



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

September 2011

Committee Members

J. Walder, Chair

J. Blair

A. Cappelli

F. Ferrer

M. Lebow

S. Metzger

C. Moerdler

M. Page

M. Pally

J. Sedore

V. Tessitore

C. Wortendyke



MEETING AGENDA

MTA CPOC COMMITTEE

September 26, 2011 – 1:45 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

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| 1. APPROVAL OF MINUTES – JULY 25 | TAB 1
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| 2. COMMITTEE WORK PLAN | 1 – 5 |
| 3. NEW YORK CITY TRANSIT
Report on International CBTC Forum | TAB 2
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| 4. CAPITAL CONSTRUCTION COMPANY <ul style="list-style-type: none">• Discussion of ESA Issues• ESA Queens Tunneling Risk Assessment | TAB 3 |
| 5. CAPITAL PROGRAM STATUS <ul style="list-style-type: none">• Commitments/Completions• Funding• Second Quarter Traffic Light Report | TAB 4
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| 6. EXECUTIVE SESSION | |

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
July 25, 2011
New York, New York
1:45 P.M.

MTA CPOC members present:

Hon. Jay Walder, Chairman
Hon. James Blair
Hon. Allen Cappelli
Hon. Fernando Ferrer
Hon. Susan Metzger
Hon. Charles Moerdler
Hon. Mark Page
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Vincent Tessitore, Jr.
Hon. Mark Lebow

MTA Board members present:

Hon. Andrew Albert

MTA staff present:

Michael Garner
Linda Kleinbaum
Amil Patel
Ron Saporita

MTACC staff present:

Uday Durg
Bill Goldstein
Bill Goodrich
Michael Horodniceanu
Alan Paskoff

McKissack + Delcan staff present:

Kent Haggas
Renee Leslie

* * *

Chairman Walder called the July 25, 2011 meeting of the Capital Program Oversight Committee to order at 1:45 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 27, 2011.

Committee Work Plan

Ms. Kleinbaum stated that there were changes to the current Committee Work Plan. The ESA Queens Risk Review discussion will occur in September along with a discussion on mitigation strategies for this same project, while the RCM and Railroad Car Equipment discussion will be postponed until October. NYCT's subway car procurement discussion will be postponed until procurement negotiations are completed.

Quarterly Progress Report on the Fulton Street Transit Center (FSTC)

Mr. Michael Horodniceau began the presentation by noting that the FSTC is on schedule for completion in June 2014 and is trending below the budget of \$1.4B. Work has progressed since the last report including the steel erection at Fulton/Broadway and the installation of the 4/5 escalator. In the next three months a number of milestones will be met including the opening of the Cortlandt Street R Station Southbound platform on or before 9/11. The William Street entrance is expected to open in a week's time. All performance measures indicate that the project is meeting schedule and budget parameters. Regarding Schedule Contingency status - the schedule contingency remains 146 days the same as the prior report. The current Budget Contingency is \$117M, \$9M less than what was reported 3 months ago. Future critical milestones include assessing the FSTC design to incorporate new technology. The intent is to enhance the public space in a special and unique manner. The IEC concurred with the Schedule and Budget information presented. The IEC opined concerns that the Transit Center & Station Enhancements could potentially impact schedule float. The IEC will review pending cost and schedule reports. In September, Mr. Horodniceau will present to NYCT Committee the status of the enhancements planned for FSTC.

Quarterly Progress Report on the Second Avenue Subway (SAS)

Mr. Michael Horodniceau began the presentation on Second Avenue Subway by noting that the project was on budget and scheduled to meet the December 2016 revenue service date. Progress made over the past three months includes the completion of design for remediation of all "fragile buildings" and the continuance of excavation on the 72nd Street Cavern. It is not anticipated that there will be any future project delays due to work on the fragile buildings. Future work will include the award of the 86th Street cavern which had been delayed due to follow up certification actions required by the FTA. Issuance of the Systems Contract was also delayed because of the need to coordinate with the #7 project's award of their systems contract. (A phased procurement was necessary due to the limited number of contractors with systems expertise).

Board discussion included questions pertaining to the environmental impacts associated with the conveyance of muck. Mr. Horodniceau stated that all necessary precautions are being taken to minimize these impacts. Regarding the schedule contingency, there has been a loss of 99 days due to the need to resolve federal certification requirements as noted above. The remaining budget contingency has increased \$12M from the last reporting period. In addition, the bid for the 86th Street Station Cavern mining contract was \$100M below budget. Other critical milestones and issues include the imminent resolution of Yorkshire Tower residents' litigation. The IEC concurred with MTACC's schedule and budget projections including the concept behind the project's plan to recover a substantial portion of the lost schedule contingency. The IEC recommended that MTACC press to resolve those issues with NYCT pertaining to the force account estimates.

Mr. Horodniceau provided a brief summary of the joint MTACC-IEC-OCO Risk Assessment performed on the SAS 86th Street Station Cavern Excavation and Lining. The project scope includes excavation of two shafts, the mining of the 86th Street cavern, entrances and ancillary

spaces plus waterproofing and lining. The Risk Assessment revealed the schedule to contain the most significant risks. Top schedule risks include the estimated production rates associated with the cavern excavation along with waterproofing as well as staging and access limitations. Mitigation measures include dedicating resources for pre-planning recognizing the challenges. As one example, the team will identify mitigation measures for the project impacts on the Chase Bank entrance-way.

Mr. Walder concluded the discussion by noting that the two mega projects were on schedule and budget and staff were deserving of recognition for presenting good news to what can often be the "bad news" committee.

Quarterly Update on M/WBDE Participation

Mr. Michael Garner presented the MTA's M/W/BDE goal attainment for the April to June 2011 time-period. Goal attainment was calculated for all projects with established goals. The MTA has exceeded both state and federal M/W/BDE goals for the second quarter of 2011. The Board applauded agency staff for this accomplishment and noted that the small disadvantaged business firms are more than capable of bringing jobs in on budget and schedule.

Update on MTA Small Business Mentoring Program (SBMP)

Mr. Garner began the presentation by noting the incredible progress made since the signing of the legislation in July 2010. The key to the MTA's success is attributed to agency staff along with a focus on four key elements including access to working capital; bonding/insurance; training and breaking-down the barriers to conducting business with the MTA. The MTA exceeded its Year 1 Legislative Commitments of \$10M. A total of \$13,537,496 was awarded to 25 firms. One project at the RFK Bridge has already been completed and closed out. The contractor, present at the meeting, was acknowledged for a job well-done. To achieve this success the MTA began its work prior to the legislative approval including the conditional board approval for the Construction Manager (CM) – TDX, pre-qualification procedure for vendors and unified contract documents for the operating agencies. Mr. Amil Patel then provided details on the past year's SBMP activities. Mr. Patel stated that the key to the MTA's success was the agency's proactive approach including developing new procedures and simplifying processes. All stakeholders understood the need for simplicity and timeliness. The MTA was also committed to transparency. The transparency has led to many synergies. As one example, a new link on the agency's web-site was developed that included the listing of all prequalified vendors. This has enabled prime contractors to contact these vendors for additional work opportunities. Another point noted that the greatest challenge to awarding these contractors jobs is breaking up the typically large MTA projects into smaller scale projects. Other challenges addressed include establishing and maintaining timeliness for critical activities such as awarding projects within 10 days of bid opening and disbursing payments within a maximum of 10 days of payment submittal. The MTA has successfully pre-qualified 117 firms, provided 25 bid solicitations, and 200 bidding opportunities. Looking ahead, it was noted that the Year 2 Plan containing 27 potential projects valued at \$15,257,500 has been established. The MTA has submitted a proposal to the Federal Government to institute a similar program. Board Members acknowledged the MTA and agency staff for a job well done. A recommendation was made that a "360 degree review" be performed soliciting feedback from the contractors on the SBMP and its effectiveness. The MTA will report back to the Board on the results of the recommended 360 degree review. Mr. Walder acknowledged the MTA team for its accomplishments.

