



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

May 2011

Committee Members

J. Walder, Chair

J. Blair

A. Cappelli

D. Frasca

S. Metzger

C. Moerdler

M. Page

M. Pally

J. Sedore

V. Tessitore

C. Wortendyke



MEETING AGENDA

MTA CPOC COMMITTEE

May 23, 2011 – 1:45 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

<u>AGENDA ITEMS</u>	<u>Page</u>
PUBLIC COMMENTS PERIOD	
1. APPROVAL OF MINUTES – APRIL 21	TAB 1 1 - 1
2. COMMITTEE WORK PLAN	1 - 5
3. MTA NEW FARE PAYMENT SYSTEMS UPDATE (handout at meeting)	
4. B&T RISK ASSESSMENT ON BRONX-WHITESTONE BRIDGE	TAB 2 2 - 1
5. NYCT RISK ASSESSMENT ON MULRY SQUARE FAN PLANT	TAB 3 3 - 1
6. CAPITAL PROGRAM STATUS	TAB 4
• Commitments/Completions	4 - 1
• Funding	4 - 7
• Traffic Light Report	4 - 10

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
April 21, 2011
New York, New York
1:45 P.M.

MTA CPOC members present:

Hon. Jay Walder, Chairman
Hon. James Blair
Hon. Allen Cappelli
Hon. Doreen Frasca
Hon. Susan Metzger
Hon. Mark Page
Hon. Mitchell Pally
Hon. James Sedore

MTA CPOC members not present:

Hon. Charles Moerdler
Hon. Vincent Tessitore, Jr.
Hon. Carl Wortendyke

MTA Board members present:

Hon. Andrew Albert
Hon. Donald Cecil

MTA staff present:

Michael Garner
Linda Kleinbaum
Ron Saporita

MTACC staff present:

Bill Goldstein
Michael Horodniceanu
Alan Paskoff

NYCT staff present:

Branko Kleva
Seymour Portes
Fred Smith
Henry Sullivan

McKissack + Delcan staff present:

Kurt Egger
Kent Haggas
Renee Leslie

* * *

Chairman Walder called the April 21, 2011 meeting of the Capital Program Oversight Committee to order at 1:50 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 March 21, 2011.

Committee Work Plan

Mr. Walder introduced Linda Kleinbaum to provide an update on the CPOC Work Plan. Ms. Kleinbaum stated that there was a full agenda for the day's CPOC discussion. The Work Plan has been modified to include the postponement of the discussion on the Railroad's regularly scheduled maintenance program including the Reliability Centered Maintenance (RCM) Program until September and the Risk Reviews for East Side Access at the next quarterly update.

NYC Transit Update on Stations Investment Strategy

Mr. Fred Smith introduced the Stations Investment Strategy discussion by noting that this past October he had provided the CPOC members with an overview of the new component-based approach to the Stations Program. He stated that today's discussion will provide an update on the component projects and other renewal projects as well as the initiatives undertaken to coordinate the capital investments with maintenance work. Mr. Smith introduced Seymour Portes, Program Officer and Branko Kleva, Assistant Chief Officer. Mr. Portes provided an overview of the Stations Program. He began his presentation by noting that the capital staff is working closely with maintenance personnel to ensure that capital investments are preserved to the greatest extent possible. Mr. Portes stated that Stations had an ambitious agenda for 2011 and beyond. As an example, there are 116 stations in design for component-based improvements, with awards ongoing until 2014. In addition there will be 4 ADA projects awarded in 2011 and another 5 ADA projects awarded in 2012. Since the last presentation, Mr. Portes noted that a great deal of progress has been achieved with 8 stations recently completed including 96th Street/Broadway and the Jay Street-Metro Tech Complex. Before and After Pictures illustrating improvements made to the 86th Street – 4th Avenue Station in Brooklyn were shown demonstrating the positive impact of the Stations Program.

Mr. Kleva provided information on how the maintenance program was designed to complement the capital investments undertaken by Capital Program Management. Mr. Kleva emphasized that the maintenance work was planned to ensure the full preservation of capital investments by timely repair of maintenance defects. The Program was started with 19 stations in 2010. Seven newly rehabilitated stations have been added into the program including 96th Street/Broadway and Jay St-Metro Tech Complex. The plan is to expand by another 42 stations by the end of 2011 and another 60 in 2012.

Questions raised by Board Members include the status of the Times Square Complex, specifically the Shuttle area and its place in the new program. Mr. Walder explained that the Shuttle area requires a significant capital investment that has not yet been undertaken, but the remainder of the Times Square Complex, is included in the new approach. Mr. Smith stated that a new phase will reconfigure tracks at the Shuttle area and after that work is complete, the preservation of the new asset will occur. Mr. Portes responded to another question about the status of the platform edge improvements and potential safety concerns by saying that all safety issues are addressed within 24 hours. Mr. Walder concluded the discussion by noting how important it was for the capital and maintenance staff to work together to preserve investments and that he was pleased to see Mr. Portes and Mr. Kleva working together and the future is bright for the Stations Investment Program.

Quarterly Update on MWDBE Participation and Update on MTA's Small Business Mentoring Program (SBMP)

Mr. Walder introduced Mr. Michael Garner to provide the update on MWDBE participation at the MTA and its agencies. Mr. Garner stated that the MTA is meeting its NYS WBE goal of 5% but that the agency is short of meeting its Federal DBE and State MBE goals. Mr. Garner stated that the reason the MTA falls short is that the specialized nature of the agencies' work makes it challenging; many of the smaller firms do not have the specialty skills needed. Mr. Garner stated that the MTA is undertaking a number of actions to meet its established goals. First, would be a more realistic setting of goals that take into account the specialized nature of the MTA's type of work. In addition, the MTA is implementing a new software program to monitor disadvantaged

business participation on a "real-time" basis. The MTA is also working with the Federal Government to implement a program similar to the MTA's Mentoring program. The MTA has also undertaken a more ambitious outreach program in areas such as Sullivan County. Discussion included a question by a Board Member regarding the effectiveness of listing disadvantaged sub-contractors after the award to the prime is made. The suggestion was made that these sub-contractors be named prior to award. However, it was noted that there were many challenges to identifying sub-contractors prior to award and that this approach was not viable. Mr. Walder concluded the discussion by noting that the MTA has made a great deal of progress in meeting its goals, but that more work was needed. Mr. Walder noted that the MTA's Mentoring Program is one way of enhancing the agency's ability to meet its goals and in that context introduced Mr. Ron Saporita to provide an update on the Mentoring Program.

Mr. Saporita provided a comprehensive overview of the MTA's Mentoring Program. He began the presentation by noting that the Legislative Commitment for Year 1 was \$10m in projects to be let by July 2011. Mr. Saporita confirmed that the MTA was on-track to exceed its legislative requirements. There were many challenges to meet the legislative mandate. To achieve success, Mr. Saporita said that the team was poised to "hit the ground running" as soon as the legislation passed. In addition, effective team-building occurred to ensure organizational buy-in and support. Other actions taken include establishing aggressive targets and goals for project performance and actively pursuing them. There were documented procedures and processes implemented to facilitate the expansion of agency staff (as the program grows) participating in the SBPM program. There have been a number of program achievements such as prompt project awards, the development of unified and simplified contractual terms and conditions, and an expedited payment process. Mr. Saporita stated the MTA has met its goal of transparency by posting program information on the MTA's web site. Mr. Garner joined the discussion and noted that the MTA and its partners were proud of pre-qualifying 100 small business firms. There has been extensive outreach undertaken to continue to increase the pool of pre-qualified firms. In addition, the SBMP's first loan will be issued by Carver Bank in April 2011. The Board Members expressed their approval of the MTA's SBMP and acknowledged the agency's presidents and staff for working together to support the Program. Mr. Walder concluded the discussion by noting that everyone at the MTA should be proud to have participated in the SBMP development and that the Program's success has led to its likely implementation at other governmental agencies across federal, state and local jurisdictions.

MTACC Quarterly Progress Report Presentation

Mr. Walder welcomed Mr. Horodniceanu to provide MTACC's Quarterly Report. Mr. Horodniceanu started the discussion with the Fulton Street Transit Center (FSTC) and stated that the project is on schedule for June 2014. Mr. Horodniceanu stated that the project is meeting its customer benefit milestones, with the exception of the new 135 William Street Entrance. The cost of the project is trending below its current budget of \$1.4B. The IEC concurred with MTACC's schedule and budget milestones, but identified additional challenges with the Communications Design Changes. Mr. Horodniceanu then provided an update on the Second Avenue Subway (SAS) project. Mr. Horodniceanu stated that the project remains on schedule for the December 2016 revenue service date and on-budget. Revised cost estimates are being validated, showing some hard and soft cost increases but within the project budget. While the IEC supports the project schedule milestones, IEC staff noted concerns with the potential loss of schedule contingency due to delays with Con-Ed work and the development of a Pre-Revenue Test Plan. In addition, the IEC has concerns with the cost contingency and budget estimates for the additional NYCT force account work. A Board Member cautioned that the MTA should be mindful of the IEC concerns regarding schedule and cost contingencies. Mr. Horodniceanu concluded his discussion with a presentation on the East Side Access (ESA) project. Mr. Horodniceanu stated that the major focus remains on mitigating risks pertaining to schedule and budget. The projected revenue service date continues to be September 2016. Cost contingency remains a challenge and pressures on contingency expenditures and overall budget remain. However, MTACC maintains that the project is on budget as of today's date. The IEC supports MTACC's proposed reductions to the schedule contingency but disagrees on MTACC's determination of available float and has concerns with the revenue service date. The IEC also believes that there are new schedule risks specifically with the Harold Interlocking and new mitigation measures are necessary. The IEC and MTACC staff will work together to resolve

differences. If these differences are not resolved, additional information will be presented to the Board in July to explain the differences. Continued concerns remain with progress as expressed through actual versus planned expenditure numbers and the IEC has requested monthly expenditure numbers from the project rather than quarterly numbers to be better able to track progress.

Mr. Walder concluded the CPOC meeting by noting that ESA remains a challenge and that everyone was working together to develop new mitigation strategies to meet schedule and budget deadlines.

Adjournment

Upon motion duly made and seconded, Chairman Walder adjourned the April 21, 2011 of the MTA Capital Construction Oversight Committee at 3:18 P.M.

Respectfully submitted,
Iris Berman
Office of Construction Oversight



2011-2012 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

May 2011

Risk-Based Monitoring

- B&T Risk Assessment on Bronx Whitestone Bridge Queens Approach
- NYC Transit Risk Assessment on Greenwich Vent Plant
- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

Strategic Reviews

- Update on new Fare Payment System

June 2011

Risk-Based Monitoring

- Risk Assessments on SAS' 86 St Cavern
- MTA Police Radio Alternatives Analysis
- NYC Transit Report on Signals/Comms
 - PA/CIS; SONET; Flushing CBTC
- Red Light project follow-up reports (if needed)

July 2011

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
 - ESA Risk Assessment (Queens Area)
- NYCT Report on Subway Car Procurement
- Red Light project follow-up reports (if needed)

Strategic Reviews

- Interplay between ESA Operating Plan & Capital Investments

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation
- First Year Update on Small Business Mentoring Program

September 2011

Risk-Based Monitoring

- LIRR Risk Assessment on Jamaica Capacity Improvements
- LIRR/MNR Report on M-9 Procurement
- Quarterly Traffic Light Report and Red Light project follow-up (if needed)
- RCM Standardization and Diesel Fleet Maintenance

Strategic Reviews

- Update on Track

October 2011

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

Strategic Reviews

- Update of the Bus Program

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

November 2011

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- Update on NYCT Stations Program
- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

Strategic Reviews

- Program Management Review: In-house vs. Third Party Engineering

December 2011

Risk-Based Monitoring

- Red Light project follow-up reports (if needed)
- LIRR/MNR Risk Assessment on PTC

Strategic Reviews

- B&T update on AET

January 2012

Risk-Based Monitoring

- MTA Police Radio Alternatives Analysis
- NYC Transit Report on Signals/Comms
 - PA/CIS; SONET; Flushing CBTC
- Red Light project follow-up reports (if needed)

Strategic Reviews

- Benefits of CBTC on Canarsie Line: Full Implementation

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

February 2012

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- NYCT Report on Subway Car Procurement
- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

March 2012

Risk-Based Monitoring

- LIRR ESA Readiness Projects
- Red Light project follow-up reports (if needed)

April 2012

Risk-Based Monitoring

- Red Light project follow-up reports (if needed)

Strategic Reviews

- NYC Transit Stations Program

Program Priorities

- Quarterly update on Minority, Women & Disadvantaged Business Participation

*Replacement of the Queens Approach
Bronx-Whitestone Bridge*

Risk Assessment

2-1



**Bridg
Tunn**

Bronx Whitestone Bridge Sequence of Major Work Past-Present-Future

2008 – 2012

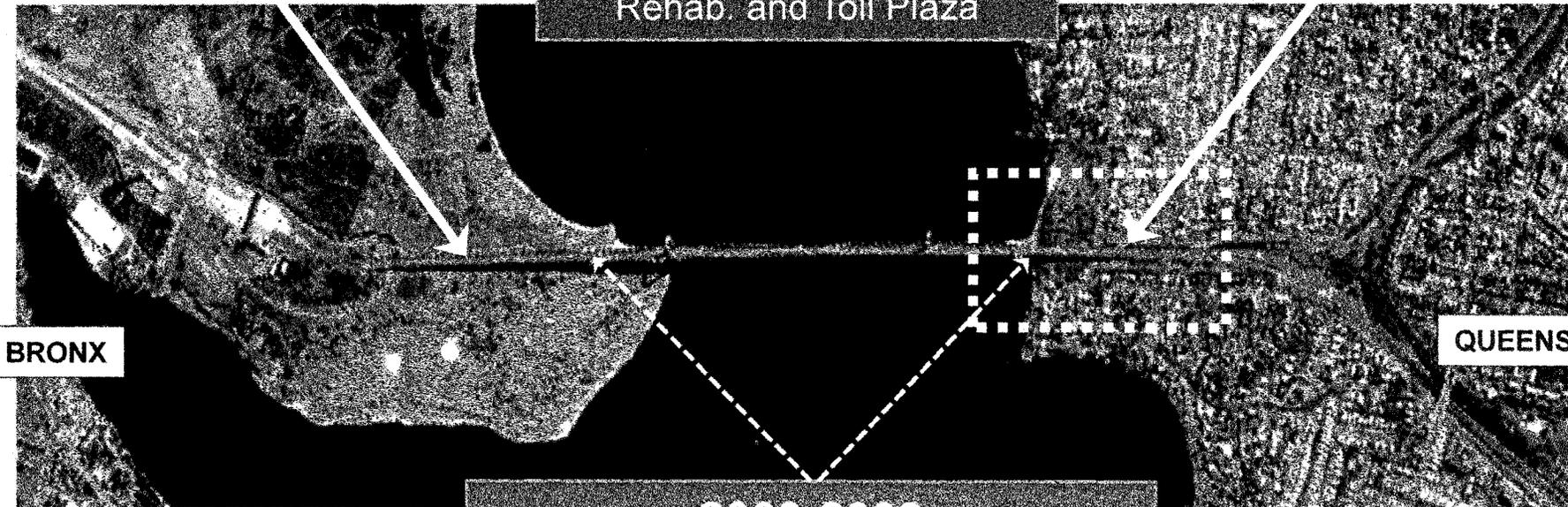
Replacement of the Bronx
Approach
(BW89)

