots	05 - 09	Construction	\$19,777,337	38	.29	—	1.06	▼	0	—	Y
Purchase 2 Ballast Regulators	05 - 09	Construction	\$7,736,048	9	.00	—	1.00	—	0	—	G
Rubber Tire Vehicles 2008-2009	05 - 09	Construction	\$7,473,294	100	.00	—	.99	—	-1	▼	Y
Purchase 19 Diesel-Electric Locomotives	05 - 09	Construction	\$57,973,253	68	.00	—	.73	▼	0	—	G



2nd Quarter 2013 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											
Fire Alarm/Sprinklers at 5 Locations	05 - 09	Construction	\$36,877,536	92	.82	—	1.00	—	0	—	Y
Replace Canopies 5 Stns BW7	05 - 09	Construction	\$14,195,147	96	.34	—	1.00	—	0	—	G
Passenger Station Local Area Network at 27 Stations	10 - 14	Construction	\$30,146,124	0	.00	—	1.00	—	0	—	G
Replace 3 Escalators in Southern Manhattan	10 - 14	Construction	\$12,554,112	67	.10	—	.99	—	0	—	G
Station Work at Pelham Bay Park on the Pelham Line	10 - 14	Construction	\$5,829,888	0	.00	—	1.01	—	0	—	G
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Construction	\$22,273,793	0	.00	—	.99	—	0	—	
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Construction	\$26,443,420	0	.00	—	1.00	—	0	—	
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Construction	\$20,999,979	0	.00	—	1.00	—	0	—	
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Construction	\$24,828,176	0	.00	—	.99	—	0	—	
Improvements at the Dyckman Street Station on the Broadway/7th Avenue Line	10 - 14	Construction	\$45,530,131	97	.83	▲	1.00	—	0	—	Y
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$60,672,946	0	.00	—	1.00	—	0	—	G
Renewal of Central Avenue Station on the Myrtle Line	10 - 14	Construction	\$10,106,797	37	1.36	▼	.96	—	0	—	G
Renewal of Seneca Avenue Station on the Myrtle Line	10 - 14	Construction	\$7,813,315	57	.83	▼	1.00	—	0	—	G
Renewal of Forest Avenue Station on the Myrtle Line	10 - 14	Construction	\$7,011,594	18	.00	—	1.01	—	0	—	G
Renewal of Knickerbocker Avenue Station on the Myrtle Line	10 - 14	Construction	\$10,417,645	86	.05	—	.99	—	0	—	G
Renewal of Fresh Pond Avenue Station on the Myrtle Line	10 - 14	Construction	\$8,562,673	21	4.47	▲	.99	—	0	—	G
Component Repairs at 149 St - Grand Concourse on the Jerome Line	10 - 14	Construction	\$7,859,980	85	.00	—	1.17	▲	0	—	R
Component Repairs at 149 St - Grand Concourse on the White Plains Road Line	10 - 14	Construction	\$9,329,801	85	.00	—	1.11	▲	0	—	R
Component Repairs at 157 Street Station on the Broadway-7th Avenue Line	10 - 14	Construction	\$3,386,587	0	.00	—	1.00	▲	0	—	G

2nd Quarter 2013 Traffic Light Report

Projects in Design and Construction

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NYCT - New York City Transit Program											
Component Repairs at 5 Stations on the Brighton Line	10 - 14	Construction	\$6,875,699	0	.00	—	1.00	—	0	—	G
ADA Accessibility at Forest Hills-71 Av Station on the Queens Blvd Line	10 - 14	Construction	\$21,798,619	59	.42	▼	1.00	—	0	—	Y
ADA Accessibility at Kingsbridge Rd Station on the Concourse Line	10 - 14	Construction	\$20,305,233	60	.44	▲	1.00	—	0	—	G
ADA Accessibility at Utica Ave Station on the Fulton Line	10 - 14	Construction	\$14,125,330	64	.76	▼	1.00	—	0	—	G
ADA Accessibility at Hunts Point Ave Station on the Pelham Line	10 - 14	Construction	\$14,251,216	54	.77	▲	1.00	—	0	—	Y
ADA Accessibility at Dyckman Street Station on the Broadway-7th Avenue Line	10 - 14	Construction	\$13,698,106	27	15.78	▲	1.00	—	0	—	Y
Water Condition Remedy	10 - 14	Construction	\$6,658,464	54	.85	▲	1.00	—	0	—	G
2012 Welded Rail Installation	10 - 14	Construction	\$9,049,206	0	.00	—	1.00	—	12	▲	R
2013 Mainline Track Replacement on the 6th Avenue Line	10 - 14	Construction	\$18,096,606	59	.00	—	1.00	—	0	—	G
2013 Mainline Track Replacement on the Broadway-7th Avenue Line	10 - 14	Construction	\$6,560,850	85	.00	—	1.00	—	3	▲	R
2013 Mainline Track Replacement on the Lexington Line	10 - 14	Construction	\$14,248,133	96	.00	—	1.00	—	-1	▼	G
2013 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$11,307,010	45	.00	—	1.00	—	2	▲	G
2013 Mainline Track Replacement on the Sea Beach Line	10 - 14	Construction	\$12,001,301	60	.00	—	1.00	—	0	—	G
2013 Mainline Track Replacement on the Jamaica Line	10 - 14	Construction	\$16,754,059	29	.00	—	1.00	—	0	—	G
2013 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$8,216,788	86	.00	—	1.00	—	0	—	G
2013 Mainline Track Replacement on the Lenox-White Plains Road Line	10 - 14	Construction	\$5,586,001	80	.00	—	1.00	—	3	▲	R
2013 Mainline Track Replacement on the White Plains Road Line	10 - 14	Construction	\$7,079,603	75	.00	—	1.00	—	-5	▼	G
2013 Mainline Switch Replacement: Design and Support Costs	10 - 14	Construction	\$6,892,515	50	.00	—	1.00	—	0	—	G