Capital Program Status Commitments/Completions

Ms. Kleinbaum stated that there have been five projects that did not reach their commitment goals. Very large projects, such as the NYCT cars and VHF radios contributed to lag between the actual commitments and Y-T-D goal. However, by the end of the year, 92% of both commitment and completion goals will be met. Mr. Walder closed the meeting congratulating agency staff for a job more than well done.

Adjournment

Upon motion duly made and seconded, Chairman Walder adjourned the meeting of July 25, 2011 of the MTA Capital Program Oversight Committee at 2:35 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

September 2011

Risk-Based Monitoring

- ESA Mitigations
- Queens Tunneling Risk Assessment
- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

October 2011

Risk-Based Monitoring

- NYC Transit Report on Mother Clara Hale Depot
- LIRR/MNR Report on M-9 Procurement
- RCM Standardization and Diesel Fleet Maintenance
- Red Light project follow-up reports (if needed)

Strategic Reviews

- Update of the Bus Program
- Update on Track

Program Priorities

- Update on Bus Customer Information Systems
- Quarterly Update on Minority, Women and Disadvantaged Business Participation

November 2011

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- SAS Systems Contract Risk Assessment
- NYC Transit Stations Program
- Red Light project follow-up reports (if needed)

Strategic Reviews

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

December 2011

Risk-Based Monitoring

- LIRR/MNR Risk Assessment on PTC
- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

Strategic Reviews

- B&T update on AET

Program Priorities

- Update on New Fare Payment Systems

January 2012

Risk-Based Monitoring

- 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

March 2012

Risk-Based Monitoring

- LIRR ESA Readiness Projects
- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

Strategic Reviews

- Interplay between ESA Operating Plan & Capital Investments

April 2012

Risk-Based Monitoring

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

Program Priorities

- Quarterly update on Minority, Women & Disadvantaged Business Participation

May 2012

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- NYC Transit Stations Program
- Red Light project follow-up reports (if needed)

June 2012

Risk-Based Monitoring

- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

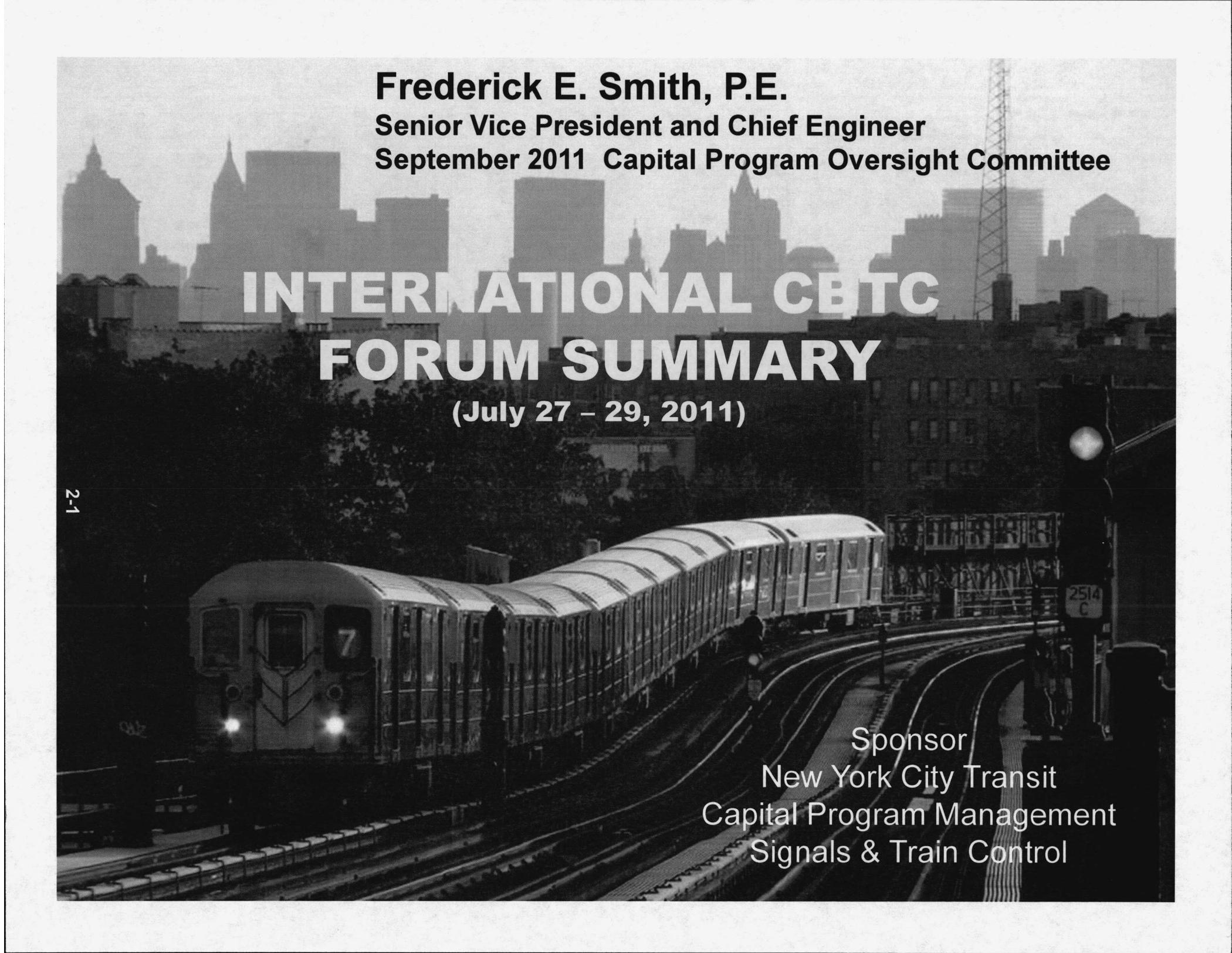
Strategic Reviews

July 2012

Risk-Based Monitoring

- Quarterly Traffic Light Report and Red Light project follow-up (if needed)

Strategic Reviews

A black and white photograph of a subway train on tracks. The train is moving away from the viewer, curving to the right. The background shows a city skyline with various buildings and a tall tower. The overall scene is in grayscale.

Frederick E. Smith, P.E.