BEYOND 2015

Suspender Rope
Replacement, Main Cable
Rehab. and Toll Plaza

2011 – 2014

Replacement of the Queens
Approach
(BW89C)



BRONX

QUEENS

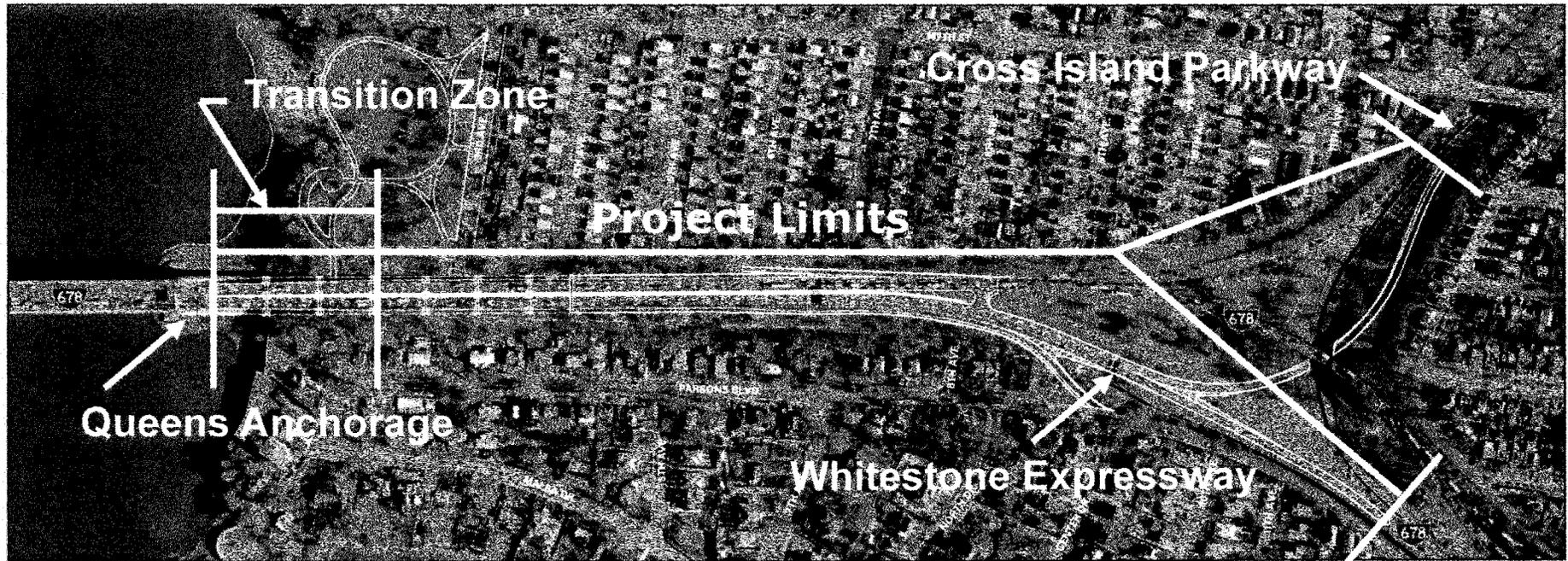
2003-2009

Suspension Span Work

- Removal of Stiffening Truss
- Installation of Wind Fairing
- Replacement of Roadway Deck
- Painting of Towers

2-2

Queens Approach Project Area

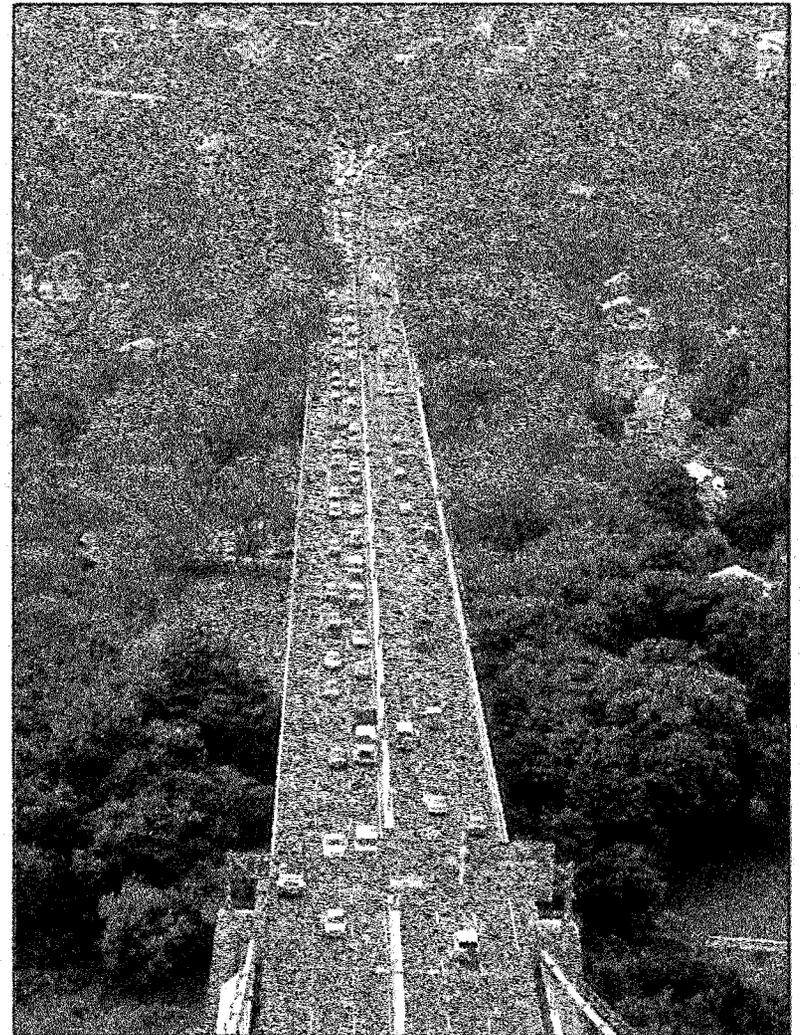
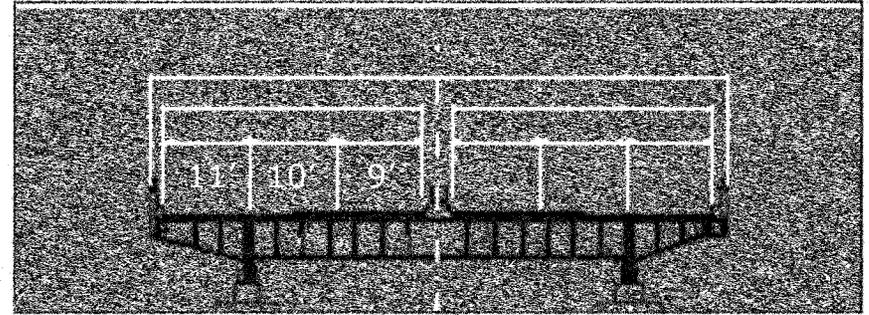


2-3

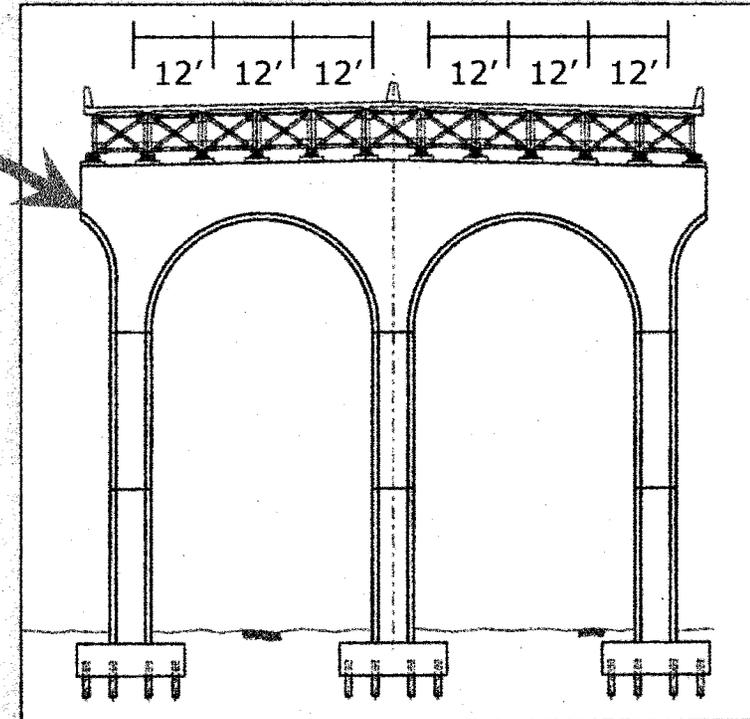
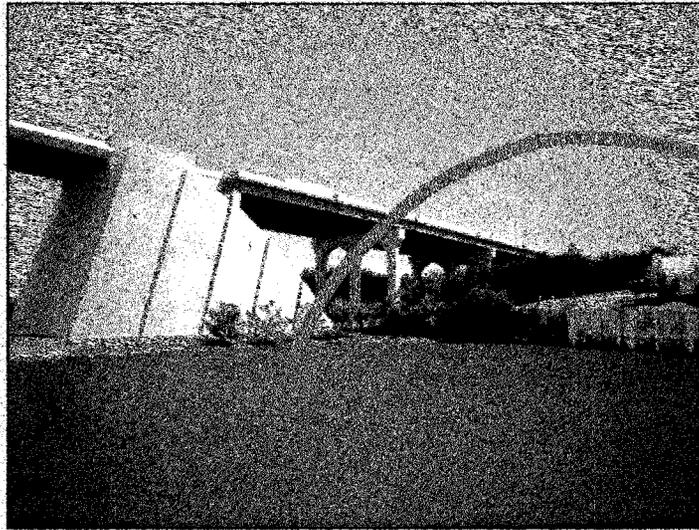
Conditions: Existing Queens Approach



- Constructed in 1939
- Extensive recurring needs for roadway repairs and temporary steel repairs
- Narrow lanes
- No shoulders
- Not designed for current traffic loads
- Does not meet current Seismic Standards



Future Newly Constructed Queens Approach



NEW PIER/ROADWAY
12' wide lanes with shoulders

REPLACEMENT OF THE ENTIRE 1,010 FT QUEENS APPROACH VIADUCT

Phase I - Construct New Foundations & Piers

All work done under Roadway – no traffic impacts
2011 thru Mid 2012

Phase II – Staged Replacement of Roadway while maintaining traffic

Early 2012 – Late 2013

Phase III - Demolish existing piers/perform ground level site work

All work under Roadway – no traffic impact
2014

Mitigation Built into Project

- Lessons Learned from ongoing Bronx Approach Replacement
- \$10M of preparatory construction already addressed
- Extensive pre-construction outreach with community, elected officials, and other City and State agencies
- Utilize Traffic Enforcement Agents
- Traffic mitigation measure – Temporary closure of 3rd Avenue Exit
- Regional coordination of Capital Program

Construction Cost Summary

Construction Task Budget: \$240,000,000

Engineer's Estimate: \$179,000,000

Low Bid \$109,000,000

Low Bid vs. Budget \$131,000,000

Risk Assessment Results (Post bid)

Construction Cost

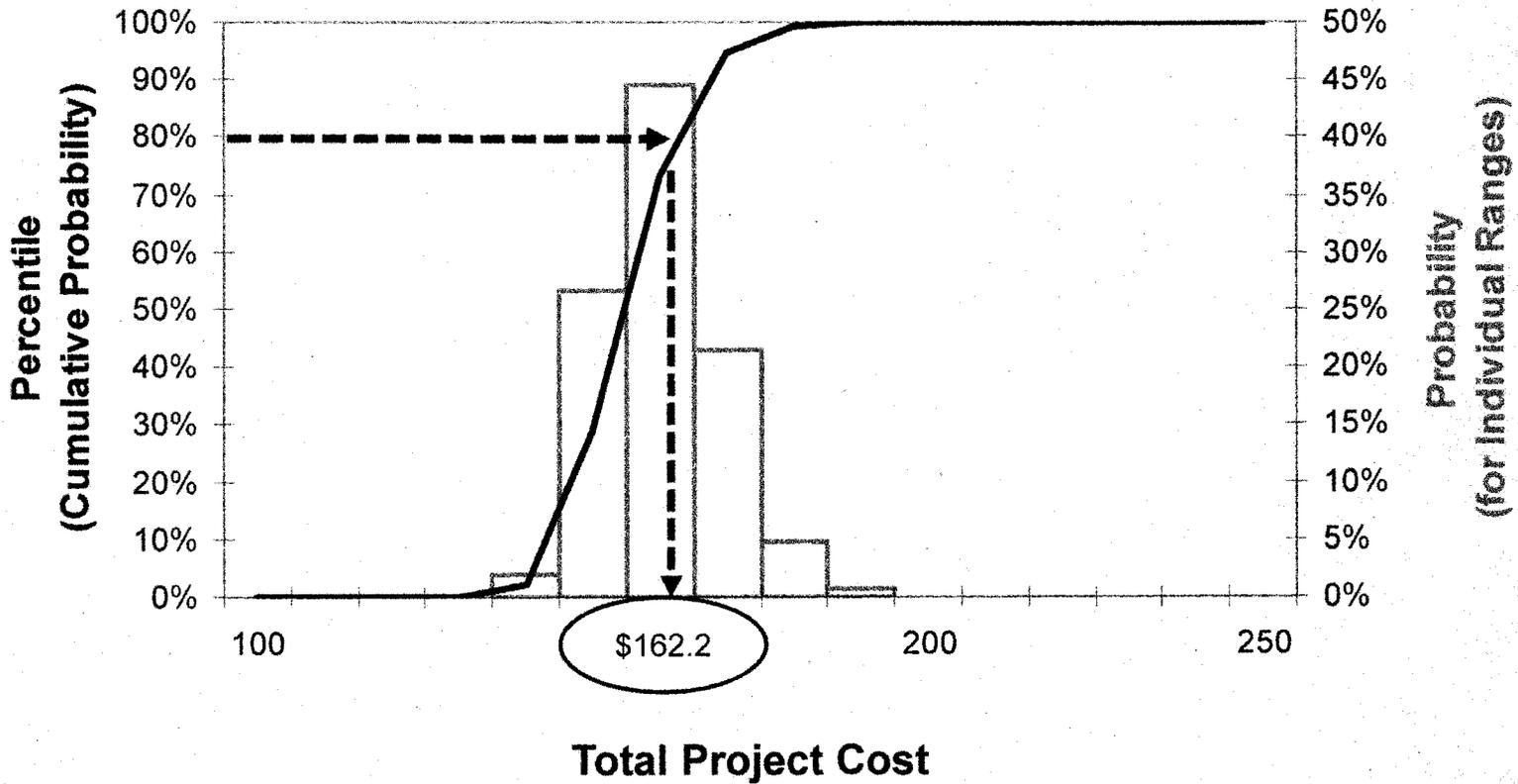
Low Bid/ Schedule	\$109 M/ 42 mo
Risk Assessed (\$21M/ 5mo)	\$130 M/ 47 mo

Project Cost

Construction, CSS, Inspection, etc.	\$135 M/ 42 mo
Risk Assessed (\$27M/ 5 mo)	\$162 M/ 47 mo

Probability Distribution for Remaining Total Project Escalated Cost

2-9



Major Cost

Risks and Mitigations

Risk

Mitigation Plan

Additional costs to address mitigation of Community Sensitivities such as noise, and construction related environmental issues.

Continue outreach with the community and elected officials, anticipate and address mitigations, such as noise wall installations, and employ extensive site debris management.