2nd Quarter 2013 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											
2013 Mainline Switch Replacement on the Queens Boulevard Line	10 - 14	Construction	\$15,325,787	90	.00	—	1.00	—	12	▲	R
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Construction	\$52,436,729	1	.00	—	1.00	▲	0	—	G
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$60,908,428	29	.03	—	1.00	—	0	—	G
Structural Rehabilitation / Flood Wall at the 148 St Yard	10 - 14	Construction	\$22,632,664	91	.81	—	1.00	—	0	—	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,300,000	52	.00	—	1.00	—	0	—	G
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$40,381,843	56	.00	—	1.00	—	4	▲	R
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,766,541	44	-.10	—	1.00	—	0	—	Y
Structure Repair from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$21,020,819	95	.79	▼	1.00	—	1	▲	G
Demolish Abandoned Structures	10 - 14	Construction	\$10,320,496	0	.00	—	.68	▼	0	—	G
Overcoat Painting from Portal-E 180 St on the White Plains Road Line	10 - 14	Construction	\$30,425,245	1	.00	—	1.00	—	0	—	G
Overcoat Painting from Broadway Junction-Cypress Hills on the Jamaica Line	10 - 14	Construction	\$19,011,173	37	.23	▼	1.00	—	0	—	G
Overcoat Painting from Dyckman St-215 St on the Broadway-7th Av Line	10 - 14	Construction	\$13,908,803	0	.00	—	1.00	▲	0	—	G
Overcoat Painting from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$19,221,339	92	.00	—	1.00	—	1	▲	G
Steinway Tube Rehabilitation	10 - 14	Construction	\$33,223,880	74	.00	—	.96	—	0	—	G
Portal Repairs on the Broadway-7 Avenue Line	10 - 14	Construction	\$16,835,379	0	.00	—	1.00	—	0	—	G
Modification of Signal Control Lines - Phase 4	10 - 14	Construction	\$25,334,078	0	.00	—	1.00	—	0	—	G
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$16,257,719	10	.60	—	.49	—	0	—	G

2nd Quarter 2013 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											
Install Station Time Signal Enhancements on the Lexington Avenue Line - Phase 2	10 - 14	Construction	\$50,725,843	21	.74	▼	1.00	—	0	—	G
Replace Stop Cables for Signals - Phase 4	10 - 14	Construction	\$4,715,479	85	.00	—	.98	—	0	—	G
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,191,639	0	.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	\$47,592,791	62	.88	▼	1.02	—	0	—	G
Upgrade Police Radio System	10 - 14	Construction	\$7,528,142	0	.00	—	.26	—	0	—	G
Install Public Address/Customer Info Screen Systems at 43 Stations	10 - 14	Construction	\$88,936,291	1	.00	—	1.16	—	0	—	Y
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	50	.00	—	1.00	—	0	—	Y
Rehabilitate 5 Substation Enclosures	10 - 14	Construction	\$15,165,038	91	-.14	—	1.00	—	0	—	Y
Modernize 10th Street Substation on the Culver Line	10 - 14	Construction	\$17,369,667	95	.69	▲	1.00	—	0	—	G
Repair/Replace Underground Substation Hatchways - Phase 2	10 - 14	Construction	\$15,647,000	30	.00	—	.99	—	0	—	G
Cabling Central Substation - 6th Avenue Line	10 - 14	Construction	\$14,080,027	0	.00	—	.72	▼	0	—	G
Repair Power System Duct Bank from 141st Street to 148th Street on the Lenox Avenue Line	10 - 14	Construction	\$19,818,512	96	.87	▲	1.00	—	-1	▼	Y
Rehab Circuit Breaker House #146 on the Brighton Line	10 - 14	Construction	\$6,630,988	0	.00	—	1.00	▼	0	—	G
Upgrade 207 St Overhaul Shop Electrical System	10 - 14	Construction	\$20,899,771	86	.84	▲	1.00	—	0	—	Y
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Construction	\$15,078,137	0	.00	—	.89	▲	0	—	G
Rehabilitate Coney Island Power Centers #2 & #3	10 - 14	Construction	\$8,379,049	94	.36	▲	1.00	—	-2	▼	G
2013 Yard Switch Replacement	10 - 14	Construction	\$7,157,966	0	.00	—	1.00	—	0	—	G