Senior Vice President and Chief Engineer

September 2011 Capital Program Oversight Committee

INTERNATIONAL CBTC FORUM SUMMARY

(July 27 – 29, 2011)

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Sponsor
New York City Transit
Capital Program Management
Signals & Train Control

CBTC International Forum Attendees

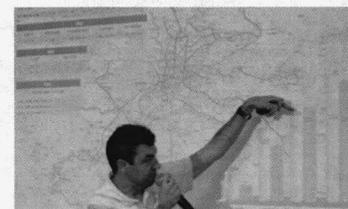


Transit Agencies

- Hong Kong
- San Francisco
- London
- Philadelphia
- Toronto
- Madrid
- Paris
- New Jersey

CBTC Suppliers

- Alstom
- Bombardier
- Mitsubishi
- Siemens
- Thales



CBTC Independent Consultants



CBTC Forum Goals

- Review Transit Properties CBTC Lessons Learned
- Explore Different CBTC Rollout Strategies
- Optimizing CBTC Design within NYCT Constraints
- Recommend Methodology to Reduce Cost and Schedule
- Discuss Equipment Obsolescence Strategies
- Maximize Effectiveness of Integrated Test Facility (ITF)

CBTC Forum Consensus Points

Major Items

- Agencies and vendors concurring with our plan to:
 - Standardize the Interoperability Interface Specification (I2S)
 - Use ITF:
 - to qualify additional suppliers
 - to reduce time required for track access on future contract testing
 - Initiate a long term contract for the radio and transponders
- Package award of CBTC and Interlocking upgrades

CBTC Forum Consensus Points

Major Items

- Cost and Schedule can be reduced by:
 - Purchase new cars with pre-installed CBTC equipment
 - Install CBTC wayside equipment as part of interlocking modernizations
 - Increase track access / explore greater line shutdowns
 - Standardize and streamline submittal process & training

- Host forum with conventional signal installers / suppliers

- Develop strategy for equipping work trains with CBTC equipment

2-5

CBTC Forum Consensus Points

“Out of Box” Ideas

NYCT will explore:

- Implement CBTC by region – package multiple sections into one contract with options to exercise as funding becomes available
- Provide I2S to IEEE CBTC Standard Working Group to create North American Standard
- Integrate SSI into Zone Controller to control Interlockings

CBTC Forum General Consensus

NYC Transit's CBTC Program should:

- Proceed with Safety Certification and ITF
- Qualify additional CBTC suppliers
- Continue with its long term CBTC Strategy

To be handed out at the CPOC Meeting.

**MTA Capital Program
Commitments & Completions**

through

August 31, 2011

4-1



Metropolitan Transportation Authority

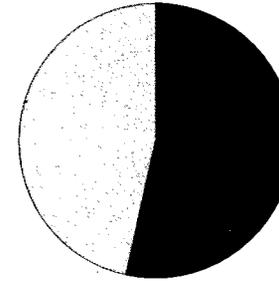
Capital Projects – Major Commitments – August 2011

Through the end of August, 31 major commitments remain on or close to goal. Since last month there are 2 new commitment delays beyond 2 months of goal. All delays are discussed on the following pages.

To date, the agencies have committed \$3,309 million, saving over \$500 million compared to budget value. The \$2,902 million lag between the actual commitments and the YTD goal is largely due to delays in a few large projects including: the NYCT 'B' Division subway car purchase (\$638 million), NYCT's 123 A-division and R-142 Car Conversion purchase (\$493 million), the VHF Radio System Upgrade (\$256 million), a contract for East Side Access (\$322 million) and the 2nd Ave Subway's Systems and Finishes contract (\$303 million). Agencies forecast that 89% of the \$8.2 billion annual goal will be committed by the end of the year.

Actual commitments have saved over \$500 million as compared to budget.

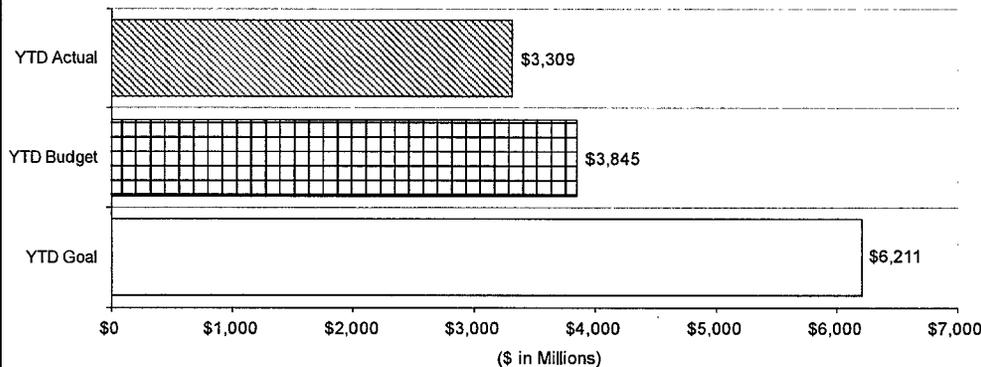
Year-to-Date Major Commitments



	Year-to-Date Change		
Green = Commitments made within 2 months of Goal	31	53%	↓ 1
Red = Commitments delayed beyond 2 months of Goal	27	47%	↑ 2
	58	100%	

Budget Analysis

2011 Annual Goal	\$8,195	
2011 Annual Forecast	89%	of Annual Goal
YTD Goal	76%	
YTD Actual	40%	
Left to Complete	55%	(\$4,011)



Year-to-Date Agency Breakdown

Agency	Prior month variance	
	RED	GREEN
New York City Transit		
5	7	
Long Island Rail Road		
3		
Metro-North Railroad		
7	7	
	+1 RED	
Bridges and Tunnels		
9		
Capital Construction Company		
3	5	
MTA Bus Company		
4	8	
	+1 RED	-1 GREEN
MTA Police Department		

Capital Projects – Major Commitments – August 2011 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
27 All-Agency Red Commitments (2 new this month)				Metro- North Railroad			
New York City Transit				Track & Structures			
<i>Subway Cars</i>				2011 Cyclical Track Program			
Purchase 290 'B' Division Subway Cars	Purchase Award	Mar-11 \$637.8M	Oct-11 \$637.8M	Construction		Mar-11 \$13.0M	Jun-11 (A) \$13.0M
Additional time for the RFP process is necessary to facilitate continued technical evaluations.				Commencement of work slightly delayed due to an extended review process.			
Purchase 123 A- Division Cars & R-142 Conversions	Purchase Award	May-11 \$493.4M	Dec-11 \$493.4M	Construction		Aug-11 \$4.8M	Nov-11 \$4.8M
The option award goal has been changed due to ongoing negotiations.				Further analysis of the project to ensure the best value scope was advanced has slightly delayed the commitment date from the plan.			
<i>Buses</i>				<i>Power</i>			
Purchase 90 Articulated Buses	Purchase Award	Apr-11 \$78.1M	Feb-12 \$70.6M	Harlem & Hudson Substations - Force Account	Force Account	Jul-11 \$2.9M	Mar-12 \$2.9M
Award delayed pending successful completion of the pre-qualifying shaker table test, scheduled for September.				Further analysis of the project to ensure that the best value scope was advanced delayed the commitment date from the plan.			
Purchase 90 Diesel Buses - New Flyer Pilot	Purchase Award	Mar-11 \$46.2M	Jun-11 (A) \$44.2M	Harlem/Hudson Substations - Cyclical DC Switchgear	Construction	Jul-11 \$11.1M	Dec-11 \$11.1M
Award was delayed several months pending final agreement on terms and conditions.				Further analysis of the project to ensure that the best value scope was advanced delayed the commitment date from the plan.			
Purchase 171 Standard CNG Buses	Purchase Award	Mar-11 \$133.1M	Jun-11 (A) \$87.1M	Harlem/Hudson Substations - Material	Material	Jul-11 \$4.6M	Dec-11 \$4.6M
Project cost decreased reflecting 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.				Further analysis of the project to ensure that the best value scope was advanced delayed the commitment date from the plan.			
<i>Communication</i>				<i>Stations</i>			
VHF Radio System Upgrade	Construction	Jun-11 \$255.8M	Dec-11 \$287.7M	New Haven Line Station Ph. 2	Construction	Jul-11 \$33.2M	Dec-11 \$33.2M
Proposals review, negotiations and selection will extend the award schedule to December. Project cost reflects revised estimate based on re-advertisement.				A longer review of scope and awaiting final project approvals to proceed has delayed the award of construction.			
<i>Stations</i>				<i>Communications and Signals</i>			
ADA: Forest Hills- 71 Avenue Queens Boulevard	Construction	May-11 \$33.4M	Sep-11 \$19.8M	PTC Rolling Stock Signals Onboard Design / Radio Spectrum Procurement	Construction	Jun-11 \$5.3M	Nov-11 \$5.3M
Utility work issues have been resolved and incorporated in the bid documents. Project cost estimate decreased due to lower allowance for structural work, upgrade of electrical systems, and general mark-up as well as improved market conditions.				Purchase is delayed due to issues with procurement, the FCC and legal issues. The portion planned for West of Hudson territory will be a contract option and delayed until 2012.			