Additional costs resulting from construction delays, such as security and traffic challenges.

Expedite evaluation and processing of warranted change orders related to delays eliminating any impact to construction progress/schedule. Continue to review and revise MPT staging to expedite construction.

Major Schedule

Risks and Mitigations

Risk

Mitigation Plan

Additional (or different)
Maintenance of Traffic needed to
accommodate traffic delays

Closely monitor traffic conditions
and be pro-active with correction/
adjustments of MPT/ staging.
Coordinate with NYCDOT and
NYSDOT.

Girder placement problems (Site
logistics)

Review and ensure Contractor's
means and methods are efficient to
eliminate potential delays related to
Girder placement. Use lessons
learned from Bronx Approach
construction.

Unanticipated structural
maintenance repairs

Anticipate and aggressively
evaluate and inspect existing
structure during construction to
limit/eliminate resulting delays.

NEXT STEPS PRIOR TO CONSTRUCTION CONTRACT AWARD

- Evaluate Bid Results
- Conduct Contractor Qualification Hearing
- Complete Bid Analysis and determine recommendations with respect to low bidder

2-12





New York City Transit

Capital Program Oversight Committee (CPOC)

May 23, 2011

3-1

Alok Saha, P.E., Program Manager, CPM
Infrastructure and Facilities – Line Equipment, Shops & Yard

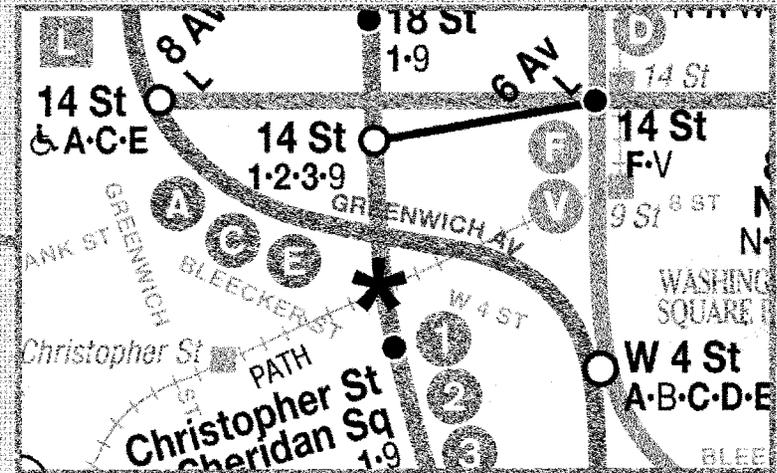
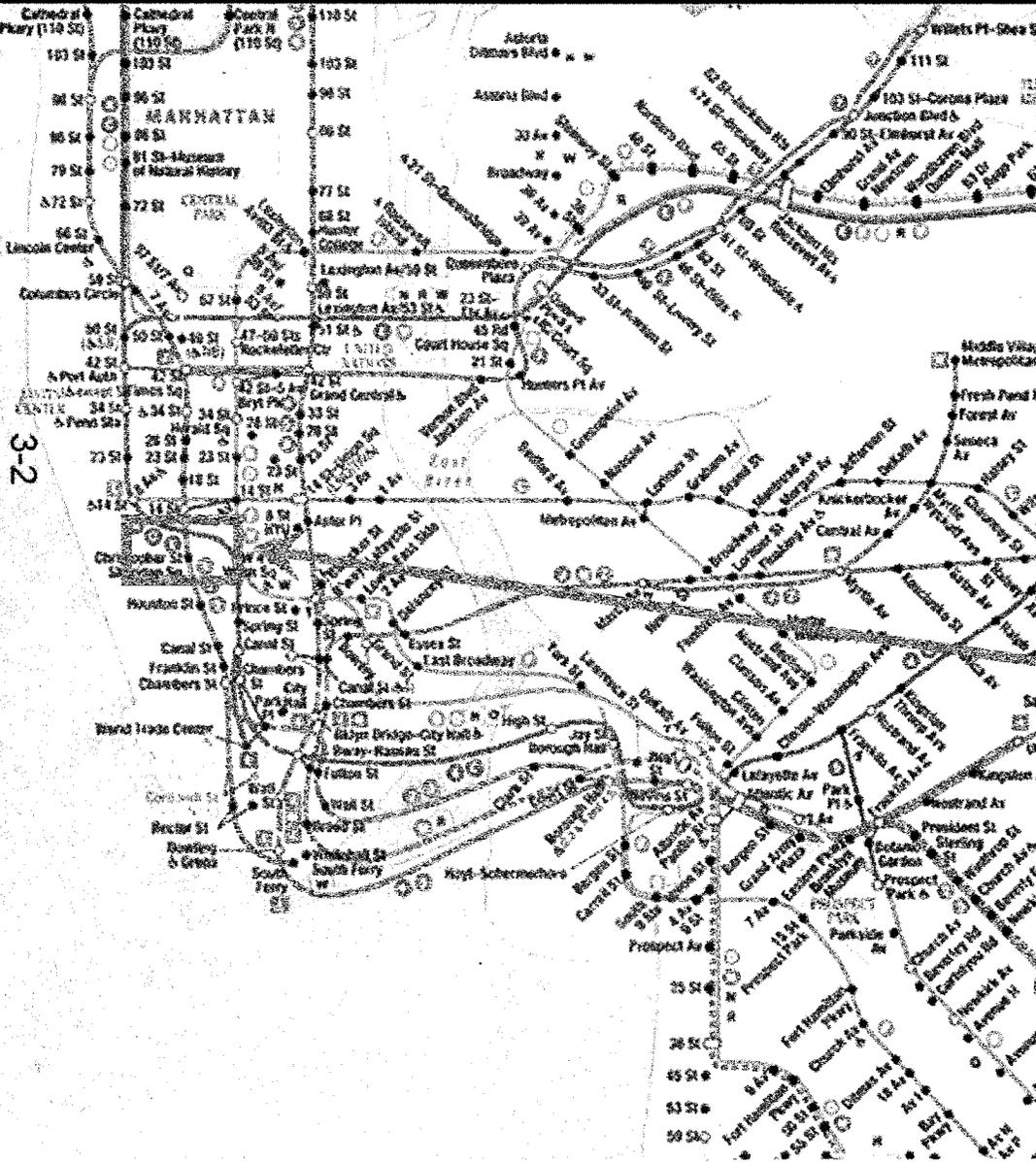
Mulry Square Fan Plant

Quantitative Risk Assessment

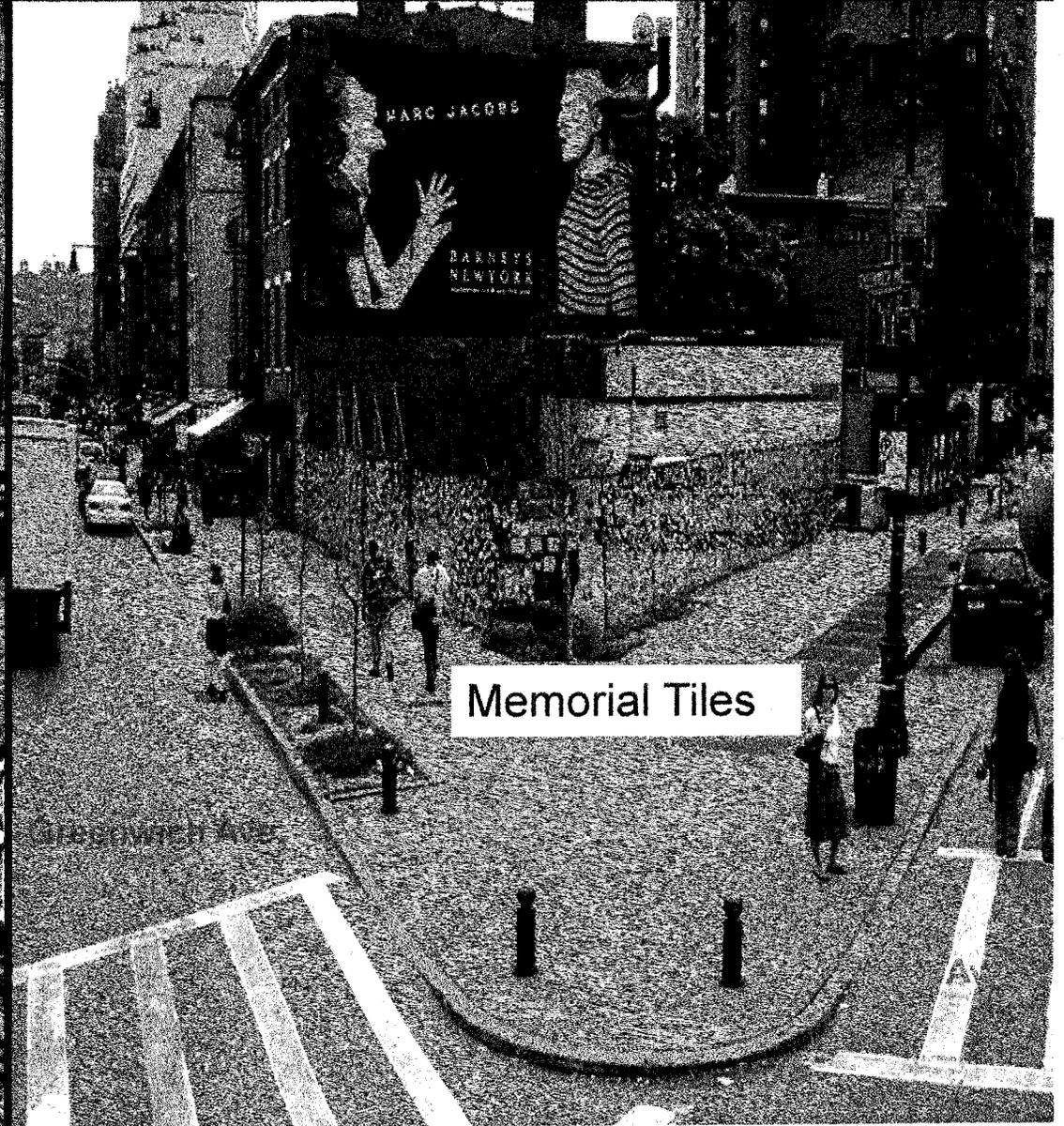
Site Location

Mulry Square Fan Plant

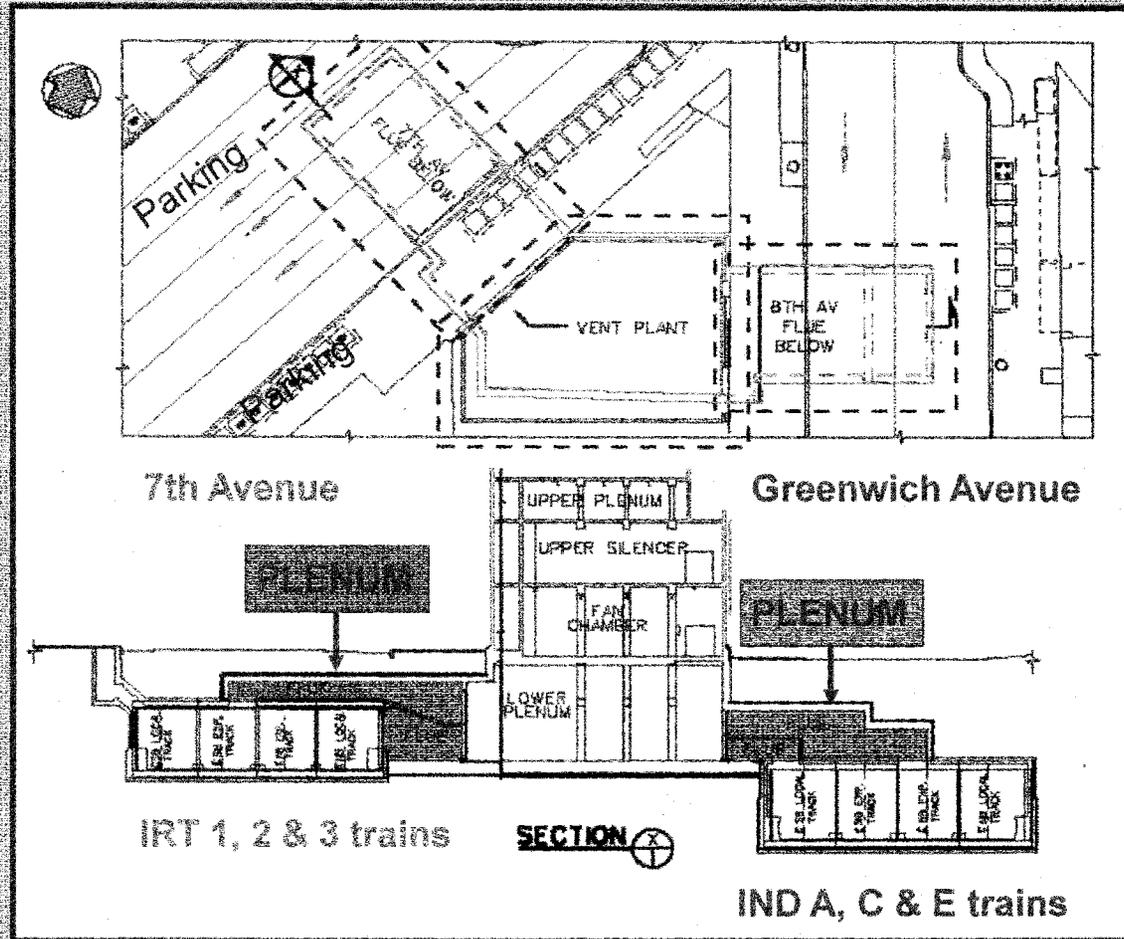
Serving both 7th & 8th Avenue
Subway Lines (local & express)



Existing Site



Key Plan & Design Innovations



- Use of Building Information Modeling (BIM) in project design
- Relocated 7th Ave. Plenum to above the existing Subway structure
- Reduced the Design Heat Load and # of fans
- Preserve space for 9/11 memorial tiles display