2nd Quarter 2013 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											
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$17,757,331	23	.00	—	.71	▲	0	—	Y
Rehab 3 Bus Washers at Manhattanville Depot	10 - 14	Construction	\$4,767,835	48	.00	—	1.01	—	0	—	G
Purchase 8 Auger Snow-throwers	10 - 14	Construction	\$8,747,197	93	.00	—	.97	—	-1	▼	G
Purchase 118 Non-Revenue Vehicles	10 - 14	Construction	\$13,394,134	0	.00	—	.96	—	0	—	G
Fire Sprinkler/Alarm Systems at 12 Employee Facilities	10 - 14	Construction	\$24,335,829	30	1.46	▲	.80	▲	0	—	G
Disposition of Jay Street Systems Phase 1	10 - 14	Construction	\$13,874,824	71	.00	—	1.31	▲	0	—	R
Maspeth Warehouse Repairs	10 - 14	Construction	\$9,860,499	0	.00	—	1.00	—	0	—	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	69	.00	—	1.00	—	5	▲	R
Rehabilitation of 20 Avenue Station on the Sea Beach Line	10 - 14	Design	\$37,472,826	90	.00	—	1.07	▲	0	—	G
Rehabilitation of 8 Avenue Station on the Sea Beach Line	10 - 14	Design	\$42,607,954	90	.00	—	1.00	—	0	—	
Rehabilitation of Fort Hamilton Parkway Station on the Sea Beach Line	10 - 14	Design	\$48,763,305	90	.00	—	1.00	—	0	—	
Rehabilitation of 18th Avenue Station on the Sea Beach Line	10 - 14	Design	\$44,736,977	90	.00	—	1.00	—	0	—	
Rehabilitation of Kings Highway Station on the Sea Beach Line	10 - 14	Design	\$44,298,413	90	.00	—	1.00	—	0	—	
Rehabilitation of New Utrecht Avenue Station on the Sea Beach Line	10 - 14	Design	\$47,223,057	90	.00	—	1.00	—	0	—	G
Rehabilitation of Bay Parkway Station on the Sea Beach Line	10 - 14	Design	\$50,800,801	90	.00	—	1.00	—	0	—	
Rehabilitation of Avenue U Station on the Sea Beach Line	10 - 14	Design	\$47,232,264	90	.00	—	1.00	—	0	—	
Rehabilitation of 86 St Station on the Sea Beach Line	10 - 14	Design	\$36,214,848	90	.00	—	1.00	—	0	—	
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Design	\$1,031,394	95	.00	—	.12	—	0	—	Y
Renewal of Ditmas Avenue Station on the Culver Line	10 - 14	Design	\$832,144	40	.00	—	.04	—	0	—	G
Component Repairs at 6 Stations on the Jamaica Line	10 - 14	Design	\$2,023,708	10	.00	—	.08	—	0	—	G



2nd Quarter 2013 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											
Component Repairs at 2 Stations on the Culver Line	10 - 14	Design	\$13,310,337	40	.00	—	1.00	—	0	—	G
Component Repairs at 3 Stations on the Lexington Line	10 - 14	Design	\$7,228,348	40	.00	—	1.07	—	0	—	G
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Design	\$3,250,463	95	.00	—	.09	—	0	—	Y
Access Improvements at Grand Central Station	10 - 14	Design	\$19,438,100	60	.00	—	.98	—	0	—	G
Replace Ventilation Controls at 26 Locations	10 - 14	Design	\$1,755,800	50	.00	—	.11	▲	2	▲	G
Rehabilitation of Retaining Wall on the Sea Beach Line	10 - 14	Design	\$41,003,846	90	.00	—	1.00	—	0	—	G
Overcoat Painting from Church Ave Portal-W 8 St on the Culver Line	10 - 14	Design	\$44,761,917	65	.00	—	.87	—	0	—	G
Overcoat Painting from Broadway Junction-New Lots Ave on the Canarsie Line	10 - 14	Design	\$25,594,698	80	.00	—	1.00	—	-2	▼	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Design	\$220,819,100	95	.00	—	1.00	—	1	▲	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Design	\$232,290,710	80	.00	—	1.00	—	0	—	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	17	.00	—	3.69	—	0	—	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Design	\$25,286,505	75	.00	—	1.07	—	-10	▼	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Design	\$15,391,216	90	.00	—	1.05	—	0	—	Y
Replacement of Bus Radio System	10 - 14	Design	\$308,948,412	52	.09	—	1.50	—	1	▲	Y
Perimeter Hardening at the Rail Control Center and 130 Livingston Plaza	10 - 14	Design	\$4,800,000	87	.00	—	.40	—	2	▲	Y
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$12,135,559	48	.32	▼	1.00	—	0	—	Y