Capital Projects – Major Commitments – August 2011 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
MTA Capital Construction				MTA Bus			
<i>East Side Access</i>				<i>Bus Company Projects</i>			
Plaza Substation & Queens Structure Const	Construction	Apr-11 \$225.8M	Aug-11 (A) \$162.1M	Security Upgrade - CP ECH YONKERS	Construction	May-11 \$2.8M	Oct-11 \$2.4M
Delay due to extension of bid period to coordinate work with existing contracts, issuance of addendum and extended qualification review after bids received. Budget decrease due to scope transfer to the Queens Bored Tunnels contract and favorable bids.				Award delayed because lowest bidder requires additional review process.			
GCT Concourse Finishes Early Work	Construction	Jun-11 \$30.0M	Sep-11 \$46.5M	Electric Upgrade of Emergency Generators at 6 Depots (New Item)	Construction	Jul-11 \$7.9M	Nov-11 \$7.9M
Early Work was originally part of a larger contract (CM014). At the time goal was set, scope and estimate were in process; budget now reflects the bid result (\$46.5M), which is favorable to the revised forecast (\$47M) based on the estimate for the completed package. Delay in award due to extension of bid period as requested by bidders, issuance of addendum and extended qualification review.				Procurement procedure changes to the Con Ed contract caused a delay to this project.			
Manhattan Structures Part 2 & Cavern MEP & Finishes (CM012)	Construction	Jul-11 \$321.9M	Dec-11 \$325.9M	Service Vehicles	Purchase Award	Jul-11 \$4.0M	Dec-11 \$4.0M
Will be sending out addendum to the bidders, including additional scopes of work and revised access planning, both part of an effort to recover and/or minimize schedule slippage. Budget increase represents the net impact of scope transfers (38th Street Vent Plant Lining, and drainage and electrical raceways) from GCT Concourse Civil & Structural Contract (CM019) and Manhattan Structures Part 2 & Cavern MEP & Finishes (CM012).				Delayed because additional time is needed to ensure that all vehicle specifications are competitive to the market.			
<i>Second Avenue Subway</i>				Fire Protection (LaGuardia and Baisley Park)	Construction	Jul-11 \$6.5M	Nov-11 \$6.5M
Track, Signals Power and Communication Systems	Construction	Jul-11 \$303.4M	Oct-11 \$303.4M	Design had to be revised because of new information that was received from the Department of Environmental Protection. Existing water pressure would be insufficient to provide flow to furthest sprinkler heads			
Systems contract forecast award date moved to October to insure adequate competition with the upcoming multiple systems contracts for MTACC projects, including the 7 Line Extension and East Side Access, planned for procurement.				Depot Equipment	Construction	Apr-11 \$7.2M	Sep-11 \$7.2M
86th St Station Structure	Construction	Mar-11 \$422.4M	Aug-11 (A) \$349.4M	Structural design revisions for the College Point depot caused a delay to this project.			
Award delayed due to a federal certification requirement that has now been resolved.				Relocate Tanks/Washer-Eastchester	Construction	Jun-11 \$10.0M	Dec-11 \$12.5M
				Slipped due to FDNY variance delay. Increased scope of work at the Eastchester facility.			
				Purchase 79 Standard CNG Buses	Purchase Award	Mar-11 \$50.9M	Jun-11 (A) \$42.5M
				The procurement package was rescheduled from the Feb. Board to the May Board. Project cost decreased reflecting 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.			
				Fueling Lane and Bus Washer (La Guardia)	Construction	Mar-11 \$6.7M	Jul-11 (A) \$2.4M
				Award delayed due to potential issues with the low bidder. The bid was lower-than-budget.			

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

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

Project	Commitment	Goal	Forecast
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13 All-Agency Budget only variances (0 new this month)

New York City Transit

Bus Purchases

Project	Commitment	Goal	Forecast
Purchase 328 Articulated Buses	Purchase Award	Jul-11	Jun-11 (A)
		\$284.4M	\$251.9M
Project cost decrease due to improved market conditions and exclusion of the bus cameras (planned to be awarded separately).			

MTA Capital Construction

7 West Extension

Project	Commitment	Goal	Forecast
Site K - Vent Building for 34th Street Station	Construction	Mar-11	Feb-11 (A)
		\$92.3M	\$62.5M
Budget change reflects the results of a favorable bid.			
Systems, Finishes, and Core & Shell of Site A Vent Building	Construction	Jun-11	Aug-11 (A)
		\$586.2M	\$517.3M

To ensure the most competitive bidding, MTACC changed the bid opening date from March to June as requested by prospective bidders. Actual / Forecast reflects contract value and some support costs, but excludes contract contingency and remaining support costs which will be added once funding becomes available from a few funding agreement with the City and Hudson Yards Development Corporation.

MTA Bus

Bus Company Projects

Project	Commitment	Goal	Forecast
Additional Fueling Capacity BP, JFK, LG	Construction	Feb-11	Apr-11 (A)
		\$8.7M	\$3.6M
Forecast reflects the results of a favorable bid. 2 month delay due to multiple addendums.			
Fire Projection JFK, LG, BP, ECH	Construction	May-11	May-11 (A)
		\$5.3M	\$4.0M
Estimate at Completion reduced due to favorable bids.			

Project	Commitment	Goal	Forecast
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Bridges & Tunnels

Bronx-Whitestone Bridge

Project	Commitment	Goal	Forecast
Deck Replacement - Queens Approaches	Construction Admin.	Feb-11	Feb-11 (A)
		\$16.0M	\$12.6M
Selected consultant's negotiated contract was less than budget.			
Deck Replacement - Elevated and On Grade Queens Approach	Construction	May-11	Jul-11 (A)
		\$240.0M	\$114.0M
Favorable variance due mainly to pre-award mitigations made by the agency, a low bid and lower-than-estimated commodity prices. Date changed to accommodate related NYC Department of Parks & Recreation mitigation work.			

RFK Bridge

Project	Commitment	Goal	Forecast
Deck Replacement - Bronx/Manhattan Ramps and Toll Plaza Utility Relocation	Construction	Sep-11	May-11 (A)
		\$32.8M	\$11.2M
\$10M of the favorable variance is due to scope and quantity reductions as well as elimination of allowances and contingencies. The remaining \$10M of the variance due mainly to the favorable market and low bid.			

Throgs Neck Bridge

Project	Commitment	Goal	Forecast
Suspended Span Repairs	Construction	Jun-11	Jun-11 (A)
		\$46.6M	\$21.2M
Low bid reflects a continuing favorable bid market.			
Rehabilitate Orthotropic Deck Phase B	Construction	Aug-11	Jul-11 (A)
		\$40.0M	\$14.9M
Low bid reflects a continuing favorable bid market.			
Paint Bronx and Queens Approach Spans	Painting Contract	Aug-11	Jul-11 (A)
		\$50.0M	\$34.8M
Low bid reflects a continuing favorable bid market.			