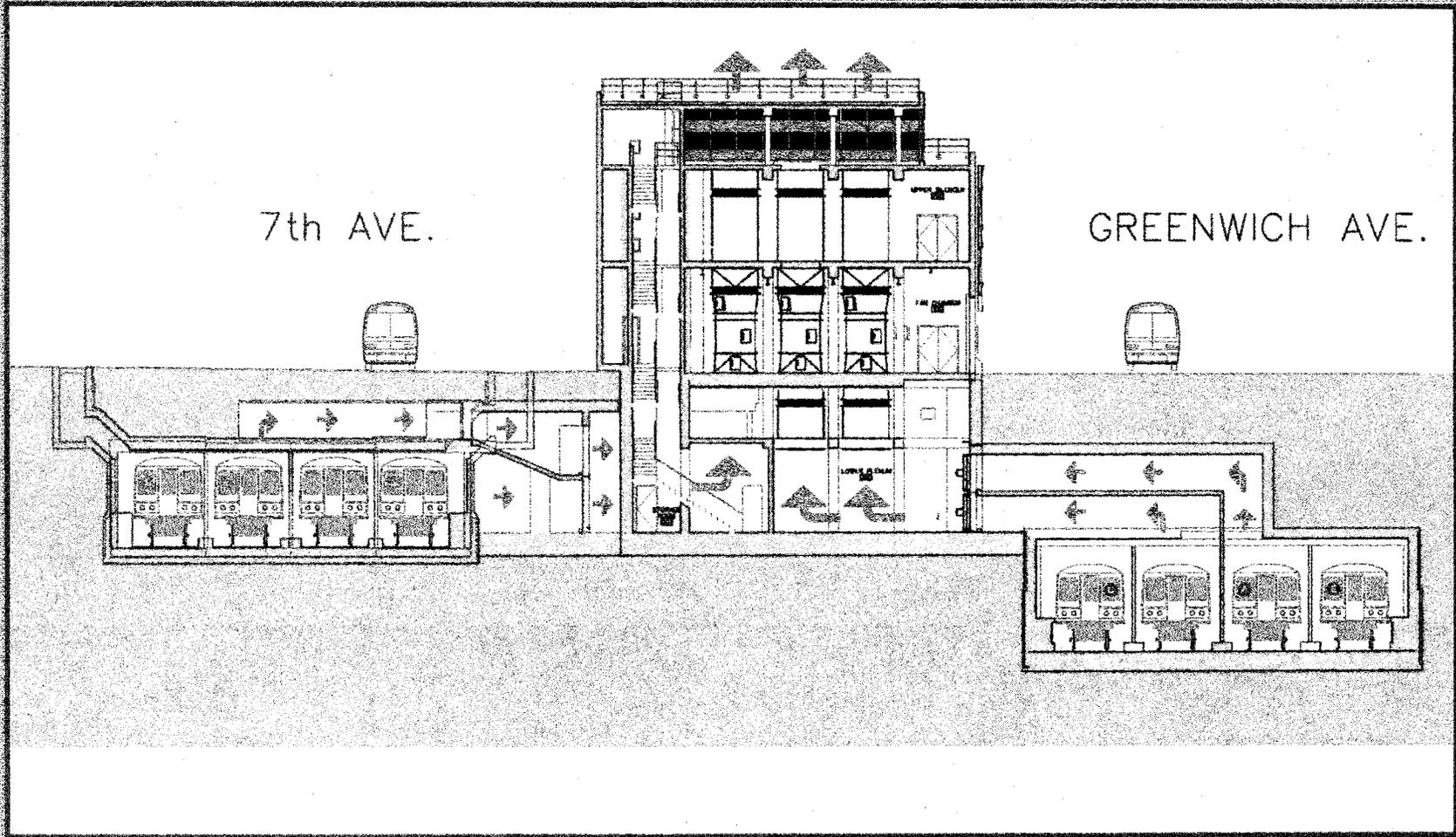
Lessons Learned– Reduced Risk

Risk	Mitigation Plan	Risk Results cost/schedule	Mitigated to cost/schedule
Testing and Acceptance Issues	<ul style="list-style-type: none"> • Improved specifications by incorporating lessons learned • Standardization of testing and acceptance protocols • Programmable Logic Controller Control software by in-house personnel • Thorough shake-down tests 	\$0.5M/ 3 Months	\$0.1M/0.5 Months
Steam Main Work Street Work Utility Issues ROW Work Issues	<ul style="list-style-type: none"> • Close coordination with Con Edison • Close coordination with DOT and Community • Extra effort in design phase for utility identification and coordination • Use track shielding to maximum extent possible • Coordinate multiple activities/trades simultaneously • Plenum redesign 	\$5.6M/ 12Months	\$0.1M/0 Months

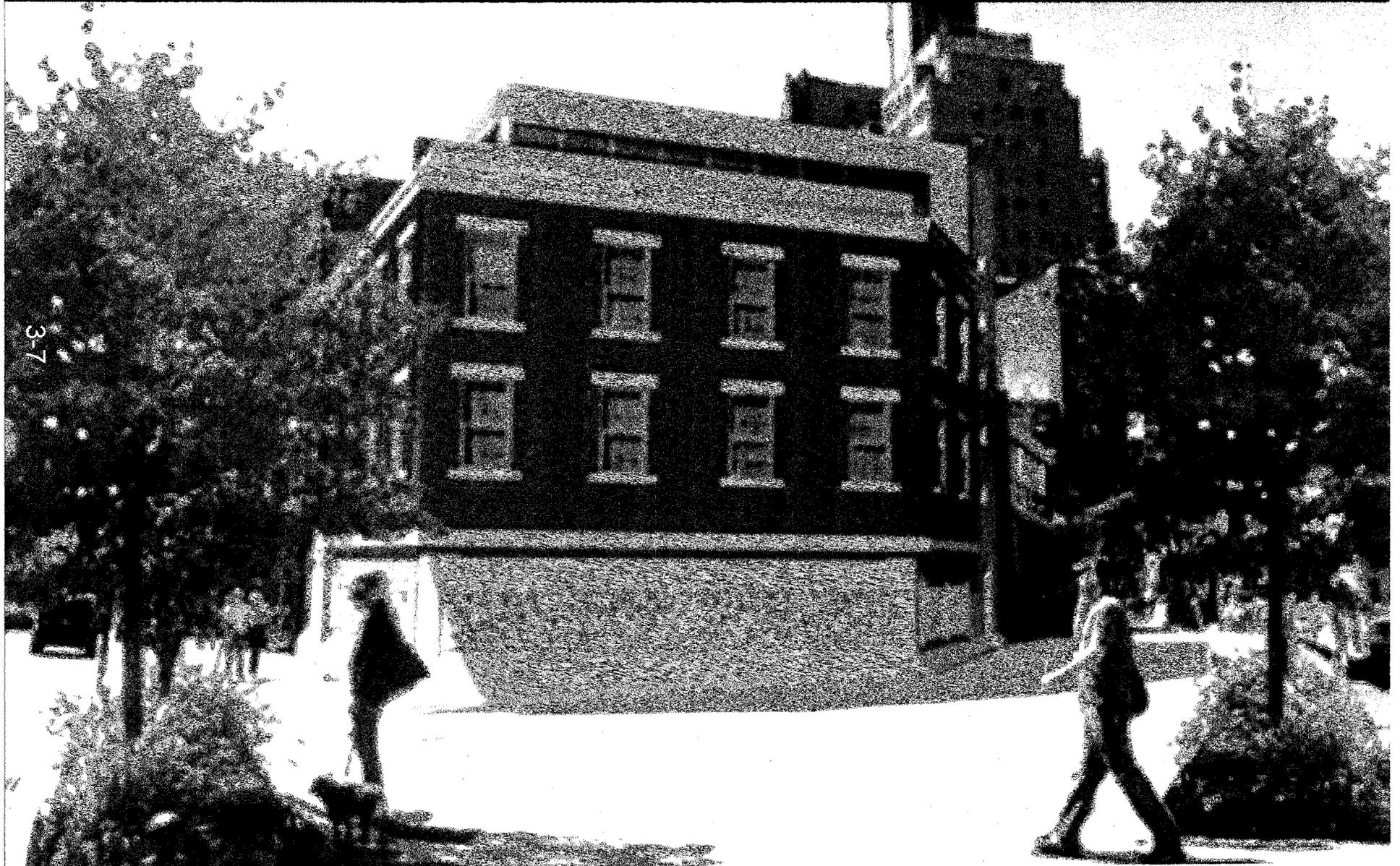
CS

Air Flow Schematic - Exhaust

36



Rendering of the Final Facade



Objectives of Risk Assessment

- **Confirm 80% confidence level in:**
 - Project base cost estimate - \$89.0M
 - Construction duration – 40 Months
- **Ensure a clear path to successful project delivery**

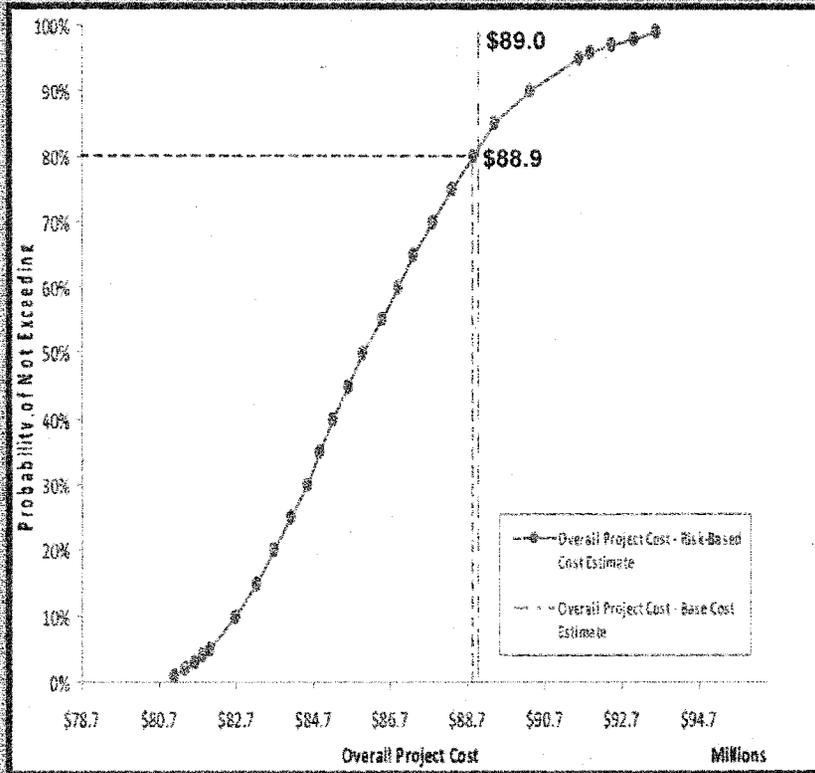
Risk Drivers and Mitigations

Risk	Cost	Schedule	Mitigation
Timely and adequate force account support for R-O-W work	\$9.8M to \$4.9M	6 to 0 Months	<ul style="list-style-type: none"> • Advance track access planning and coordination • Installation of track shields • Plenum redesign
Environmental-Underground Gas Tanks	\$0.5M to \$0.22M	3 to 0 Months	<ul style="list-style-type: none"> • Remove before Award
Subsurface Conditions and Settlement of the Adjacent Structure	\$4.0M to \$1.85M	12 to 0 Months	<ul style="list-style-type: none"> • Additional proactive site investigations • Worst Case scenario [total wall replacement] in bid estimate • Hired Consultant experienced in 100 year old masonry buildings

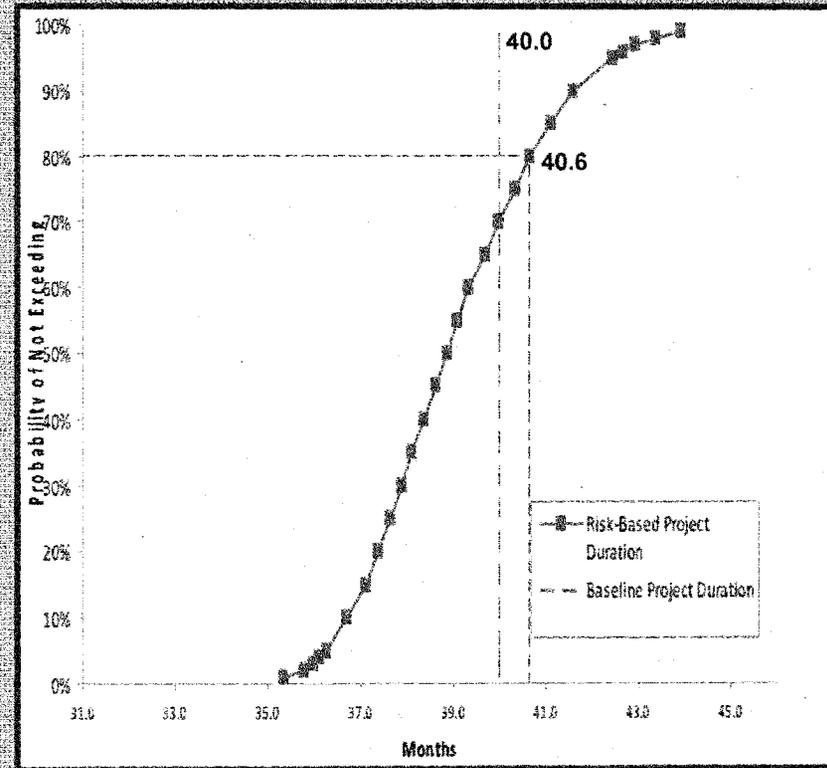
Risk Based Project Cost & Schedule

3-10

Overall Project Cost-Risk-Based-Cost Estimate



Risk-Based Project Duration



Cost and Schedule

Total Project Cost* [millions]

	Base Estimate @ Preliminary Design	Revised Estimate @ Final Design	80% Confidence Level @ Risk Analysis	Anticipated Project Award
3-11	\$108.5M	\$89M – 17.97%	\$88.9M – 0.01%	2012

*The total project cost includes bid, force accounts as well as other third party costs such as utilities and traffic agents

Project Duration [in Months]

Base Schedule	80% Confidence Level
40	40.6

**MTA Capital Program
Commitments & Completions**

through

April 30, 2011

4-1



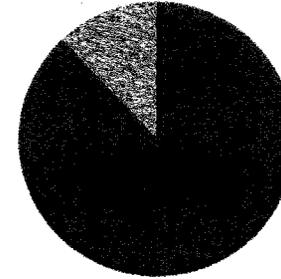
Metropolitan Transportation Authority

Capital Projects – Major Commitments – April 2011

Through the end of April, 22 major commitments remain on or close to goal. There are 2 new commitment delays beyond 2 months of goal: NYCT's 90 Articulated Buses Purchase (New Flyer) and MTA Bus' Depot Equipment project. Both are discussed on the following page.

To date, the agencies have committed \$1,046 million, saving \$90 million from the budgeted value for these commitments. The lag between the actual commitments and the YTD goal is partly due to the aforementioned projects (\$85 million combined) as well as the NYCT 'B' Division subway car delay (\$638 million). Other projects that are currently less than 2 months behind goal also contribute to this variance, including three NYCT bus procurements and two contracts for the mega projects.

Year-to-Date Major Commitments

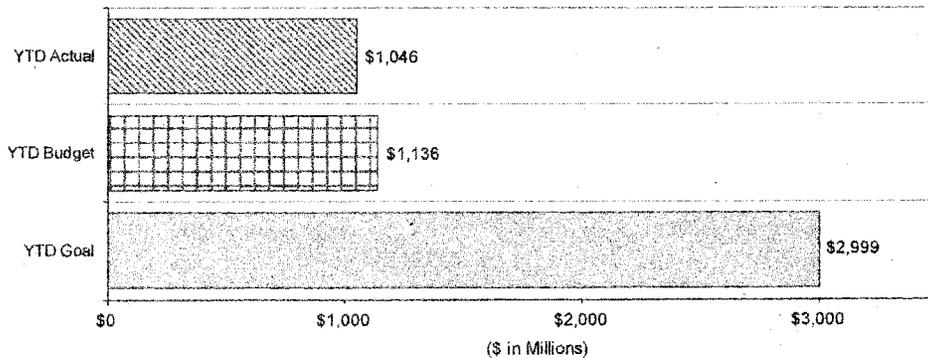


		Year-to-Date Change
Green = Commitments made within 2 months of Goal	22 88%	↑ 1
Red = Commitments delayed beyond 2 months of Goal	3 12%	↑ 2
	25 100%	

4 - 2

Budget Analysis

2011 Annual Goal	\$8,195	
2011 Annual Forecast	96%	of Annual Goal
YTD Goal	37%	
YTD Actual	13%	
Left to Complete	87%	(\$6,812)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – April 2011 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
3 All-Agency Red Commitments (2 new this month)							
New York City Transit							
<i>Subway Cars</i>							
Purchase 290 'B' Division Subway Cars	Purchase Award	Mar-11	Jul-11				
		\$637.8M	\$637.8M				
Procurement negotiations with the vendors were suspended, but have since resumed. Award schedule is adjusted accordingly.							
<i>Buses</i>							
Purchase 90 Articulated Buses (New Item)	Purchase Award	Apr-11	Oct-11				
		\$78.1M	\$70.6M				
Award of the 90 buses delayed pending successful completion of the pre-qualifying shaker table test. Project forecast excludes bus cameras and other items that will be procured separately.							
MTA Bus							
<i>Bus Company Projects</i>							
Depot Equipment (New Item)	Purchase Award	Apr-11	Aug-11				
		\$7.2M	\$7.2M				
Longer than expected procurement process is causing a delay to this project.							