2nd Quarter 2013 Traffic Light Report

Projects in Design and Construction

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NYCT - New York City Transit Program											
Rehabilitation of 8 Bridges and 1 Culvert on the Staten Island Railway.	10 - 14	Construction	\$21,804,676	79	.27	■	1.00	▲	0	■	G
LIRR - Long Island Rail Road Program											
New Elevators-Queen Village St	05 - 09	Construction	\$8,450,000	92	.93	▲	1.00	■	0	■	G
Queens Blvd Bridge Rehabilitation	05 - 09	Construction	\$18,881,791	93	-.07	▼	1.00	■	0	■	Y
Substations Environmental Reme	05 - 09	Construction	\$10,285,164	72	.00	■	1.00	■	0	■	G
Morris Park Environmental Stud	05 - 09	Construction	\$8,594,501	98	.07	■	1.00	■	2	▲	G
New Elevators -Flushing-MainSt	05 - 09	Design	\$8,290,000	50	.00	■	1.00	■	0	■	G
Massapequa Station Platform Replacement	10 - 14	Construction	\$20,520,000	7	.00	■	1.00	■	0	■	G
2013 Annual Track Program	10 - 14	Construction	\$67,900,000	45	.00	■	1.00	■	0	■	G
Construction equipment purchase used for track program	10 - 14	Construction	\$7,000,000	0	.00	■	1.00	■	0	■	G
Right of Way - Fencing installation	10 - 14	Construction	\$8,001,810	0	.00	■	1.00	■	0	■	G
Rehabilitation construction of three bridges on the Montauk Branch in Hampton Bays, Suffolk County.	10 - 14	Construction	\$19,391,647	96	.99	▲	1.00	■	-2	▼	G
Bridge Painting Program	10 - 14	Construction	\$5,409,500	56	.00	■	1.00	■	0	■	G
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	26	.00	■	1.00	■	0	■	G
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	31	.00	■	1.00	■	0	■	G
Communication Pole / Copper Plant Replacement system wide	10 - 14	Construction	\$7,000,000	74	.00	■	1.00	■	0	■	G
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	25	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Cable Replacement	10 - 14	Construction	\$5,100,000	29	.00	■	1.00	■	0	■	G
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	66	.00	■	1.00	■	0	■	G

**2nd Quarter 2013 Traffic Light Report
Projects in Design and Construction**

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LIRR - Long Island Rail Road Program											
Employee Facilities Renewals	10 - 14	Construction	\$10,100,009	0	.00	—	1.01	—	0	—	G
Replace 6 Traction Power Substations	10 - 14	Construction	\$25,522,757	18	.00	—	1.00	—	0	—	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	42	.00	—	1.00	—	0	—	G
3rd Rail - Aluminum Rail replacement	10 - 14	Construction	\$10,900,000	64	.00	—	1.00	—	0	—	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	0	.00	—	1.00	—	0	—	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	25	.00	—	1.00	—	0	—	G
Woodhaven Boulevard Bridge rehabilitation	10 - 14	Construction	\$11,000,000	63	.00	—	1.00	—	0	—	G
Atlantic Branch Half tie replacement	10 - 14	Design	\$14,000,000	55	.00	▼	1.00	—	2	▲	G
Atlantic Avenue Viaduct - Phase IIb	10 - 14	Design	\$46,800,114	32	.00	—	1.00	—	0	—	G
MNR - Metro-North Railroad Program											
Replace/Repair Undergrade Brid	05 - 09	Construction	\$27,326,195	97	.00	—	.98	—	0	—	G
Overhead Bridge Program-E of H	05 - 09	Construction	\$19,423,164	29	3.44	▲	3.23	▲	0	—	G
Park Avenue Tunnel Renewal	10 - 14	Construction	\$7,335,215	65	.00	—	.90	—	0	—	G
New Haven Line Stations Component Renewals	10 - 14	Construction	\$35,082,283	40	.00	—	.96	—	0	—	G
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$64,709,595	50	.00	▼	1.00	—	0	—	G
Grand Central Terminal Turnout / Switch Renewal	10 - 14	Construction	\$13,526,845	75	.00	—	.99	—	0	—	G
Rock Slope Remediation -Priority Sites Along the Right-of-Way	10 - 14	Construction	\$6,666,911	17	.00	—	.95	—	0	—	G
Drainage and Undercutting Improvements Along the Right-of-Way	10 - 14	Construction	\$12,387,418	2	.00	—	1.23	—	0	—	G
Rebuild Retaining Walls	10 - 14	Construction	\$8,485,869	15	.00	—	.95	—	0	—	G
Annual Track Program	10 - 14	Construction	\$12,581,000	100	.00	—	1.00	—	0	—	G
Annual Track Program	10 - 14	Construction	\$12,666,000	0	.00	—	.97	—	0	—	G