Verrazano Bridge

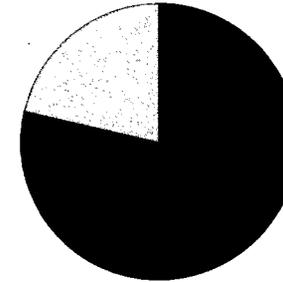
Project	Commitment	Goal	Forecast
Toll Plaza - East and West Bound Ramp Improvements	Construction Admin.	Jul-11	Jul-11 (A)
		\$7.2M	\$5.0M
Reflects a continuing favorable bid market.			
Toll Plaza - East and West Bound Ramp Improvements	Construction	Jul-11	Sep-11
		\$83.0M	\$52.4M
Reflects a continuing favorable bid market.			

Capital Projects – Major Completions – August 2011

Through the end of August, MTA agencies were on or close to goal for 22 of 28 major anticipated completions. There have been 2 recent completion delays beyond 2 months of goal, both at MNR. These and the other delays are discussed on the following page.

Through August, agencies completed \$1,363 million in capital projects which is \$164 million less than goal partly due to delays at NYCT (\$135 million), most of which are forecast to be completed later in the year. By year-end, agencies are on track to complete \$3.6 billion (88%) of the 2011 Annual Goal of \$4.1 billion.

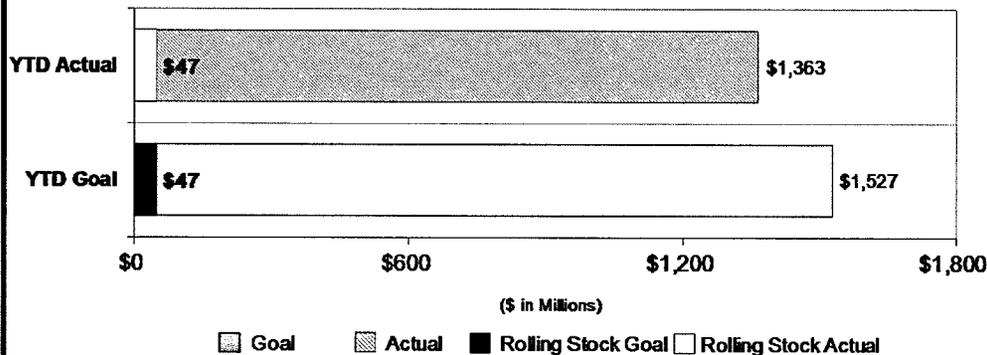
Year-to-Date Major Completions



	Year-to-Date Change
Green = Completions made within 2 months of Goal	22 79% ↑ 3
Red = Completions delayed beyond 2 months of Goal	6 21% ↑ 2
Total	28 100%

Budget Analysis

2011 Annual Goal	\$4,081	
2011 Annual Forecast	88%	of Annual Goal
YTD Goal	37%	
YTD Actual	33%	
Left to Complete	62%	(\$2,244)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – August 2011 – Schedule Variances

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
6 All-Agency Red Completions (2 new this month)							
<i>Long Island Rail Road</i>							
<i>Line Structures</i>							
Port Washington Branch Abutment & Walls	Construction	Jun-11 \$19.0M	Nov-11 \$30.2M				
Revised budget and schedule reflect recent award options of the Port Washington Branch.							
Metro- North Railroad							
<i>Track</i>							
2010 Cyclical Track Program	Construction	Mar-11 \$13.0M	Jun-11 (A) \$13.0M				
Equipment repairs and crew reassignments throughout the maintenance period delayed the 2010 surfacing work.							
<i>Grand Central Terminal</i>							
Vital Processor System (GCT) (<i>New Item</i>)	Construction	Aug-11 \$6.5M	Dec-11 \$6.5M				
Installation of HVAC units. Given to operational needs and difficulty getting track outage to perform work, the completion is delayed until December 2011.							
<i>Power</i>							
Substation Retrofit H&H - Tagging Relays (<i>New Item</i>)	Construction	Aug-11 \$12.7M	Dec-11 \$12.7M				
Scheduled deliveries are now expected to be completed by October. This is due to MNR approved configuration changes and additional indication relays.							
MTA Bus							
<i>Bus Company Projects</i>							
Power Upgrade- LaGuardia	Construction	May-11 \$2.1M	Oct-11 \$2.1M				
Delayed due to a potential scope increase. Hazard lighting will need to be done at the depot under one of the existing projects.							
New Roof and Ventilation System - LaGuardia	Construction	Jul-11 \$7.0M	Nov-11 \$7.0M				
Project delayed because contractor installed heat recovery units (HRU's) with incorrect dimensions.							

Capital Projects – Major Completions – August 2011 – Budget* Variances

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

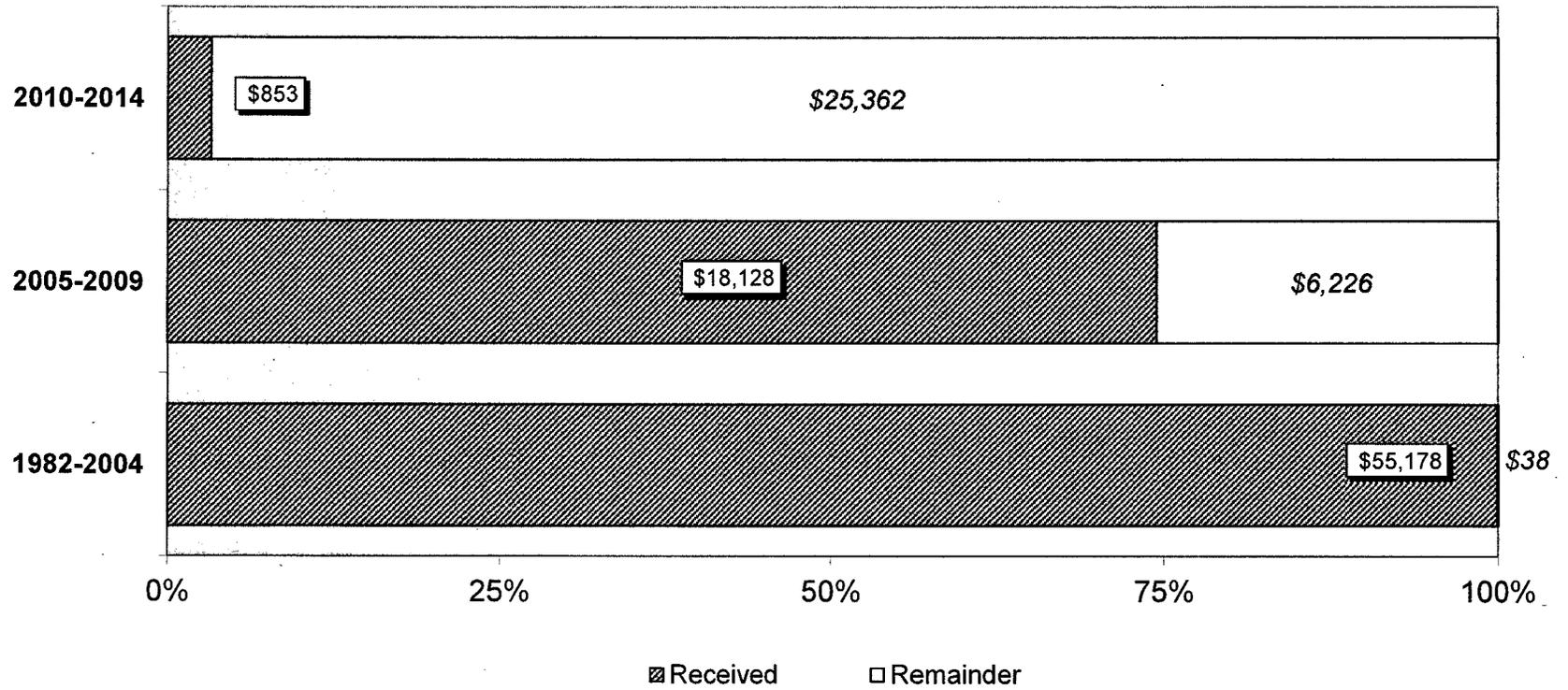
Project	Completion	Goal	Forecast
2 All-Agency Budget only variances (0 new this month)			
<i>Long Island Rail Road</i>			
<i>Track</i>			
ACL Direct Fixation Replacement	Construction	May-11 \$61.5M	May-11 (A) \$53.5M
Revised EAC to reflect estimated final costs of project.			
2010 Annual Track Program	Construction	Jun-11 \$62.4M	Jun-11 (A) \$57.4M
Revised EAC to reflect estimated final costs of project.			