Capital Projects – Major Commitments – April 2011 – Budget Only* Variances

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

Project	Commitment	Goal	Forecast
5 All-Agency Budget only variances (2 new this month)			
NYCT			
<i>Bus Purchases</i>			
Purchase 171 Standard CNG Buses (New Item)	Purchase Award	Mar-11 \$133.1M	May-11 \$85.9M
Cost decrease reflects savings from changing the type of buses from hybrid to CNG and the exclusion of cameras, radios and other items that will be procured separately. 2 month delay due to negotiations with vendor.			
MTA CC			
<i>7 West Extension</i>			
Site K - Vent Building for 34th Street Station	Construction Award	Mar-11 \$92.3M	Feb-11 (A) \$62.5M
Budget change reflects the results of a favorable bid.			
<i>East Side Access</i>			
Plaza Substation & Queens Structure Const. (New Item)	Construction Award	Apr-11 \$225.8M	May-11 \$204.0M
Budget decrease due to scope transfer to Queens Bored Tunnels contract (CQ031). One month delay in award for addendum requiring extended bid period and to coordinate turnover dates with existing construction contracts.			
MTA Bus			
<i>Bus Company Projects</i>			
Additional Fueling Capacity BP, JFK, LG	Construction Award	Feb-11 \$8.7M	Apr-11 (A) \$3.6M
Forecast reflects the results of a favorable bid. 2 month delay due to multiple addendums.			
Bridges & Tunnels			
<i>Bronx-Whitestone Bridge</i>			
Deck Replacement - Queens Approaches	Construction Admin.	Feb-11 \$16.0M	Feb-11 (A) \$12.6M
Selected consultant's negotiated contract was less than budget.			

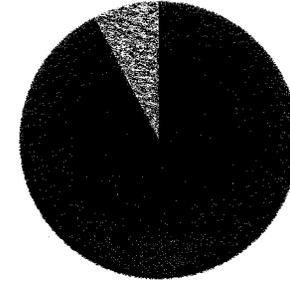
Project	Commitment	Goal	Forecast
---------	------------	------	----------

Capital Projects – Major Completions – April 2011

Through the end of April, MTA agencies were on or close to goal for 12 of 13 major anticipated completions. Recent completions include LIRR's Wayside Event Recorders project and Babylon Branch Signal Improvements, B&T's Concrete Deck Replacement project at the Throgs Neck Bridge and East Side Access' Madison Yard Demolition. The sole delay, MNR's 2010 Track Program, is discussed on the following page.

Through April, agencies completed \$835 million in capital projects which is \$106 million less than goal primarily due to delays at NYCT (\$85 million) which are largely forecast to be completed in the 2nd quarter. By year-end agencies are on track to complete \$3.8 billion (93%) of the 2011 Annual Goal of \$4.1 billion.

Year-to-Date Major Completions

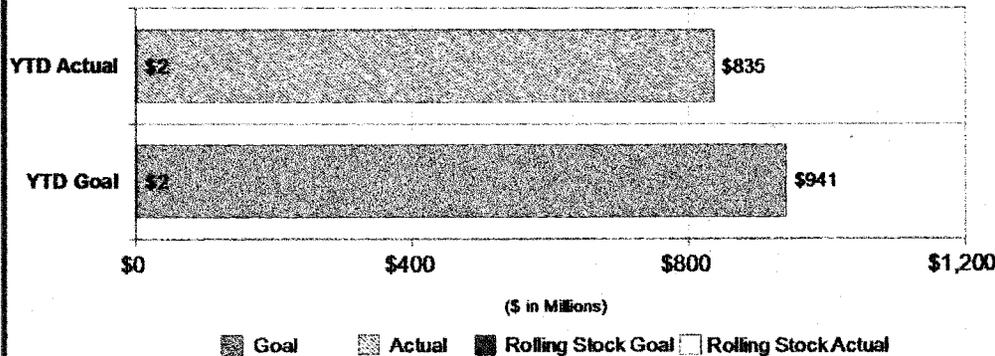


	Year-to-Date Change
Green = Completions made within 2 months of Goal	12 92% ↑ 4
Red = Completions delayed beyond 2 months of Goal	1 8% -
	13 100%

4 - 5

Budget Analysis

2011 Annual Goal	\$4,081	
2011 Annual Forecast	93%	of Annual Goal
YTD Goal	23%	
YTD Actual	20%	
Left to Complete	78%	(\$2,971)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – April 2011 – Schedule Variances

<u>Project</u>	<u>Completion</u>	<u>Goal</u>	<u>Forecast</u>	<u>Project</u>	<u>Completion</u>	<u>Goal</u>	<u>Forecast</u>
1 All-Agency Red Completions (0 new this month)							
Metro-North Railroad							
<i>Track</i>							
2010 Cyclical Track Program	Construction	Mar-11 \$13.0M	Jun-11 \$13.0M				
<p>Equipment repairs and crew reassignments throughout the maintenance period delayed the 2010 surfacing work. The work is scheduled to resume, temperatures permitting.</p>							

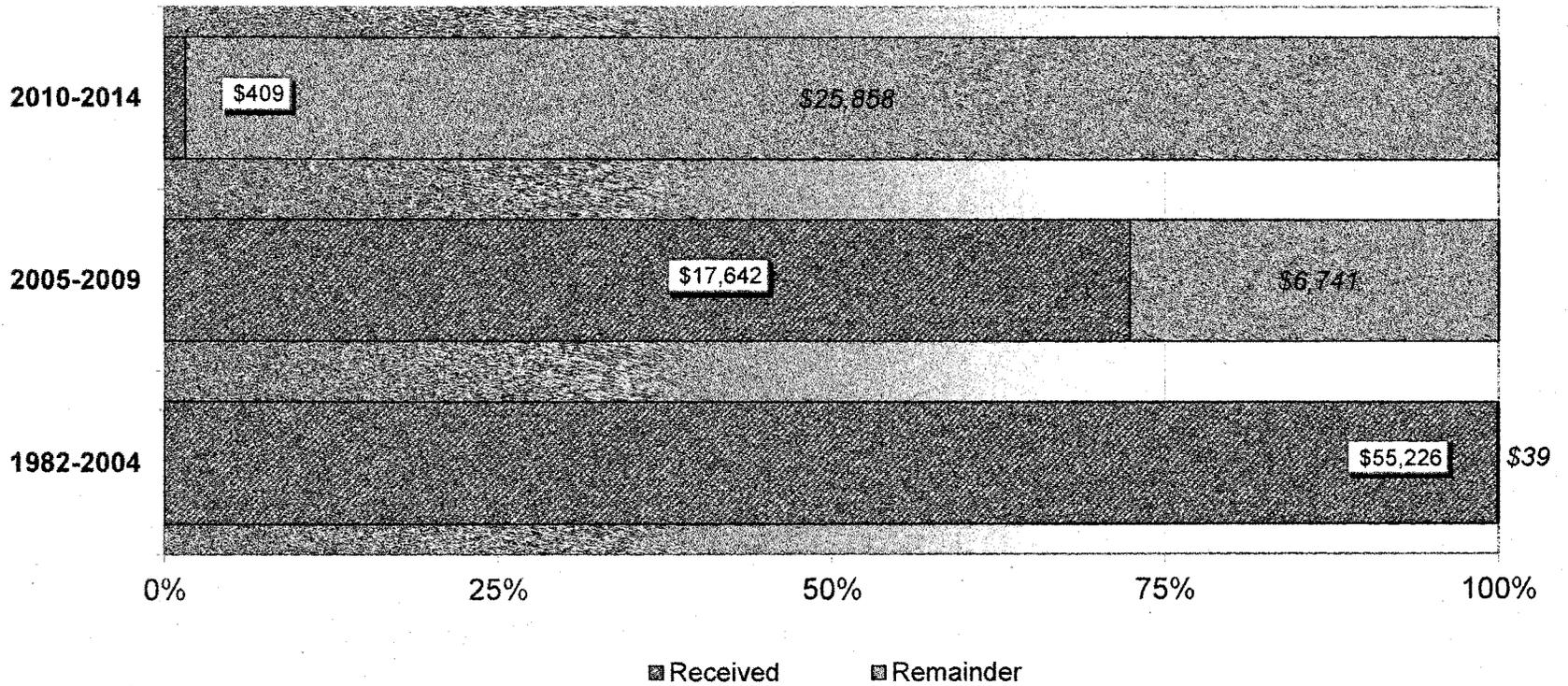
Status of MTA Capital Program Funding

4-7



Capital Funding (April 30, 2011)
\$ in millions

Capital Program



Capital Funding Detail (April 30, 2011)

\$ in millions

	Funding Plan	Receipts		
	Current	Receipts thru March	This month	Received to date
2005-2009 Program				
Federal Formula and Flexible Funds	\$5,207	\$5,190	-	\$5,190
Federal New Start	3,286	1,483	-	1,483
Federal Security	336	222	-	222
Federal Other	7	7	-	7
Federal ARRA - Stimulus	654	654	-	654
City of New York	405	405	-	405
City #7 Line Extension Funds	2,133	1,135	24	1,159
MTA Bus Federal and City Match	141	117	-	117
Asset Sales and Program Income	1,043	371	-	371
State Transportation Bond Act	1,450	480	-	480
MTA Bonds	3,243	3,039	-	3,039
B&T Bonds	1,262	1,049	-	1,049
Bonds from New Sources	5,099	3,346	32	3,378
Other (Including Operating to Capital)	117	86	1	87
Total	\$24,382	\$17,584	\$57	\$17,642

4-9

	Funding Plan	Receipts		
	Current	Receipts thru March	This month	Received to date
2010-2014 Program				
Federal Formula	\$6,415	\$232	-	\$232
Federal Flexible and Other	127	37	-	37
Federal Security	225	-	-	-
City Capital Funds	500	80	-	80
MTA Bus Federal and City Match	206	-	-	-
MTA Bonds (Payroll Mobility Tax)	6,000	59	1	60
B&T Bonds	2,453	-	-	-
Other (Including Operating to Capital)	430	-	-	-
<i>Future State and Local Funding</i>	<i>9,912</i>	<i>-</i>	<i>-</i>	<i>-</i>
Total	\$26,267	\$408	\$1	\$409



1st Quarter Traffic Light Report on 3rd Party Contracts in Construction for the Period Ending March 31, 2011

(Excludes projects included in regular risk monitoring to CPOC)

Traffic Light Report Terms and Definitions

ONLY PROJECTS WITH BUDGETS OF \$5M OR GREATER ARE INCLUDED IN THE TRAFFIC LIGHT REPORT

Cost Index = Total Project EAC / Current Approved Budget

Schedule Variance = Number of months of change in schedule since last Performance Indicator Report

Contingency Index = % Contingency used / % 3rd Party Contract Completion (contingency used includes expended & pending AWOS; index only triggered when project has reached 50% or higher completion, NYCT reporting threshold of \$15M or more, other agencies, \$5M or more.

Symbols:

- + = Index increase (Trending indicates condition worsening 10% or greater since last quarterly report)
- = Index decrease (Trending indicates condition improving 10% or greater since last quarterly report)
- 0 = No Change since last quarterly report

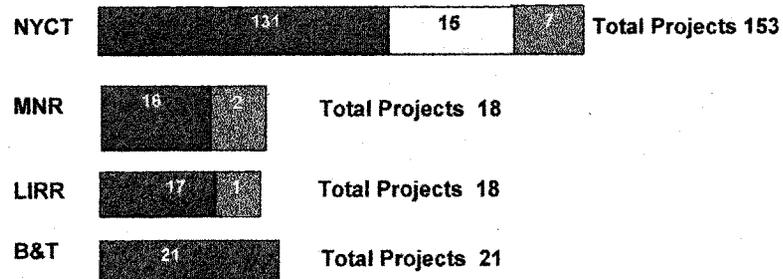
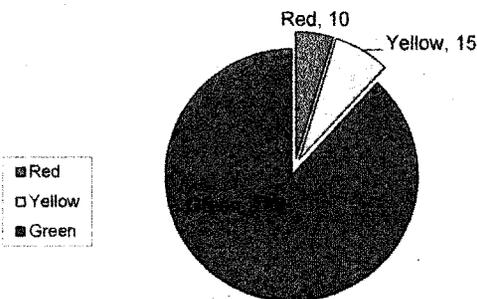
Projects in Construction:

- Green - No indices over 110% and no index movement greater than 10%
- Red-Cost Index: An increase of 10% or more since last Performance Indicator Report
- Red-Schedule Variance: An increase of 3 months or more since last Performance Indicator Report

Yellow - Previously indicated as red with no new substantial change since last Performance Indicator Report

Following this report are one-page agency summaries (on pink paper stock) of issues associated with each project showing a red indicator.