2nd Quarter 2013 Traffic Light Report Projects in Design and Construction

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MNR - Metro-North Railroad Program											
Annual Track Program	10 - 14	Construction	\$12,670,000	0	.00	■	.93	■	0	■	G
Employee Welfare and Storage Facility Rehabilitations	10 - 14	Construction	\$9,913,725	99	.00	▼	.99	■	0	■	G
Repair/Replacement of Undergrade Bridges	10 - 14	Construction	\$28,329,680	3	.00	■	.97	■	0	■	G
West of Hudson Annual Track Program	10 - 14	Construction	\$20,815,922	69	.00	■	.98	■	0	■	G
Moodna and Woodbury Viaduct Rehabilitation	10 - 14	Construction	\$8,134,851	0	.00	■	.81	▼	0	■	G
Upgrade West of Hudson Signal System	10 - 14	Construction	\$64,606,677	8	.00	■	.95	■	0	■	G
Replace Fiber/Communication & Signals Cables	10 - 14	Construction	\$4,643,784	10	.00	■	.95	■	0	■	G
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$50,947,562	32	.00	▲	1.76	▲	0	■	G
Renewal of Harlem and Hudson Substation Switchgear	10 - 14	Construction	\$18,705,227	50	.00	■	2.33	■	0	■	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$25,408,873	0	.00	■	2.76	▲	0	■	G
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Design	\$28,040,505	58	.00	■	.96	■	0	■	G
Grand Central Terminal Elevator Rehabilitation - Phase 4	10 - 14	Design	\$6,488,690	15	.00	■	.86	■	0	■	G
Harlem Line Stations Component Renewal	10 - 14	Design	\$25,647,453	1	.00	■	.99	■	0	■	G
Repair/Replace Undergrade Bridges on the West of Hudson, Port Jervis Line	10 - 14	Design	\$9,235,859	10	.00	■	.84	■	0	■	G
B&T - Bridges and Tunnels Program											
Structural Steel Repairs at The Suspended Spans and Tower Spans of the Throgs Neck Bridge	05 - 09	Construction	\$40,400,752	70	.98	■	1.00	■	0	■	Y
Cable and Anchorage Investigat	05 - 09	Design	\$8,178,426	94	.00	■	1.00	■	-14	▼	G
Service & FE Building Rehab	05 - 09	Design	\$13,324,490	90	.00	■	1.00	■	1	▲	G



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B&T - Bridges and Tunnels Program											
Concrete Repairs at the Bronx Anchorage of the Bronx-Whitestone Bridge	10 - 14	Construction	\$8,036,223	20	.00	—	1.00	—	0	—	G
Structural Rehabilitation - Phase I - Henry Hudson Bridge	10 - 14	Construction	\$8,578,850	77	1.09	—	1.00	—	0	—	G
Miscellaneous Structural Rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$22,043,388	64	.35	▼	1.00	—	0	—	G
Deck Replacement - the Queens Elevated and On-Grade Approach of the Bronx-Whitestone Bridge	10 - 14	Construction	\$161,973,711	55	.34	—	1.00	—	0	—	G
Replacement of the Upper Level Sidewalk, Curb Stringers, and Roadway Lighting - Henry Hudson Bridge	10 - 14	Construction	\$41,842,095	92	.99	▼	1.00	—	0	—	Y
Demolition and Reconstruction of the Manhattan to Queens Ramp of the Robert F. Kennedy Bridge	10 - 14	Construction	\$63,589,165	30	.71	▼	1.00	—	0	—	G
Phase B of the Rehabilitation of the Orthotropic Deck - Throgs Neck Bridge	10 - 14	Construction	\$25,368,124	50	.00	—	1.00	—	0	—	Y
Toll Plaza Improvements: Eastbound and Westbound Ramps, Eastbound Mainline Rehabilitation - Verrazano-Narrows Bridge	10 - 14	Construction	\$70,584,446	46	.53	▼	1.00	—	0	—	G
Replacement of the Upper Level Suspended Span Deck - Verrazano-Narrows Bridge	10 - 14	Construction	\$370,274,863	4	.00	—	1.00	▲	0	—	G
Installation of Closed Circuit TV and Fiber Optic Cable Networks	10 - 14	Construction	\$22,417,869	1	.00	—	1.00	—	0	—	G
Second Generation E-ZPass In-Lane Subsystem Evaluation and Modernization	10 - 14	Construction	\$21,450,484	50	.00	—	1.00	▲	0	—	G
Replacement of the Electrical Switchgear and Equipment - Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,736,825	67	1.05	—	1.00	—	0	—	G