Status of MTA Capital Program Funding

4-9

Capital Funding (August 31, 2011)
 \$ in millions

Capital Program



Capital Funding Detail (August 31, 2011)

\$ 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
 B&T Bonds
 Bonds from New Sources
 Other (Including Operating to Capital)

	Funding Plan	Receipts		
	Current	Receipts thru July	This month	Received to date
	\$5,207	\$5,190	-	\$5,190
	3,286	1,483	-	1,483
	336	222	-	222
	7	7	-	7
	654	654	-	654
	405	405	-	405
	2,133	1,244	16	1,260
	141	117	15	132
	1,036	370	-	370
	1,450	480	-	480
	3,243	3,039	-	3,039
	1,262	1,049	-	1,049
	5,078	3,435	315	3,750
	117	87	-	87
Total	\$24,354	\$17,782	\$346	\$18,128

2010-2014 Program

Federal Formula
 Federal Flexible and Other
 Federal Security
 City Capital Funds
 MTA Bus Federal and City Match
 MTA Bonds (Payroll Mobility Tax)
 B&T Bonds
 Other (Including Operating to Capital)
Future State and Local Funding

	Funding Plan	Receipts		
	Current	Receipts thru July	This month	Received to date
	\$6,415	\$232	227	\$460
	435	37	-	37
	225	52	-	52
	500	140	-	140
	210	-	34	34
	6,070	47	83	130
	2,453	-	-	-
	343	-	-	-
	9,564	-	-	-
Total	\$26,215	\$509	\$344	\$853

2nd Quarter 2011 Traffic Light Report on MTA Capital Program Projects

Traffic Light Report Project Terms and Definitions

Projects in Design: 52

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

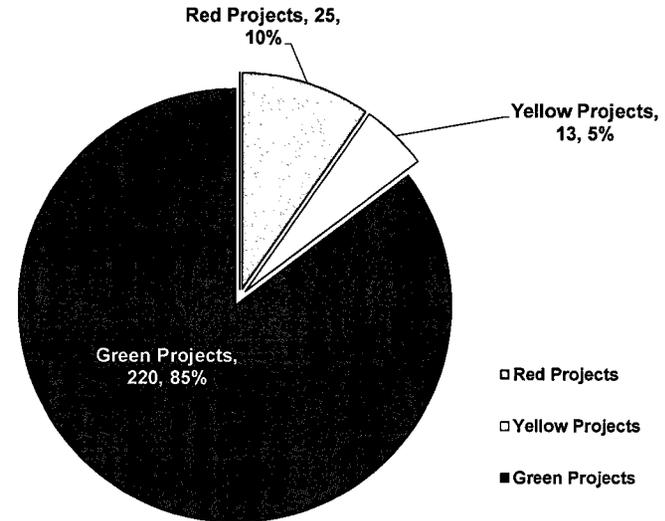
Projects in Construction: 206

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

Report Index Formulas and Criteria:

- > **Cost Index** = Total Project EAC / Current Approved Budget
- > **Schedule Variance** = Number of months of change in schedule since last Traffic Light Report
- > **Contingency Index** = % Contingency used / % 3rd Party Contract Completion (contingency used includes expended & pending AWOs) / Triggered when project has reached 50% or higher / Threshold for NYCT is \$15M or more, other agencies \$5M or more
- > Excludes projects included in CPOC's Risk-Based Monitoring Program listed at the end of this 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
- > Projects in procurement will be reviewed in future reports
- > Report includes projects in Design and Construction (Third Party and In-House)
- > 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 258 Projects Reviewed
2nd Quarter 2011**



NYCT	147	12	22	Total Projects 181
MNR	21	2		
LIRR	22	1		
B&T	20	1		
MTA Bus	10			
				Total Projects 23
				Total Projects 23
				Total Projects 21
				Total Projects 10

**2nd Quarter 2011 Traffic Light Report
Projects in Design and Construction**

▲ = Index increase: Trending indicates condition worsening 10% (Design 15%) or greater since last quarterly report
▼ = Index decrease: Trending indicates condition improving 10% (Design 15%) or greater 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											
Replace HPEMs	05 - 09	Construction	\$5,243,039	78	.00	—	1.00	—	9	▲	Ⓡ
Rehabilitate Avenue M Station - Brighton Line	05 - 09	Construction	\$42,394,327	72	1.19	▼	1.04	—	0	—	Y
Rehabilitate Avenue H Station - Brighton Line	05 - 09	Construction	\$44,055,272	74	1.22	▼	1.00	—	0	—	Y
Rehabilitate Avenue J Station - Brighton Line	05 - 09	Construction	\$43,703,663	72	.90	▲	1.00	—	0	—	Y
Rehabilitate Bleecker Street Station - Lexington Avenue Line	05 - 09	Construction	\$31,269,486	49	.65	▲	1.00	—	0	—	Ⓞ
Rehabilitate 59th Street Station - Broadway-7th Avenue Line	05 - 09	Construction	\$45,495,758	96	1.01	▲	1.00	▼	-1	▼	Ⓞ
Rehabilitate 59th Street Station - 8th Avenue Line	05 - 09	Construction	\$57,502,102	96	.80	▲	1.01	▼	-1	▼	Ⓞ
Kings Highway Station - Brighton Line	05 - 09	Construction	\$29,072,873	86	.88	▲	1.00	—	0	—	Y
Newkirk Avenue Plaza Station Phase 2 - Brighton Line	05 - 09	Construction	\$40,352,232	83	.90	▲	.99	▼	0	—	Y
Rehabilitate Jay Street Station - FUL	05 - 09	Construction	\$61,940,920	95	-.67	▼	1.00	▲	0	—	Ⓞ
Rehabilitate Morrison-Sound View Avenue Station - Pelham Line	05 - 09	Construction	\$24,926,917	94	.28	▲	1.01	▲	0	—	Ⓞ
Rehabilitate Parkchester-E 177th Street Station - Pelham Line	05 - 09	Construction	\$33,698,673	90	.67	▲	1.00	—	0	—	Ⓞ
Rehab St Lawrence Av PEL	05 - 09	Construction	\$26,417,483	45	.63	▼	1.00	—	0	—	Ⓞ
Rehabilitate Elder Avenue Station - Pelham Line	05 - 09	Construction	\$25,889,282	41	.02	▲	.99	▼	0	—	Ⓞ
Rehabilitate Whitlock Avenue Station - Pelham Line	05 - 09	Construction	\$24,072,702	94	.37	▲	1.00	▲	0	—	Ⓞ
Rehabilitate Beach 67th Street Station - Rockaway Line	05 - 09	Construction	\$22,080,331	65	1.41	▲	1.01	▲	0	—	Ⓡ
Rehabilitate Beach 60th Street Station - Rockaway Line	05 - 09	Construction	\$18,176,495	44	1.73	▲	1.01	—	0	—	Y
Rehabilitate Beach 44th Street Station - Rockaway Line	05 - 09	Construction	\$17,802,293	66	1.39	▲	1.00	—	0	—	Ⓡ
Rehabilitate Beach 36th Street Station - Rockaway Line	05 - 09	Construction	\$16,646,056	51	1.59	▲	.99	▼	0	—	Ⓡ
Rehabilitate Beach 25th Street Station - Rockaway Line	05 - 09	Construction	\$18,239,394	61	1.44	▲	1.00	—	0	—	Ⓡ
Rehabilitate Mott Avenue Station - Rockaway Line	05 - 09	Construction	\$11,176,497	77	.69	▼	1.00	▼	0	—	Ⓞ
Rehabilitate Beach 90th Street Station - Rockaway Line	05 - 09	Construction	\$19,127,364	60	.99	▲	.99	▼	0	—	Y
Rehabilitate Beach 98th Street Station - Rockaway Line	05 - 09	Construction	\$20,362,934	59	1.19	▲	1.01	▲	0	—	Ⓡ
Rehabilitate Beach 105th Street Station - Rockaway Line	05 - 09	Construction	\$18,080,277	61	1.06	▲	.99	▼	0	—	Y
Rehabilitate East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$45,802,161	69	.78	▲	1.00	▼	0	—	Ⓞ