Project Designation for a Total of 210 Projects Reviewed 1st Quarter 2011



4-10

**Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011**

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
B&T - Bridges and Tunnels Program											
Critical Panel Unwrapping	05 - 09	Complete	\$6,185,624	100.00	.00	○	1.00	○	0	○	●
Concrete Anchorage Repairs	05 - 09	Construction	\$11,100,000	60.00	.00	○	1.00	-	0	○	●
Suspended Span Cable Rewrap	05 - 09	Construction	\$66,287,216	50.00	.00	○	1.00	+	0	○	●
Structural Steel Repairs	05 - 09	Complete	\$13,634,071	100.00	.00	○	1.00	○	0	○	●
Elevated and on Grade Approach Deck Replacement - Whitestone Bridge	05 - 09	Construction	\$209,519,159	70.00	-.18	-	1.00	-	0	○	●
Replacement of Decks at Randall's Island and Ward's Island Viaduct and new Ramps - Robert F Kennedy Bridge	05 - 09	Construction	\$247,515,862	100.00	.00	○	1.00	+	0	○	●
Replacement of Concrete Deck and Rehabilitation Of the Abutment and Retaining Walls, Queens Approach - Throgs Neck Bridge	05 - 09	Construction	\$76,681,360	90.00	.14	+	1.00	-	0	○	●
Rehabilitation of Approach	05 - 09	Complete	\$83,128,867	100.00	.00	○	1.00	-	0	○	●
Rehabilitate Suspended Decks, Upper Level - Verrazano Narrows Bridge	05 - 09	Complete	\$52,819,653	100.00	.00	○	1.00	+	0	○	●
New Toll Plaza - Phase 1	05 - 09	Construction	\$13,795,225	100.00	.00	○	1.00	+	0	○	●
Expand/Upgrade Control Center	05 - 09	Complete	\$12,614,015	100.00	.00	○	1.00	-	0	○	●

4-11



Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
B&T - Bridges and Tunnels Program											
Rehabilitation of Ventilation	05 - 09	Complete	\$29,514,229	100.00	.00	○	1.00	+	0	○	●
Rehabilitation of the Concrete Substructure and Underwater Work - Cross-Bay Bridge	10 - 14	Construction	\$20,114,140	3.00	.00	○	1.00	-	0	○	●
Deck Replacement - the Queens Elevated and On-Grade Approach of the Bronx-Whitestone Bridge	10 - 14	Construction	\$291,826,512	80.00	.00	○	1.00	○	0	○	●
Replacement of the Upper Level Sidewalk, Curb Stringers, and Roadway Lighting - Henry Hudson Bridge	10 - 14	Construction	\$39,154,266	2.00	.00	○	1.00	○	0	○	●
Replacement of the wearing course on the orthotropic deck sections of the Robert F. Kennedy Bridge	10 - 14	Construction	\$12,595,804	1.00	.00	○	1.00	+	0	○	●
Second Generation E-ZPass In-Lane Subsystem Evaluation and Modernization	10 - 14	Construction	\$34,999,059	30.00	.00	○	1.00	○	0	○	●
Replacement of the Electrical Switchgear and Equipment - Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,736,825	4.00	.00	○	1.00	-	0	○	●
Hazardous Materials Abatement - Agency-Wide	10 - 14	Construction	\$8,650,797	.00	.00	○	1.00	○	0	○	●
Paint - Structural Steel of Bronx and Queens Tower Fender Systems - Throgs Neck Bridge	10 - 14	Construction	\$8,306,173	30.00	.00	○	1.00	○	2	○	●
Paint - Towers below the Roadway Level -	10 - 14	Construction	\$30,356,011	7.00	.00	○	1.00	○	0	○	●

4-12



Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
Verrazano-Narrows Bridge											
LIRR - Long Island Rail Road Program											
Escalator Replacement Program	05 - 09	Construction	\$5,771,042	7.00	.00	○	1.00	○	0	○	●
PS Third Rail & Signals	05 - 09	Construction	\$9,629,124	90.00	.00	○	1.00	○	0	○	●
ACL Direct Fixation	05 - 09	Construction	\$61,470,354	100.00	.00	○	1.00	○	0	○	●
Queens Blvd Track & Deck Rehabilitation	05 - 09	Construction	\$11,284,000	.00	.00	○	1.00	○	0	○	●
Bridge Painting	05 - 09	Construction	\$5,043,483	60.00	.00	○	1.00	○	0	○	●
Junction Blvd Abutment PW	05 - 09	Construction	\$30,203,753	92.00	.00	○	1.00	○	5	+	●
Queens Blvd Bridge Rehabilitation	05 - 09	Construction	\$23,086,847	.00	.00	○	1.00	○	0	○	●
ERT Fire & Life Safety	05 - 09	Construction	\$116,300,000	.00	.00	○	1.00	○	0	○	●
Wayside Event Recorders	05 - 09	Construction	\$6,300,000	.00	.00	○	1.00	○	0	○	●
Rolling Stock Support Equipmnt	05 - 09	Construction	\$8,007,496	100.00	.00	○	1.00	○	0	○	●
Life Cycle Maintenance Shop - Design and Construction	05 - 09	Construction	\$46,509,837	70.00	.41	+	1.00	○	0	○	●
Babylon Car Wash	05 - 09	Construction	\$25,500,000	57.00	.51	+	1.00	○	0	○	●

4-13

Performance Indicator Report
Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
LIRR - Long Island Rail Road Program											
Substations Environmental Reme	05 - 09	Construction	\$10,227,000	.00	.00	○	1.00	○	0	○	●
Morris Park Environmental Stud	05 - 09	Construction	\$8,594,501	85.00	.00	○	1.00	○	0	○	●
Right of Way - Fencing installation	10 - 14	Construction	\$8,000,000	65.00	.00	○	1.00	○	0	○	●
Rehabilitation construction of three bridges on the Montauk Branch in Hampton Bays, Suffolk County.	10 - 14	Construction	\$26,200,000	.00	.00	○	1.00	○	0	○	●
Atlantic Avenue Viaduct - Phase IIb	10 - 14	Construction	\$66,700,000	90.00	.00	○	1.00	○	0	○	●
Shop Reconfiguration and Reliability Centered Maintenance Infrastructure Improvements	10 - 14	Construction	\$10,400,000	1.00	.00	○	1.00	○	0	○	●
MNR - Metro-North Railroad Program											
GCT Leaks Remediation	05 - 09	Construction	\$10,900,000	.00	.00	○	4.54	+	0	○	●
Vital Processor System (GCT)	05 - 09	Construction	\$6,204,592	.00	.00	○	.95	+	0	○	●
Croton-Harmon and Peekskill Station Improvements	05 - 09	Construction	\$14,496,731	1.00	.00	○	.94	+	0	○	●
Poughkeepsie Station Building	05 - 09	Construction	\$17,230,453	100.00	.00	○	.96	-	0	○	●
New Haven Line Stations Improvements	05 - 09	Construction	\$22,244,412	100.00	.00	○	1.00	○	1	○	●
Station Building Rehabs.	05 - 09	Construction	\$11,186,888	35.00	4.07	+	.99	-	3	+	●

4-14

**Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011**

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
MNR - Metro-North Railroad Program											
Bronx Stations/Capacity Imp	05 - 09	Construction	\$11,428,532	.00	.00	○	.85	+	0	○	●
Cortlandt Parking and Access Improvements	05 - 09	Construction	\$33,981,764	62.00	1.01	+	.98	○	0	○	●
Tarrytown Station Improvement	05 - 09	Construction	\$36,372,646	40.00	1.19	+	.97	○	0	○	●
GCT Elevators	05 - 09	Construction	\$7,403,500	83.00	.00	○	.96	○	0	○	●
GCT Facilities Rehabilitation	05 - 09	Construction	\$23,318,197	75.00	1.33	+	1.03	+	0	○	●
Drainage and Undercutting	05 - 09	Construction	\$7,018,224	100.00	.00	○	.94	○	0	○	●
Replace/Repair Undergrade Brid	05 - 09	Construction	\$26,489,126	100.00	.00	○	1.00	○	0	○	●
Overhead Bridge Program-E of H	05 - 09	Construction	\$14,857,382	.00	.00	○	2.47	+	0	○	●
Undergrade Br. Program W of H	05 - 09	Construction	\$7,998,048	100.00	.00	○	1.00	○	0	○	●
Replace CTC Systems - Design	05 - 09	Construction	\$27,317,902	100.00	.00	○	1.00	-	0	○	●
Tagging Relays - H&H	05 - 09	Construction	\$12,682,721	.00	.00	○	1.00	+	0	○	●
Harlem And Hudson Lines Substa	05 - 09	Construction	\$13,610,706	95.00	.00	○	.97	○	2	○	●
NYCT - New York City Transit Program											
Fare Collection: Tompkinsville	05 - 09	Complete	\$7,439,552	100.00	.64	+	1.01	-	0	○	●

4-15

Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

4-16

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
NYCT - New York City Transit Program											
St. George Terminal Improvmnts	05 - 09	Construction	\$7,204,549	59.00	.20	+	1.00	0	0	0	●
Charleston Depot	00 - 04	Construction	\$18,170,000	100.00	.00	0	.00	0	0	0	●
Replace HPEMs	05 - 09	Construction	\$5,243,039	82.00	.00	0	1.00	0	0	0	●
Rehabilitate Avenue M Station - Brighton Line	05 - 09	Construction	\$44,874,417	65.00	1.22	+	1.10	0	0	0	●
Rehabilitate Neck Road Station - Brighton Line	05 - 09	Complete	\$39,292,864	86.00	.82	+	1.06	0	0	0	●
Rehabilitate Avenue H Station - Brighton Line	05 - 09	Construction	\$47,611,253	65.00	1.33	+	1.08	+	0	0	●
Rehabilitate Avenue U Station - Brighton Line	05 - 09	Complete	\$42,795,480	98.00	.58	+	1.05	0	0	0	●
Rehabilitate Bleecker Street Station - Lexington Avenue Line	05 - 09	Construction	\$33,648,151	48.00	.29	+	1.08	0	2	0	●
Rehabilitate Jay Street Station - FUL	05 - 09	Complete	\$65,027,772	94.00	.74	+	1.05	-	0	0	●
Rehabilitate 96th Street Station - Broadway-7th Avenue Line	05 - 09	Complete	\$64,213,454	99.00	.30	+	1.11	-	0	0	●
Rehabilitate Morrison-Sound View Avenue Station - Pelham Line	05 - 09	Construction	\$25,020,117	97.00	.22	+	1.01	+	0	0	●
Rehabilitate Parkchester-E 177th Street Station -	05 - 09	Construction	\$33,785,473	90.00	.31	+	1.01	-	0	0	●

Performance Indicator Report
Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
NYCT - New York City Transit Program											
Rehab St Lawrence Av PEL	05 - 09	Construction	\$26,542,483	6.00	1.06	+	1.00	○	0	○	●
Rehabilitate Elder Avenue Station - Pelham Line	05 - 09	Construction	\$26,269,282	5.00	.00	○	1.01	○	0	○	●
Rehabilitate Whitlock Avenue Station - Pelham Line	05 - 09	Construction	\$24,192,702	97.00	.17	+	1.01	○	0	○	●
Rehabilitate Mott Avenue Station - Rockaway Line	05 - 09	Construction	\$11,411,417	73.00	.72	+	1.02	+	0	○	●
Rehabilitate East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$49,650,709	65.00	.39	+	1.08	○	0	○	●
Station Accessibility (ADA) - Bleecker-Broadway/Lafayette Street Station Complex	05 - 09	Construction	\$17,688,531	60.00	.99	+	1.07	○	2	○	●
Station Accessibility (ADA) Kings Highway Station - Brighton Line	05 - 09	Construction	\$10,113,723	41.00	1.08	+	1.06	○	0	○	●
Station Accessibility (ADA) Jay Street Station - Fulton Line	05 - 09	Complete	\$16,455,505	94.00	.71	+	1.06	○	0	○	●
Station Accessibility (ADA) 96th Street Station - Broadway-7th Avenue Line	05 - 09	Complete	\$28,812,657	99.00	.18	+	1.07	-	0	○	●
Station Accessibility (ADA) Jay Street-Lawrence Street Transfer	05 - 09	Complete	\$17,658,968	94.00	.02	+	1.07	+	0	○	●
Station Accessibility (ADA) Mott Avenue -	05 - 09	Construction	\$10,569,812	31.00	.58	+	1.00	-	0	○	●

4-17

Performance Indicator Report
Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
Rockaway Line											
NYCT - New York City Transit Program											
Station Accessibility (ADA) East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$10,425,407	65.00	.08	+	1.05	○	0	○	●
ADA 45 Rd-Court House Sq: FLS	05 - 09	Construction	\$14,992,247	.00	.00	○	.88	○	0	○	●
Passenger Transfer: Bleecker-Broadway/Lafayette Streets	05 - 09	Construction	\$81,971,529	70.00	.31	+	1.05	○	2	○	●
Intermodal: Myrtle-Wyckoff	05 - 09	Complete	\$11,075,346	98.00	.88	+	1.06	○	0	○	●
Passenger Transfer: Lawrence Street/Jay Street Stations	05 - 09	Complete	\$65,358,345	94.00	.28	+	1.08	+	0	○	●
Replace Canopies 5 Stns BW7	05 - 09	Construction	\$14,143,827	29.00	.00	○	1.00	○	0	○	●
Station Condition Survey	05 - 09	Complete	\$6,919,198	.00	.00	○	1.00	○	0	○	●
86 St 4AV Station Improvements	05 - 09	Complete	\$12,785,683	97.00	.99	+	1.01	+	-9	-	●
Station Component Repairs	05 - 09	Construction	\$73,073,079	52.00	.57	+	.95	+	0	○	●
Rehabilitate 71st Street Station - West End Line	05 - 09	Construction	\$10,233,504	56.00	1.35	+	1.05	○	0	○	●
Rehabilitate 79th Street Station - West End Line	05 - 09	Construction	\$10,167,251	52.00	.63	+	1.06	○	0	○	●
Rehabilitate 18 Avenue Station - West End Line	05 - 09	Construction	\$10,021,957	54.00	.56	+	1.06	○	0	○	●

4-18

Performance Indicator Report
Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
NYCT - New York City Transit Program											
Rehabilitate 20 Avenue Station - West End Line	05 - 09	Construction	\$9,598,601	64.00	.08	+	1.04	○	0	○	●
Rehabilitate 25 Avenue Station - West End Line	05 - 09	Construction	\$10,398,022	54.00	.75	+	1.05	○	0	○	●
Rehabilitate Bay 50th Street Station - West End Line	05 - 09	Construction	\$9,801,688	44.00	.71	+	1.06	○	0	○	●
Rehabilitate Bay Parkway Station - West End Line	05 - 09	Construction	\$23,722,665	31.00	.38	+	1.04	○	0	○	●
Station Accessibility (ADA) Bay Parkway Station - West End Line	05 - 09	Construction	\$14,129,968	22.00	3.54	+	1.06	-	0	○	●
Rehabilitate Fort Hamilton Parkway Station - West End Line	05 - 09	Construction	\$24,083,589	44.00	.23	+	1.05	○	0	○	●
Rehabilitate 62nd Street Station - West End Line	05 - 09	Construction	\$20,949,432	30.00	1.21	+	1.06	○	0	○	●
Rehabilitate 9 Avenue Station - West End Line	05 - 09	Construction	\$23,061,195	61.00	.72	+	1.06	+	0	○	●
Station Work 50th Street Station - West End Line	05 - 09	Construction	\$9,806,565	38.00	.80	+	1.03	○	0	○	●
Station Work 55th Street Station - West End Line	05 - 09	Construction	\$9,952,786	41.00	.52	+	1.03	○	0	○	●
Install Induction Loops for 642 Station Booths	05 - 09	Construction	\$13,370,940	47.00	.48	+	1.00	+	0	○	●
Gap Fillers Union Square Station Phase 3	05 - 09	Construction	\$26,075,610	80.00	.09	+	1.09	○	0	○	●



Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
NYCT - New York City Transit Program											
Tunnel Lighting 4th Avenue Portal to Church Avenue - Culver Line	05 - 09	Complete	\$23,525,451	.00	.00	○	1.00	-	0	○	●
Tun Ltg Lex Av-5th Av QBL	05 - 09	Construction	\$11,988,175	96.00	1.00	+	1.00	○	0	○	●
Fan Wrap-up work - Archer Avenue Line	05 - 09	Construction	\$73,053,211	85.00	.90	+	1.08	+	0	○	●
Deep Well Rehab FUL	05 - 09	Construction	\$16,680,074	98.00	.87	+	1.02	○	0	○	●
Rehab Deep Wells LNX	05 - 09	Complete	\$13,494,262	87.00	.00	○	1.00	○	0	○	●
Vent Plant Rehabilitation - Jackson Avenue - Queens Boulevard Line	05 - 09	Construction	\$83,659,146	58.00	.73	+	1.00	-	0	○	●
Overcoat Bronx Park East to 241st Street - White Plains Road Line	05 - 09	Construction	\$37,399,259	69.00	.62	+	1.00	-	0	○	●
Rehabilitate Culver Viaduct Phase 2	05 - 09	Construction	\$160,789,681	56.00	1.35	+	1.01	○	0	○	●
Ocean Parkway Station Viaduct - Brighton Line	05 - 09	Construction	\$34,340,949	96.00	.91	+	1.02	○	1	○	●
Overcoat Whitlock Avenue Portal to Pelham Bay Park - Pelham Line	05 - 09	Construction	\$28,158,438	96.00	.00	○	1.00	○	0	○	●
Rockaway Viaduct Phase 2	05 - 09	Construction	\$25,214,744	92.00	.63	+	1.00	○	0	○	●
Overcoat 125 St. Arch BW7	05 - 09	Construction	\$13,178,960	75.00	.00	○	1.00	○	1	○	●