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B&T - Bridges and Tunnels Program											
Tunnel Ventilation Building Electrical Upgrade: Replace Electrical Switchgear and Fan Motor Control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$56,178,852	0	.00	—	1.00	▲	1	▲	ⓐ
Paint - Bronx Approach, Throgs Neck Bridge	10 - 14	Construction	\$46,240,750	50	.24	—	1.00	—	0	—	ⓑ
Paint - Steel Members of the Suspended Span Deck - Throgs Neck Bridge	10 - 14	Construction	\$6,238,747	70	.00	—	1.00	—	0	—	ⓐ
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$32,908,184	4	.00	—	1.00	—	0	—	ⓐ
Rehabilitation of Tunnel Walls, Roadway Drainage and Firelines, and Ceiling Repairs - Brooklyn-Battery Tunnel	10 - 14	Design	\$78,571,795	50	.00	—	1.00	—	0	—	ⓐ
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Design	\$20,593,747	71	.00	—	1.00	—	0	—	ⓐ
Replacement of Brooklyn Plaza Structural Slab - Brooklyn-Battery Tunnel	10 - 14	Design	\$22,334,375	46	.00	—	1.00	—	0	—	ⓐ
Rehabilitation of the Rockaway Point Boulevard and Jacob Riis Park Pedestrian Bridges	10 - 14	Design	\$7,605,606	40	.00	—	1.00	—	0	—	ⓐ
Replacement of the Bronx and Manhattan Toll Plaza deck area, utility relocation, personnel and facilities relocation - Robert F. Kennedy Bridge	10 - 14	Design	\$317,852,251	60	.00	—	1.00	—	0	—	ⓐ
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F. Kennedy Bridge	10 - 14	Design	\$47,777,887	40	.00	—	1.00	—	0	—	ⓐ
Rehabilitation of the Programmable Logic Controller, Electrical and Mechanical Systems of the Marine Parkway Bridge Lift Span	10 - 14	Design	\$24,028,701	34	.00	—	1.00	▼	0	—	ⓐ



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MTA Bus Program											
Miscellaneous Repairs at the Brooklyn Parking Garage	10 - 14	Design	\$6,268,238	30	.00	—	1.00	—	0	—	G
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$14,746,173	35	.60	▲	1.10	▲	0	—	Y
Relo. Tanks/Washers-Eastchester	05 - 09	Construction	\$12,881,518	9	6.72	▲	1.00	—	2	▲	G
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,364,776	71	1.07	▲	.95	—	0	—	Y
Roof/Ventilation Far Rockaway	05 - 09	Construction	\$8,274,918	99	.86	▲	1.19	▲	0	—	Y
Roof/Ventilation JFK	05 - 09	Construction	\$9,542,474	94	.18	▲	1.00	—	4	▲	G
Addtl Fuel Capacity BP JFK LG	05 - 09	Construction	\$3,527,169	2	.00	—	1.00	—	0	—	Y
Fire Protection JFK LG BP ECH	05 - 09	Construction	\$8,624,855	86	.88	▲	1.00	—	2	▲	Y

MTA Agency: NYC Transit	Status as of June 30, 2013
Project Name: Station Component Repairs 149 th Street: 149 th Street/ Jerome Line /149 th Street WPR Line, Bronx.	Current Budget: \$15.1M
	Project EAC: \$17.0M
	Substantial Completion Date at Award: Jul 2013
Project No: T6041267/T6041268	Current Substantial Completion Date: Aug 2013
Project Phase: Construction	Phase Complete 85%

Project Description
The objective of this project is repair of floors and four platform edges at 149 th Street - Grand Course Station on Jerome Ave. Line and repair of floors, platform edges and stairways at 149 th Street - Grand Course Station on White Plains Road (WPR) Line in the Bronx. The project was awarded to in-house forces of Infrastructure Capital Construction (ICC, Subways) on June 2012. The contract was 85% complete as of June 2013 and Substantial Completion is scheduled for August 30, 2013.
Problem Since Last Quarterly Report
Index Trigger (s) : Cost
Cost for both projects (T6041267/68): During the 2 nd Quarter 2013, EAC for T60412/68: 149 th Street Grand Concourse/WPR increased by approximately \$0.9M (from \$8.40M to \$9.32M) and for T40412/67: 149 th Street Grand Concourse/Jerome by \$1.1M (from \$6.7M to \$7.8M). The total \$2.0M increase for both projects include \$1.08M required in Contingency for approved, pending, and anticipated Additional Work Orders; and an additional \$0.75M in TA Labor for additional General Orders, flagging and buses required for the project.
What is Being Done
Cost for both projects (T6041267/68): A Capital Budget Modification request to cover the stated increase in construction budget has been submitted.
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 has been performed by in-house labor; therefore, Agency ACE evaluation is not applicable.