**2nd Quarter 2011 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											
Station Accessibility (ADA) - Bleecker-Broadway/Lafayette Street Station Complex	05 - 09	Construction	\$16,486,338	65	1.54	▲	1.00	—	0	—	Ⓡ
Station Accessibility (ADA) Kings Highway Station - Brighton Line	05 - 09	Construction	\$9,496,673	45	1.11	▲	1.00	—	0	—	ⓐ
Station Accessibility (ADA) Jay Street Station - Fulton Line	05 - 09	Construction	\$15,534,428	95	.90	▲	1.00	—	0	—	ⓐ
Station Accessibility (ADA) Jay Street-Lawrence Street Transfer	05 - 09	Construction	\$16,454,977	92	.03	▲	1.00	—	0	—	ⓐ
Station Accessibility (ADA) Mott Avenue - Rockaway Line	05 - 09	Construction	\$10,569,812	48	.37	▼	1.00	—	0	—	ⓐ
Station Accessibility (ADA) East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$9,938,224	69	.33	▲	1.00	—	0	—	ⓐ
ADA 45 Rd-Court House Sq: FLS	05 - 09	Construction	\$17,245,447	100	.00	—	1.01	—	2	—	Y
Passenger Transfer: Bleecker-Broadway/Lafayette Streets	05 - 09	Construction	\$78,086,335	71	.48	▲	1.00	—	0	—	ⓐ
Passenger Transfer: Lawrence Street/Jay Street Stations	05 - 09	Construction	\$60,739,107	93	.25	▼	1.00	▼	0	—	ⓐ
Replace Canopies 5 Stns BW7	05 - 09	Construction	\$14,143,827	39	.00	—	1.00	—	0	—	ⓐ
Station Component Repairs	05 - 09	Construction	\$81,517,517	54	.60	▲	1.05	▼	0	—	ⓐ
Rehabilitate 71st Street Station - West End Line	05 - 09	Construction	\$9,771,656	66	1.47	▲	1.00	—	0	—	ⓐ
Rehabilitate 79th Street Station - West End Line	05 - 09	Construction	\$9,603,369	59	1.12	▲	1.00	—	0	—	ⓐ
Rehabilitate 18 Avenue Station - West End Line	05 - 09	Construction	\$9,452,707	56	1.60	▲	1.00	—	0	—	ⓐ
Rehabilitate 20 Avenue Station - West End Line	05 - 09	Construction	\$9,227,476	66	.73	▲	1.00	—	0	—	ⓐ
Rehabilitate 25 Avenue Station - West End Line	05 - 09	Construction	\$10,114,007	61	1.35	▲	1.00	—	0	—	ⓐ
Rehabilitate Bay 50th Street Station - West End Line	05 - 09	Construction	\$9,288,806	52	1.25	▲	1.00	—	0	—	ⓐ
Rehabilitate Bay Parkway Station - West End Line	05 - 09	Construction	\$22,558,434	38	.91	▲	.99	▼	0	—	ⓐ
Station Accessibility (ADA) Bay Parkway Station - West End Line	05 - 09	Construction	\$13,423,842	25	4.27	▲	1.02	▲	0	—	ⓐ
Rehabilitate Fort Hamilton Parkway Station - West End Line	05 - 09	Construction	\$22,585,764	56	.85	▲	.99	▼	0	—	ⓐ
Rehabilitate 62nd Street Station - West End Line	05 - 09	Construction	\$20,036,743	41	3.24	▲	1.01	▲	0	—	ⓐ
Rehabilitate 9 Avenue Station - West End Line	05 - 09	Construction	\$22,045,836	73	1.77	▲	1.01	▲	0	—	Ⓡ
Station Work 50th Street Station - West End Line	05 - 09	Construction	\$9,442,144	52	.59	▼	.99	▼	0	—	ⓐ

2nd Quarter 2011 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											
Station Work 55th Street Station - West End Line	05 - 09	Construction	\$9,603,251	53	.40	▼	.99	▼	0	▬	ⓐ
Install Induction Loops for 642 Station Booths	05 - 09	Construction	\$13,353,440	45	.50	▲	1.00	▬	0	▬	ⓐ
Gap Fillers Union Square Station Phase 3	05 - 09	Construction	\$26,038,421	92	.52	▲	1.09	▲	0	▬	ⓐ
Tun Ltg Lex Av-5th Av QBL	05 - 09	Construction	\$11,988,175	96	1.00	▬	1.00	▬	0	▬	ⓐ
Fan Wrap-up work - Archer Avenue Line	05 - 09	Construction	\$67,842,116	86	.55	▼	1.00	▬	0	▬	Ⓨ
Deep Well Rehab FUL	05 - 09	Construction	\$16,313,068	98	.95	▲	1.00	▬	0	▬	ⓐ
Vent Plant Rehabilitation - Jackson Avenue - Queens Boulevard Line	05 - 09	Construction	\$76,021,543	68	.10	▼	1.00	▬	0	▬	ⓐ
Overcoat Bronx Park East to 241st Street - White Plains Road Line	05 - 09	Construction	\$37,399,259	78	.55	▼	1.00	▬	0	▬	ⓐ
Ocean Parkway Station Viaduct - Brighton Line	05 - 09	Construction	\$33,565,813	97	.90	▼	1.00	▼	0	▬	ⓐ
Overcoat Whitlock Avenue Portal to Pelham Bay Park - Pelham Line	05 - 09	Construction	\$28,158,438	91	.00	▬	1.00	▬	6	▲	Ⓡ
Rockaway Viaduct Phase 2	05 - 09	Construction	\$25,214,744	92	.45	▼	1.00	▬	0	▬	ⓐ
Overcoat 125 St. Arch BW7	05 - 09	Construction	\$13,178,960	81	.00	▬	1.00	▬	0	▬	ⓐ
Overcoat 103rd Street to Main Street Portal - Flushing Line	05 - 09	Construction	\$27,532,390	95	.42	▲	1.00	▬	-4	▼	ⓐ
Overcoat 27th St-41 Av AST	05 - 09	Construction	\$15,314,079	0	.00	▬	1.00	▬	0	▬	ⓐ
Flooding Mitigation: Various Locations	05 - 09	Construction	\$89,127,038	98	.02	▲	.99	▲	1	▬	ⓐ
Overcoat Portal -S.27th St AST	05 - 09	Construction	\$14,199,694	67	.87	▲	1.00	▬	0	▬	ⓐ
Structural Rehabilitation 63rd Street to Bay 50th Street - West End Line	05 - 09	Construction	\$41,274,392	49	.57	▲	.97	▬	0	▬	ⓐ
Structural Rehabilitation 9th Avenue to 63rd Street - West End Line	05 - 09	Construction	\$14,836,865	68	.00	▬	.92	▬	0	▬	ⓐ
Signal Control Modifications Phase 3	05 - 09	Construction	\$43,117,632	65	.00	▬	1.00	▼	0	▬	ⓐ
Signal Cable Replacement	05 - 09	Construction	\$73,584,731	100	.09	▲	1.00	▬	-5	▼	ⓐ
ATS B - Prep Work	05 - 09	Construction	\$14,994,903	96	.00	▬	1.00	▬	8	▲	Ⓡ
Signal Key-By Circuit Modifications Phase 2	05 - 09	Construction	\$26,758,520	46	.00	▬	1.00	▬	0	▬	ⓐ
Fire Suppression Ph 1	05 - 09	Construction	\$18,116,965	62	1.49	▲	1.00	▬	0	▬	Ⓡ
Relay Replacement	05 - 09	Construction	\$10,817,410	84	.00	▬	1.00	▬	0	▬	ⓐ
Copper Cable Replacement: Various locations	05 - 09	Construction	\$10,781,342	83	.00	▬	1.03	▬	0	▬	ⓐ