4-20



Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
NYCT - New York City Transit Program											
Overcoat 103rd Street to Main Street Portal - Flushing Line	05 - 09	Construction	\$27,532,390	97.00	.41	+	1.00	○	2	○	●
Overcoat 27th St-41 Av AST	05 - 09	Construction	\$15,314,079	.00	.00	○	1.00	○	0	○	●
Flooding Mitigation: Various Locations	05 - 09	Construction	\$81,976,868	285.00	.00	-	.91	-	-1	-	●
Overcoat Portal -S.27th St AST	05 - 09	Construction	\$14,199,694	.00	.00	○	1.00	○	0	○	●
Structural Rehabilitation 63rd Street to Bay 50th Street - West End Line	05 - 09	Construction	\$41,703,946	47.00	.00	○	.98	-	0	○	●
Structural Rehabilitation 9th Avenue to 63rd Street - West End Line	05 - 09	Construction	\$17,400,067	52.00	.00	○	1.08	○	0	○	●
Signal Control Modifications Phase 3	05 - 09	Construction	\$43,251,300	95.00	.00	○	1.00	+	0	○	●
Signal Cable Replacement	05 - 09	Construction	\$73,584,769	97.00	-.54	-	1.00	-	0	○	●
ATS B - Prep Work	05 - 09	Construction	\$15,000,000	59.00	.00	○	1.00	○	0	○	●
Signal Key-By Circuit Modifications Phase 2	05 - 09	Construction	\$26,758,520	.00	.00	○	1.00	○	0	○	●
ST Signal Enhance LEX Ph 1	05 - 09	Complete	\$6,009,212	102.00	.65	+	1.00	-	0	○	●
Fire Suppression Ph 1	05 - 09	Construction	\$18,116,965	54.00	.42	+	1.00	-	0	○	●

4-21

Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
NYCT - New York City Transit Program											
Relay Replacement	05 - 09	Construction	\$10,817,410	.00	.00	○	1.00	○	0	○	●
Copper Cable Replacement: Various locations	05 - 09	Construction	\$9,489,725	.00	.00	○	.91	○	0	○	●
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$42,968,636	46.00	1.97	+	1.81	+	-18	-	●
Heating, ventilation and Air-conditioning: Station Communication Rooms	05 - 09	Construction	\$26,660,819	75.00	.46	+	.96	○	0	○	●
Repl Power Transformers 3 locs	05 - 09	Complete	\$12,870,601	100.00	1.00	+	1.00	-	0	○	●
Rockwell Place Substation	05 - 09	Complete	\$19,438,269	96.00	.68	+	1.02	○	0	○	●
Modernize Caton Avenue Substation	05 - 09	Complete	\$273,047,446	100.00	1.00	+	11.22	+	0	○	●
Modernize E193 St Substn	05 - 09	Complete	\$19,688,368	100.00	1.00	+	1.03	○	0	○	●
Modernize Meserole Av Substn	05 - 09	Complete	\$19,131,793	98.00	.46	+	.99	-	0	○	●
Rehabilitate Underground Substation Hatchways	05 - 09	Construction	\$20,262,907	39.00	3.55	+	1.00	○	0	○	●
Modernize Greeley Substation	05 - 09	Construction	\$30,810,976	29.00	.05	+	1.00	○	0	○	●
Cable Cranberry Tube, Ducts	05 - 09	Complete	\$34,020,121	64.00	-2.39	-	1.00	○	7	+	●
Control Cables 4 Substation Control Zones	05 - 09	Construction	\$48,811,974	.00	.00	○	1.01	-	0	○	●

4-22

**Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011**

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-o	Cost Index	+/-o	Schedule Variance (Months)	+/-o	Traffic Light
NYCT - New York City Transit Program											
Repl Negative Cables RKY	05 - 09	Construction	\$13,117,490	.00	.00	o	1.00	o	0	o	●
Repl Neg Cable: 59-95 St 4AV	05 - 09	Construction	\$16,549,935	95.00	.27	+	1.00	+	0	o	●
Circuit Breaker House East 180th Street	05 - 09	Construction	\$14,454,007	90.00	1.11	+	1.00	o	0	o	●
Manhole Repairs 2 Locs	05 - 09	Construction	\$7,412,912	100.00	1.00	+	1.00	o	0	o	●
Jay Street Substation, DC Feeders, Circuit Breaker House # 579	05 - 09	Construction	\$34,590,053	25.00	.71	+	1.00	-	0	o	●
Rehabilitate 3 IRT Substation Enclosures	05 - 09	Construction	\$14,515,957	75.00	.46	+	1.00	-	0	o	●
Heavy Shop Equipment	05 - 09	Construction	\$11,399,706	97.00	.00	o	1.00	o	0	o	●
38th Street Yard Portal Viaduct Retaining Wall	05 - 09	Complete	\$22,207,781	99.00	.84	+	.93	-	0	o	●
Corona Yard Phase 3 Signals, Track Rehabilitation	05 - 09	Complete	\$113,635,998	98.00	.87	+	1.02	o	0	o	●
Yard CCTV	05 - 09	Construction	\$11,678,455	86.00	.84	+	1.00	o	-1	-	●
Yard Fencing Upgrades	05 - 09	Complete	\$10,925,974	99.00	.84	+	1.00	o	0	o	●
Yard Hydrants Ph 2	05 - 09	Complete	\$14,469,250	96.00	.74	+	1.00	o	0	o	●
Repl 16 Yard Switches 2009	05 - 09	Complete	\$8,976,384	.00	.00	o	.98	o	0	o	●

4-23



Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
NYCT - New York City Transit Program											
Yard Fencing Priority 1: 8 Locations	05 - 09	Construction	\$29,742,193	42.00	1.38	+	1.00	○	0	○	●
Yard Fencing Priority 2: 5 Locations	05 - 09	Construction	\$21,417,783	19.00	.83	+	.76	○	0	○	●
Reconstruct Clara Hale Depot	05 - 09	Construction	\$273,384,590	4.00	.97	+	1.00	+	0	○	●
East New York Depot Repairs	05 - 09	Construction	\$18,198,408	.00	.00	○	1.06	○	0	○	●
Lifts: Stengel, Manhattanville	05 - 09	Construction	\$6,050,815	26.00	.00	○	1.00	+	0	○	●
Bus Rapid Transit Phase 1	05 - 09	Construction	\$21,986,520	93.00	.00	○	.99	-	0	○	●
Bus Lifts Various Locations	05 - 09	Construction	\$8,780,176	100.00	22.70	+	1.00	○	0	○	●
Depot Equipment	05 - 09	Construction	\$9,880,197	.00	.00	○	1.00	+	0	○	●
Priority Repairs: 3 Depots	05 - 09	Construction	\$20,080,162	.00	.00	○	1.09	+	0	○	●
Rubber Tire Vehicles 2006-2007	05 - 09	Complete	\$13,099,284	100.00	.00	○	.99	○	0	○	●
Rubber Tire Vehicles 2008-2009	05 - 09	Construction	\$7,486,242	94.00	.00	○	1.00	+	0	○	●
Trk Geometry Rail Insp Option	05 - 09	Complete	\$13,131,659	100.00	.00	○	1.00	○	0	○	●
Fire Alarm/Sprinklers at 5 Locations	05 - 09	Construction	\$33,950,132	75.00	.94	+	1.05	+	0	○	●

4-24

Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-o	Cost Index	+/-o	Schedule Variance (Months)	+/-o	Traffic Light
NYCT - New York City Transit Program											
Employee Facilities Rehabilitation Parkchester-East 177th Street Station - Pelham Line	05 - 09	Construction	\$5,170,909	60.00	.00	o	.98	-	0	o	●
Employee Facilities Rehabilitation East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$6,544,045	55.00	1.31	+	1.00	o	0	o	●
DOS Roof Replacement Ph 1	05 - 09	Complete	\$13,051,668	97.00	1.05	+	.98	-	0	o	●
DOS Roof Replacement Ph 2	05 - 09	Construction	\$19,655,812	34.00	.72	+	1.00	o	0	o	●
EFR Church Av CUL	05 - 09	Complete	\$8,331,646	.00	.00	o	1.01	o	0	o	●
Station Work at 4th Avenue Station on the Culver Line	10 - 14	Construction	\$11,867,667	7.00	.56	+	1.09	+	0	o	●
Improvements at the Dyckman Street Station on the Broadway/7th Avenue Line	10 - 14	Construction	\$46,927,503	17.00	.00	o	1.08	+	0	o	●
Rehabilitation of Smith-9th Station on the Culver Line	10 - 14	Construction	\$32,308,986	1.00	20.52	+	1.09	+	0	o	●
Station Component Work	10 - 14	Construction	\$1,785,668	.00	.00	o	.01	+	2	o	●
Replacement of Platform Edges at 3 Stations on the Eastern Parkway Line	10 - 14	Construction	\$8,207,607	.00	.00	o	1.00	+	0	o	●
Replace Tunnel Lighting from the 11 St Portal-	10 - 14	Construction	\$10,479,676	.00	.00	o	1.00	+	0	o	●

4-25

Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
Queens Plaza on 60th Street Connection											
NYCT - New York City Transit Program											
Replace Tunnel Lighting from 4 Av-Church Ave on the Culver Line	10 - 14	Construction	\$32,037,433	.00	.00	○	1.04	+	0	○	●
Rehabilitation of Deep Wells on the Crosstown Line	10 - 14	Construction	\$11,227,147	2.00	.00	○	1.00	+	0	○	●
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$12,430,000	.00	.00	○	.42	+	0	○	●
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$41,995,529	.00	.00	○	1.06	+	0	○	●
Structure Repair from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$19,989,373	.00	.00	○	1.06	+	0	○	●
Overcoat Painting of 15 Bridges on the Brighton Line	10 - 14	Construction	\$8,818,876	.00	.00	○	1.08	+	0	○	●
Overcoat Painting from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$20,256,713	.00	.00	○	1.04	+	0	○	●
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,626,758	96.00	.00	○	1.08	+	3	+	●
Replacement of Copper Communications Cable	10 - 14	Construction	\$10,266,087	.00	.00	○	1.00	+	0	○	●
Rehabilitate 5 Substation Enclosures	10 - 14	Construction	\$16,581,818	.00	.00	○	1.09	+	0	○	●
Modernize 10th Street Substation on the Culver	10 - 14	Construction	\$20,841,534	.00	.00	○	1.00	+	0	○	●

4-26

**Performance Indicator Report
 Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011**

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
NYCT - New York City Transit Program											
Repair Power System Duct Bank from 141st Street to 148th Street on the Lenox Avenue Line	10 - 14	Construction	\$22,362,695	.00	.00	○	1.00	+	0	○	●
Rehab Circuit Breaker Houses #292/#293 on the Nostrand Av Line	10 - 14	Construction	\$6,252,065	.00	.00	○	1.00	+	-2	-	●
Reserve for Power Cable Duct Rebuilding	10 - 14	Construction	\$15,224,435	.00	.00	○	.65	+	0	○	●
Upgrade 207 St Overhaul Shop Electrical System	10 - 14	Construction	\$21,597,271	2.00	.00	○	1.00	-	0	○	●
Upgrade 207 St Overhaul Shop Heating Plant	10 - 14	Construction	\$15,659,085	.00	.00	○	1.00	-	0	○	●
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$6,701,001	2.00	.00	○	.27	+	0	○	●
Rehabilitate Avenue J Station - Brighton Line	05 - 09	Construction	\$46,189,969	67.00	.80	+	1.06	+	0	○	●
Kings Highway Station - Brighton Line	05 - 09	Construction	\$31,912,000	75.00	.86	+	1.10	○	0	○	Same as above
Newkirk Avenue Plaza Station Phase 2 - Brighton Line	05 - 09	Construction	\$41,851,198	78.00	.89	+	1.02	-	0	○	Same as above
Rehabilitate Beach 67th Street Station - Rockaway Line	05 - 09	Construction	\$22,069,331	64.00	.99	+	1.01	○	0	○	●
Rehabilitate Beach 60th Street Station - Rockaway Line	05 - 09	Construction	\$18,291,495	32.00	.41	+	1.02	-	0	○	Same as above
Rehabilitate Beach 44th Street Station - Rockaway Line	05 - 09	Construction	\$17,947,293	65.00	.99	+	1.01	+	0	○	Same as above
Rehabilitate Beach 36th Street Station - Rockaway	05 - 09	Construction	\$16,911,056	37.00	.39	+	1.01	○	0	○	Same as

4-27



Performance Indicator Report

Quarterly Traffic Light Report on Third Party Contracts in Construction for the Period Ending March 31, 2011

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	+/-	Cost Index	+/-	Schedule Variance (Months)	+/-	Traffic Light
NYCT - New York City Transit Program											
Rehabilitate Beach 25th Street Station - Rockaway Line	05 - 09	Construction	\$18,439,546	59.00	1.04	+	1.01	0	0	0	Same as above
Rehabilitate 59th Street Station - Broadway-7th Avenue Line	05 - 09	Construction	\$48,315,526	98.00	.84	+	1.06	+	4	+	●
Rehabilitate 59th Street Station - 8th Avenue Line	05 - 09	Construction	\$63,741,096	97.00	.73	+	1.12	+	4	+	Same as above
Employee Facilities Rehabilitation 59th Street Station - 8th Avenue Line	05 - 09	Construction	\$10,701,987	100.00	.88	+	1.00	0	4	+	Same as above
Rehabilitate Beach 90th Street Station - Rockaway Line	05 - 09	Construction	\$19,382,364	51.00	.64	+	1.01	+	0	0	●
Rehabilitate Beach 98th Street Station - Rockaway Line	05 - 09	Construction	\$20,197,934	51.00	.49	+	1.01	-	0	0	Same as above
Rehabilitate Beach 105th Street Station - Rockaway Line	05 - 09	Construction	\$18,286,277	52.00	.71	+	1.00	+	0	0	Same as above

4-28



Project No. B5

Long Island Rail Road

Port Washington Branch Abutments & Walls

Total Project EAC: \$30.2M

Original Substantial Completion: August 2011

Current Substantial Completion: November 2011

PHASE: Construction (60% complete)

Project Description

This project includes the rehabilitation of bridge abutments for 6 bridges and a pedestrian underpass (Junction Boulevard, National St, 102nd St, 104th St, 108th St, 111th St, and Roach Place) on the Port Washington Branch in Elmhurst and Corona (Queens) and the rehabilitation of 5,000 LF of semi-gravity retaining walls adjoining the abutments. The work includes repairs to maintain the structural integrity of the wall by increasing the strength and resistance to overturning and sliding. Options for an additional 3,600 LF of repairs to adjacent retaining walls was not exercised at the time of award due to limited funding being available.

Schedule and Budget

The completion date has been extended 3 months and the project budget has been increased by \$11.2 million due to the decision to exercise Bid Options to rehabilitate the remaining portion of the Port Washington Branch Rehabilitation Project.

Problem

The original \$19.0 million project has been expanded to \$30.2 million to include further work as the funding for additional scope options became available with the completion of other projects in the same asset category. The added scope provides for the additional 3,600 feet of retaining wall rehabilitation that was part of the original scope.

What is Being Done

The revised scope of work is being implemented.

IEC Comment:

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

All Agency Contractor Evaluation (ACE): The IEC will review project performance for consistency in the Agency's evaluation of the overall contractor's performance.