MTA Agency: New York City Transit	Status as of June 30, 2013
Project Name: In-House Welded Rail Program - 60th Street Tube	Current Budget: \$9.05M
	Project EAC: \$9.05M
	Substantial Completion Date at Award: December 2013
Project No: T6050209	Current Substantial Completion Date: December 2014
Project Phase: Construction	Phase Complete: 0%

Project Description
<p>This project involves replacing obsolete plates and jointed rail with new continuous welded rail and plates. This project will maintain the track in a state of good repair and extend the useful life.</p>
Problem Since Last Quarterly Report
<p>Index Trigger (s) : Schedule</p> <p>Schedule: During the 2nd Quarter of 2013, Substantial Completion slipped 12 months from December 2013 to December 2014. It was determined that working during week nights instead of extended weekend General Orders is cost prohibitive in the 60th Street tube. Production rates are much higher during weekends. However, weekend General Orders are very limited in the 60th Street tube and need to be coordinated with Operations Planning in order to minimize service disruptions. Therefore, work will be scheduled when track access becomes available in 2014.</p>
What is Being Done
<p>Schedule: Minor maintenance improvements will be performed until scheduled work commences.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The construction is being performed by in-house labor; therefore, Agency ACE evaluation is not applicable.</p>

**New York City Transit**

MTA Agency: New York City Transit	Status as of June 30, 2013
Project Name: In-House Track Program - Broadway 7th Ave.	Current Budget: \$6.56M
	Project EAC: \$6.56M
	Substantial Completion Date at Award: June 2013
Project No: T6050256	Current Substantial Completion Date: September 2013
Project Phase: Construction	Phase Complete: 85%

Project Description

This project involves reconstruction of 52 Type III panels at north of 231st Street, Track BB-1, Broadway IRT Upper Manhattan.

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

Schedule: During the 2nd Quarter, Substantial Completion slipped 3 months from June 2013 to September 2013 in order to obtain track access for final completion.

What is Being Done

The project achieved Beneficial Use on July 30, 2013. Final inspection will be scheduled so that minor defects can be corrected in order to achieve the forecasted September 2013 Substantial Completion date.

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; therefore, Agency ACE evaluation is not applicable.



MTA Agency: New York City Transit	Status as of June 30, 2013
Project Name: In-House Track Program – Lenox White Plains Road Line	Current Budget: \$5.59M
	Project EAC: \$5.59M
	Substantial Completion Date at Award: September 2013
Project No: T6050266	Current Substantial Completion Date: December 2013
Project Phase: Construction	Phase Complete: 80%

Project Description
The project involves approximately 700 feet of track reconstruction located north of 96 th Street., Track F-2, and reconstruction of 17 Type III track panels at north of Freeman Street. Track F-2 and south of Prospect Avenue, Track F-M.
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
Schedule: During the 2 nd Quarter 2013, Substantial Completion slipped 3 months from September 2013 to December 2013. The two panel sections projects were combined and scheduled concurrently, but due to excessive bus support costs to take two tracks out of service it was decided that these would be done one at a time. Work south of Prospect Avenue was therefore delayed due to unavailability of track access.
What is Being Done
Schedule: Due to further conflicts with a project at Burnside Avenue on the J-M Line, which is also a part of the track program, NYCT anticipates that this project may experience further delays.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and actions taken by the Agency.
All Agency Contractor Evaluation: The construction has been performed by in-house labor; therefore, Agency ACE evaluation is not applicable.



MTA Agency: New York City Transit	Status as of June 30, 2013
Project Name: In-House Switch Program – Jamaica Yard Lead – Queens Blvd Line	Current Budget: \$15.3M
	Project EAC: \$15.3M
	Substantial Completion Date at Award: Jun 2013
Project No: T6050317	Current Substantial Completion Date: Jun 2014
Project Phase: Construction	Phase Complete: 90%

Project Description
As part of the 2013 In-House Switch Program this project calls for replacement of six switches leading up to Jamaica Yard Lead, Queens Boulevard Line.
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
Schedule: During the 2 nd Quarter 2013, Substantial Completion slipped 12 months from June 2013 to June 2014. This was due to a delay in receiving switches supplied by the vendor for the 2013 switch replacement program.
What is Being Done
Schedule: Work was advanced from the 2014 program. The advanced switch work involves standard turnouts which were on hand and utilizes available track access, personnel and resources that were originally planned to be utilized during this time frame. To date, four switches have been replaced and the remaining two switches may be deferred until 2014. If the rest of this project, which involves the installation of two switches, is deferred, the savings will be utilized against the work advanced from the 2014 track program.
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 has been performed by in-house labor, therefore Agency ACE evaluation is not applicable.

MTA Agency: NYC Transit	Status as of June 30, 2013
Project Name: Culver Viaduct Rehabilitation Phase III - Underside	Current Budget: \$40.4M
	Project EAC: \$40.4M
	Substantial Completion Date at Award: May 2013
Project No: T6070303	Current Substantial Completion Date: Dec 2013
Project Phase: Construction	Phase Complete: 65%

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 griders with Fiber Reinforced Polymer (FRP).</p>
Problem Since Last Quarterly Report
<p>Index Trigger (s) : Schedule</p> <p>Schedule: During the 2nd Quarter 2013, substantial completion slipped 4 months, from August 2013 to December 2013. Delays are due to the contractor's lack of access to both the Smith/9th Street Station and 10th Street Substation since other contractors were renovating these sites under different contracts. The sites were unavailable for the contractor to perform needed work, thereby delaying the project.</p> <p>In addition, the estimated quantities in the contract documents for concrete encasement removal, lead abatement, spalled concrete repairs and steel painting were exceeded due to unforeseen field conditions which also led to delays in the project.</p>
What is Being Done
<p>Schedule: A schedule extension has been initiated to adjust the contractor's Substantial Completion date to July 2014. A budget modification is being prepared to address the cost impacts associated with the increased quantities and will be funded with project reserves.</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 performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of June 30, 2013
Project Name: Jay Street Systems Phase 1: New PBX Room	Current Budget: \$10.5M
	Project EAC: \$13.9M
	Substantial Completion Date at Award: Dec 2014
Project No: T6160702	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 71%

Project Description
<p>This project will construct a new communications Public Branch Exchange (PBX) Room at 370 Jay Street, Mezzanine Level as a sub-project of Jay Street Systems which will migrate all NYCT Communication Systems out of the building and into the Subway Station Level so as to vacate equipment for the new building pursuant to a Relocation Agreement between the City of New York, MTA/NYCT and New York University(NYU). NYCT will relocate their operations and equipment from the building. Per the agreement, the work is structured on a 42 month schedule in which after 24 months NYU becomes the lessee of the building and stages its development work around final completion of NYCT's relocation work. The agreement stipulates that NYU will make payments to NYCT totaling \$50M for the relocation work. This contract is being constructed by in-house forces of Infrastructure Capital Construction (ICC, Subways).</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Cost
<p>Cost: During the 2nd Quarter 2013, EAC increased \$3.3M, summarized as follows: TA Labor estimates were increased due to additional work, design changes, bulletins and General Order's. Engineering Force Account increased due to unanticipated Additional Work Orders (AWO's) including the processing and ordering of parts as well as support for design revisions and support for as-built drawings. In house construction increased due to additional work required by design changes and unforeseen field conditions.</p>
What is Being Done
<p>Cost: The budget discrepancy of \$3.3M is temporary and will be resolved once the adjustment is made to direct reimbursement from NYU funding.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presumed in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The construction has been performed by in-house labor; therefore, Agency ACE evaluation is not applicable.</p>



MTA Agency: NYC Transit	Status as of June 30, 2013
Project Name: Rehabilitate Employee Facility at 207 th Street/ 8 th Avenue Station	Current Budget: \$6.65M
	Project EAC: \$6.65M
	Substantial Completion Date at Award: Jul 2013
Project No: T6160713	Current Substantial Completion Date: Dec 2013
Project Phase: Construction	Phase Complete: 69%

Project Description
<p>This project provides for the construction of a new facility and rehabilitates existing facilities on the mezzanine level and platform level of the 207th Street Station, 8th Avenue line. The total area of rehabilitation and reconstruction is approximately 14,000 sq. ft. The project will provide offices, M/F locker rooms and toilets, workshop, storage rooms, wash-up areas, mechanical room, heating ventilation, electrical system, air conditioning, lighting, plumbing, flooring and communication systems. The facilities from six operating divisions, including Stations, Car Equipment, Track, Structures and Facilities, RTO and Signals, will be rehabilitated.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: During the 2nd Quarter, Substantial Completion slipped five months from July 2013 to December 2013. The project was delayed due to the increase in unscheduled capital projects awarded to in-house forces of Infrastructure Capital Construction (ICC, Subways) including Hurricane Sandy. The award of these additional projects to ICC has adversely impacted their ability to maintain existing construction schedules with their fixed workforce. This has caused the Department of Subways to reprioritize projects as well as reforecast the substantial completion for the 207th Street facility.</p>
What is Being Done
<p>Schedule: The full impact of the unscheduled capital projects on the Rehabilitation of the 207th Street Employee Facility is being assessed. The Department of Subways is anticipating a substantial completion date of June 2014, and an action plan will be developed.</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 work has been performed by in-house labor; therefore, Agency ACE evaluation is not applicable.</p>



Projects in CPOC's Risk-Based Monitoring Program (Not Included in Second Quarter 2013 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
 - CBTC- Flushing Line
 - VHF Radio
- **New Subway Car Procurement**
- **New Bus Procurement**
- **CRR Rolling Stock / Procurement**
- **Bus Depots**
 - Mother Clara Hale
- **MNR Shops and Yards**
 - Harmon Shop Replacement Phase V, Stage I
- **LIRR Infrastructure**
 - Main Line Double Track Ronkonkoma to Farmingdale
- **Bridges & Tunnels**
 - Verrazano-Narrows Bridge Upper Level Deck Replacement
 - RFK Bridge Bronx Toll Plaza Structure Reconstruction