Project No. M5020206
Metro-North Railroad
Station Building Rehabs
Fordham, Tarrytown, Mamaroneck &
Port Chester

Total Project EAC: \$11,168,888
Original Substantial Completion: Mar 2011
Current Substantial Completion: June 2011
PHASE: Construction at Fordham (68% complete)

Project Description

The project restores, repairs, and cleans the historic Fordham Station building to better serve the 6,500 people who use it every day. Fordham Station is one of four stations under this project.

Schedule and Budget

The original completion date is March 29, 2011. The current estimate for completion is June 30, 2011 which is a delay of approximately 3 months.

Problems

Include the following:

- This delay is mainly attributed to additional work that has been added to the contract due to unforeseen conditions which were only uncovered during construction and had to be addressed at this time. A new roof drainage system and structural roof rafter reinforcement had to be installed. In addition, delay in property acquisition has also contributed to the project schedule because the contractor could not access the work area from the Fordham University side.

What is Being Done

A schedule extension will be granted based on additional scope of work negotiated.

IEC Comment:

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

All-Agency Contractor Evaluation (ACE): The IEC will review project performance for consistency in the Agency's evaluation of the overall contractor's performance.



Metro-North Railroad

Project No. M5029909
Metro-North Railroad
Grand Central Terminal
Employee Facility Rehabilitation

Total Project EAC: \$23,839,000
Original Substantial Completion: May 2011
Current Substantial Completion: May 2011
PHASE: Construction (87.3% complete)

Project Description

The purpose of this project is to renovate the existing GCT Hall D 3rd floor and adjacent rooms into locker/rest facilities for Train & Engine (T&E) crews, Building Services/Customer Service Representatives, and Fire Brigade personnel as well as providing new structural floors to the 4th and 5th levels of Hall D, adding over 20,000 square feet of usable space for future growth. Also included is the construction of a new Transformer House on the lower level adjacent to the loop track.

Schedule and Budget

Completion date is May 2011. The Original third party contract award was \$18,998,536. The New third party EAC is \$20,533,000.

Problems

Include the following:

- This is a Design/Build project and given the complexity of the Historic Structure, Grand Central Terminal, there were some unknown existing conditions encountered during construction.

What is Being Done

There have been time extensions given to the Contractor for the installation of additional steel and modifications to the New Transformer House. These changes have drawn down the task contingency level. At the current level of completion it is anticipated there will not be any significant new change orders, however, additional funding will be added to restore an appropriate level of contingency through completion of work.

IEC Comment:

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

All-Agency Contractor Evaluation (ACE): The IEC will review project performance for consistency in the Agency's evaluation of the overall contractor's performance.

**Culver Viaduct Rehabilitation –
Phase 2**

Total Project EAC: \$160.1M
Original Substantial Completion: Feb. 2013
Current Substantial Completion: Feb. 2013
Phase: Construction (56% complete)

Project Description:

This project will rehabilitate the Culver Viaduct between the portal south of the Carroll Street Station and the portal south of the 4th Avenue Station on the Culver  in Brooklyn. The project scope includes reconstruction of the concrete deck slab, deck waterproofing, and replacement of existing track with new low-vibration track.

Schedule and Budget:

Currently on schedule and within budget

Problems

Expended project contingency exceeds pace of total project progress. Two major Additional Work Orders were issued during early phase of construction causing higher expenditure of contingency funds. The first one (\$1M) was related to protect pedestrians and traffic below from falling debris by installing nettings to underside of Viaduct. The second one (\$1.934M) was related to revised track design which required installation of 78' rail in lieu of Continuous Welded Rail.

What is Being Done

Review of the remaining work indicates that the remaining contingencies are sufficient to complete the project.

IEC Comment

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

All-Agency Contractor Evaluation (ACE): The IEC will review project performance for consistency in the Agency's evaluation of the overall contractor's performance.

**New York City Transit
HVAC Communication Rooms****Forecast Design Completion: December 2011****Phase: Design****Original Completion Date: 12/2008****Current Completion Date: 12/2011****Total Project EAC: \$42.9M****Project Description:**

This report provides the status of one of the 10 projects in a program that provides HVAC (Heating, Ventilation, and Air Conditioning) for a number of communications rooms that house SONET/ATM and other critical communications equipment that are sensitive to excessive temperature fluctuations. This project will also provide a solution for ventilation of hydrogen gas fumes from batteries inside the communication rooms.

Cost Changes / Issues:

The budget has increased by \$6.3 million: \$4.0 million to cover an existing overrun and \$2.3 million to complete remaining work.

Problem:

The budget overrun is due to a change to the design of seven (7) HVAC stations. The Department of Subways requested a separate mechanical room to house the cooling units and a water line to wash these units. This required additional field surveys and design to identify locations and construct mechanical rooms in stations. In addition, a new communications room was designed at Beach 116 Street to accommodate Police Department access concerns.

An additional \$2.3 million is also needed to design HVAC solutions for additional rooms which were added to one of the contracts and to complete the design for the gas ventilation systems.

What is Being Done:

Budget: A budget Modification Staff Summary Sheet is being prepared to address the design overrun (\$4 million) and the additional design work (\$2.3 million) required for the project.

Schedule: The schedule has been extended to accommodate the additional work.

IEC Comment:

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

**New York City Transit
Fulton Street Duct Reconstruction
Ryder's Alley – Front Street
8th Ave – Cranberry Tube, Canarsie Line**

**PSE NO.: C32370
Total Project EAC: \$34.0M
Original Completion: Feb. 2012
Current Completion: Sept. 2012
PHASE: Construction (64% complete)**

Project Background

This project is a joint venture between New York City Department of Design and Construction (DDC), ConEdison, Empire City Subway (ECS), Department of Environmental Protection (DEP), Department of Highways and Incidental Structures (HW), Division of Traffic, Bureau of Signals and Street Lighting (TF) and New York City Transit (NYCT).

Overall, New York City Department of Design and Construction (DDC) is in charge of this project.

Project Description

This project involves in replacement of existing duct bank from Ryder's Alley to Cliff and Fulton Street intersection and installation of 16 new ducts from Cliff Street to Front Street Manhattan shaft as well as construction of three (3) new manholes and repairs of seven (7) existing manholes.

Schedule/Cost Change

The Substantial Completion date has been delayed from February 2012 to September 2012. This delay is subject to overall schedule of all the agencies.

Problems

Delays included the following:

- Additional work incorporated into the project by Con Edison, New York City Department of Design & Construction (NYCDDC) & Empire City Subway (ECS).
- Approval of MPT plans and issuance of permit by New York City Department of Transportation.
- Denial of worksite due to winter weather conditions.
- Change in work hour stipulation imposed after the bid by New York City Department of Transportation.

What is Being Done

To mitigate the delay New York City Department of Design & Construction directed contractor to add more manpower and work extended hours & weekends.

IEC Comment

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

All-Agency Contractor Evaluation (ACE): The IEC will review project performance for consistency in the Agency's evaluation of the overall contractor's performance.

RTO Portable Radio Replacement

PSE NO.: W32555
Total Project EAC : \$6.6M
PHASE: Design
Original Completion: Sept. 2011
Current Completion: Dec. 2011

Project Description

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

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

Schedule/Budget

Currently, the 8000 portable radios with accessories and ancillary equipment have been delivered to NYC Transit. The design effort to modify both the hardware interface and the software decoding system has been delayed from September 2011 to December 2011. December 2011 is also the project substantial completion date since the radios will be fully functional as designed with both the hardware interface and software decoding system modified. There will be no cost changes associated with the completion of the project.

Problems

The project schedule slipped due to administrative delays in procuring the prototype equipment.

What is Being Done

The procurement is being processed; the prototype equipment is expected to be delivered without further delays and project substantial completion will be on December 2011.

IEC Comment

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

**59th Street-Columbus Circle
Complex: A, B, C, D, 1 Lines**

Total Project EAC: \$122.8M
Original Substantial Completion: June 2009
Actual Completion date: April 30, 2011
Phase: Construction (100% complete)

Project Description

This report provides the status of three separate sub-projects as part of the total project scope at the Columbus Circle Complex. The 59th Street/Columbus Circle complex is the intersection of 3 rapid transit lines: the 8th Avenue line (A and C trains) on the lower level, the 6th Avenue line (B and D trains) on the lower level and the Broadway-7th Avenue line (1 train) on the upper level. The initial capital plan approved scope included rehabilitation of the 59th Street station on the B'way-7th Avenue line; rehabilitation of the 59th Street station on the 8th Avenue line; addition of an ADA elevator from the street to the mezzanine at the 59th Street/Columbus Circle complex; and consolidation and renovation of existing Employee Facilities at the Columbus Circle Complex.

Schedule

The project achieved substantial completion on April 30, 2011. This represents a four-month slippage since the last report.

Problems

The delay is attributed to unacceptable contractor workmanship that forced the work on station finishes into the exceptionally unfavorable weather season.

What is Being Done

Schedule: The project has achieved substantial completion.

IEC Comment

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

All-Agency Contractor Evaluation (ACE): The IEC will review project performance for consistency in the Agency's evaluation of the overall contractor's performance.

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

The following programs/projects are reported on by the respective 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.

2005-09 Capital Program

1. Second Avenue Subway
 - Contract 2A – 96th Street Station
 - Contract 4A – 72nd Street Station Structure
 - Contract 5A – 86th Street Station Structure
 - Contract 6 – Systems
2. East Side Access
 - Grand Central Terminal Concourse – Civil & Structural
 - 50th Street Ventilation Facility
 - Various Infrastructure Elements at Harold Interlocking
 - Harold Interlocking Force Account Work
 - Harold CILS Communication System, Misroute
 - Queens Bored Infrastructure
 - Madison Yard Demolition
3. Flushing Line Extension
 - Finishes & System Work for Extension of #7 Subway Line
 - Structural & Civil Construction for Extension of #7 Subway Line
4. Fulton Street Transit Center
5. Signals & Communications
 - Fiber Optic Network
 - Audio Visual Paging System – Jay, Hall & Dunton
 - Signal Improvement – Microprocessors
 - Signal Control Modifications – Phase 3
 - Signal Cable Replacement
 - Signal Key-By Circuit Modifications – Phase 2
 - Signal Modernization – E 180th St/White Plains Rd Line – Phase 3
 - Interlocking 4th Avenue/Culver Line
 - Interlockings 5th Avenue, Lexington Ave – Queens Blvd Line
 - Modernize 3 Interlockings – 8th Avenue Line
 - Communications Based Train Control Equipt 64 R160 Cars
Canarsie Line
 - Data Network Phase 2 IND/BMT-ATM Option
 - System-Wide Application Migration - Phase 2
 - Antenna Cable Replacement - Phase 2
 - Public Address/Customer Information Screens – Phase 3
 - Heating, Ventilation & Air Conditioning Station Communication
Rooms

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

6. New Subway Car procurement
 - Purchase 23 A-Division Cars
 - Purchase 382 B- Division Cars
7. New Bus Procurement
 - Bus Replacement - 745 Standard Buses 2007
 - Bus Replacement – 90 Standard Buses 2009

2010-14

1. Second Avenue Subway
 - 96th Street Station – Finishes, Mechanical, Electrical & Plumbing (MEP) Systems
 - 72nd Street Station - Finishes, Mechanical, Electrical & Plumbing (MEP) Systems
 - 86th Street Station – Excavation and Structure
 - 86th Street Station - Finishes, Mechanical, Electrical & Plumbing (MEP) Systems
 - Systems – Power, Signal, Tracks & Communications
 - Owner Controlled Insurance Program (OCIP)
2. East Side Access
 - Program Management
 - Engineering and Design
 - MTA Management
 - Force Account Support
 - MNR Force Account Support for Manhattan Structural Work
 - System-wide Track and Third Rail
 - Communications and Controls Systems
 - Tunnel Ventilation and Facility Power
 - Traction Power Systems
 - Signal Systems
 - Owner-Controlled Insurance Program (OCIP)
 - 55th Street Ventilation Plant Facility
 - Construction Management
 - GCT Concourse and Facilities Fit-Out
 - Vertical Circulation Equipment – Elevators & Escalators
 - General Conditions
 - Manhattan Structures 2
 - Harold Interlocking Force Account
 - Harold Misroute Prevention Protection
 - Queens Plaza Substation and Structures
 - Mid-Day Storage Yard Facility
 - Harold Structures – Part 3A
 - Harold Structures – Part 3B
 - Amtrak Access & Protection Construction Support

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

- LIRR Access and Protection Construction Support
 - System Testing and Commissioning
 - Rail Car Procurement
 - GCT Civil and Structural Work
3. East Side Access Readiness
- Jamaica Capacity Improvements – Phase 1
 - Massapequa Pocket Track
 - Extend Great Neck Pocket Track
 - Port Washington Yard Reconfiguration
 - New Mid Suffolk Electric Yard
4. Flushing Line Extension
5. Fulton Street Transit Center
6. Signals & Communications
- Speonk to Montauk Signalization
 - Station Interlocking Renewal
 - Positive Train Control
 - Upgrade West of Hudson Signal System
 - Implement B Division Real Time Information
 - Modifications Signal Control Lines – Phase 4
 - Modernize Signal Interlocking at Church Ave – Culver Line
 - Replace Solid State Signal Equipment at 13 Locations
 - Convert R-142 Railcars for Communications-Based Train Control – Flushing Line
 - Install Station Time Signal Enhancements - Lexington Ave Line - Phase 2
 - Modernize Signal Interlocking – 71st Ave/Union Tpke – Queens Blvd Line
 - Install Communications-Based Train Control Signals Test Track – Culver Line – Phase 2
 - Modernize Signals & Interlocking – Dyre Ave Line
 - Modernize Signal Interlocking – Roosevelt Ave – Queens Blvd Line
 - Modernize Signal Interlocking – 34th Street – 6th Ave Line
 - Modernize Signal Interlocking – West 4th Street – 6th Ave Line
 - Modifications of Signal Key-By Circuits – Phase 3
 - Application Cutover to SONET/ATM Fiber Optic Network – Phase 1
 - Upgrade Police Radio System
 - Install Public Address/Customer Information Screen Systems at 43 Stations
 - Upgrade/Replacement of Subway – Very High Frequency (VHF) Radio System
7. New Subway Car Procurement

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

- Purchase 123 A-Division Railcars
- 8. New Bus Procurement
- 9. New Rolling Stock Procurement
 - Purchase M-8 Series Electric Cars for New Haven Line
 - Purchase up to 84 New M-9 Electric Cars
 - Spec Development for Alternate Diesel Equipment to Operate in Diesel Territory
- 10. Regional Investments
 - WBBP and EBRR F/A Connections
 - Sunnyside Stations
 - Westbound By-Pass and Eastbound Re-Route
 - Loop Interlocking
 - Amtrak Buildings
 - Rolling Stock Procurement
- 11. Track Improvements
 - Mainline High-Speed Turnout Replacement
 - GCT Turnout/Switch Renewal
- 12. Centralized Train Control
- 13. Shops & Yards
 - Harmon Shop Replacement Program
 - New 207th Overhaul Shop/Air Conditioning Shop
- 14. Ventilation Facilities
 - New Vent Plant Mulry Square – 8th Avenue
 - New Vent Plant at 46th Street – Queens Blvd Line
- 15. Stations
 - GCT Trainshed and Park Ave Tunnel Structure Rehabilitation
 - Outlying Stations – Customer Communications/Connectivity Improvements to Provide Real-Time Information at East of Hudson Line
- 16. Bus Depots
 - Construct New Jamaica Depot – Phase I
 - Mother Clara Hale Bus Depot