2nd Quarter 2011 Traffic Light Report
Projects in Design and Construction

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— = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Antenna Cable Replacement Phase 2	05 - 09	Construction	\$65,691,207	17	1.24	▲	1.05	▲	0	—	Ⓞ
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$46,042,969	53	1.68	▼	1.94	▲	6	▲	Ⓜ
Heating, ventilation and Air-conditioning: Station Communication Rooms	05 - 09	Construction	\$26,653,438	81	.71	▲	.96	—	0	—	Ⓞ
Rehabilitate Underground Substation Hatchways	05 - 09	Construction	\$20,262,907	38	2.63	▼	1.00	—	3	▲	Ⓜ
Modernize Greeley Substation	05 - 09	Construction	\$30,810,976	40	.13	▲	1.00	—	3	▲	Ⓜ
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,853,500	61	-2.17	▲	1.00	—	0	—	Ⓨ
Control Cables 4 Substation Control Zones	05 - 09	Construction	\$48,455,261	70	.00	—	1.00	—	0	—	Ⓞ
Repl Negative Cables RKY	05 - 09	Construction	\$13,117,490	28	.00	—	1.00	—	0	—	Ⓞ
Repl Neg Cable: 59-95 St 4AV	05 - 09	Construction	\$16,549,935	96	.27	▼	1.00	—	0	—	Ⓞ
Circuit Breaker House East 180th Street	05 - 09	Construction	\$14,454,007	90	1.67	▲	1.00	—	0	—	Ⓞ
Manhole Repairs 2 Locs	05 - 09	Construction	\$7,412,912	100	1.00	—	1.00	—	0	—	Ⓞ
Jay Street Substation, DC Feeders, Circuit Breaker House # 579	05 - 09	Construction	\$30,434,072	31	1.00	▲	1.00	▼	0	—	Ⓞ
Rehabilitate 3 IRT Substation Enclosures	05 - 09	Construction	\$12,181,800	82	.78	▲	1.00	▲	-1	▼	Ⓞ
Heavy Shop Equipment	05 - 09	Construction	\$11,399,706	97	.00	—	1.00	—	0	—	Ⓞ
Yard CCTV	05 - 09	Construction	\$11,678,455	86	.77	▼	1.00	—	0	—	Ⓞ
Yard Fencing Priority 1: 8 Locations	05 - 09	Construction	\$29,692,193	58	1.53	▲	1.00	—	0	—	Ⓜ
Yard Fencing Priority 2: 5 Locations	05 - 09	Construction	\$21,417,783	34	2.46	▲	.77	▲	0	—	Ⓞ
East New York Depot Repairs	05 - 09	Construction	\$17,192,000	31	.00	—	1.00	—	0	—	Ⓞ
Lifts: Stengel, Manhattanville	05 - 09	Construction	\$6,050,815	26	.00	—	.99	▼	6	▲	Ⓜ
Bus Lifts Various Locations	05 - 09	Construction	\$8,800,000	100	.00	▼	1.00	▲	0	—	Ⓞ
Depot Equipment	05 - 09	Construction	\$9,880,197	6	.00	—	1.00	—	0	—	Ⓞ
Priority Repairs: 3 Depots	05 - 09	Construction	\$19,730,517	0	.00	—	1.00	▼	0	—	Ⓞ
Purchase 2 Ballast Regulators	05 - 09	Construction	\$7,936,048	9	.00	—	1.03	▲	0	—	Ⓞ
Rubber Tire Vehicles 2008-2009	05 - 09	Construction	\$7,486,242	96	.00	—	1.00	▼	0	—	Ⓞ

**2nd Quarter 2011 Traffic Light Report
Projects in Design and Construction**

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— = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Purchase 19 Diesel-Electric Locomotives	05 - 09	Construction	\$72,372,636	40	.00	—	1.00	—	0	—	ⓐ
Fire Alarm/Sprinklers at 5 Locations	05 - 09	Construction	\$35,366,798	85	.69	▼	1.10	▲	6	▲	Ⓡ
Employee Facilities Rehabilitation 59th Street Station - 8th Avenue Line	05 - 09	Construction	\$10,701,987	100	.88	—	1.00	—	-1	▼	ⓐ
Employee Facilities Rehabilitation Parkchester-East 177th Street Station - Pelham Line	05 - 09	Construction	\$5,270,909	66	.40	▲	1.00	▲	0	—	ⓐ
Employee Facilities Rehabilitation East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$6,544,045	65	1.31	▼	1.00	—	0	—	ⓐ
DOS Roof Replacement Ph 2	05 - 09	Construction	\$19,655,812	41	1.01	▲	1.00	—	0	—	ⓐ
Station Work at 4th Avenue Station on the Culver Line	10 - 14	Construction	\$10,867,667	29	.13	▼	1.00	—	0	—	ⓐ
Improvements at the Dyckman Street Station on the Broadway/7th Avenue Line	10 - 14	Construction	\$43,424,701	26	.31	▲	1.00	—	0	—	ⓐ
Rehabilitation of Smith-9th Station on the Culver Line	10 - 14	Construction	\$29,772,299	2	13.68	▼	1.00	—	0	—	ⓐ
Station Component Work	10 - 14	Construction	\$343,080,261	0	.00	—	1.01	▲	0	—	ⓐ
Replacement of Platform Edges at 3 Stations on the Eastern Parkway Line	10 - 14	Construction	\$7,085,909	20	.00	—	1.00	▲	0	—	ⓐ
Water Condition Remedy	10 - 14	Construction	\$7,230,000	0	.00	—	1.00	▲	0	—	ⓐ
Platform Replacement at 45 Rd-Court House Square on the Flushing Line	10 - 14	Construction	\$16,198,140	0	.00	—	1.00	▼	0	—	ⓐ
2011 Mainline Track Replacement	10 - 14	Construction	\$186,842,612	33	.00	—	1.00	▲	0	—	ⓐ
2011 Track Force Account	10 - 14	Construction	\$35,000,000	50	.00	—	1.00	—	0	—	ⓐ
2011 Mainline Switch Replacement	10 - 14	Construction	\$44,900,000	53	.00	—	1.05	▲	0	—	ⓐ
Replace Tunnel Lighting from the 11 St Portal- Queens Plaza on 60th Street Connection	10 - 14	Construction	\$9,736,672	100	.00	—	1.00	▼	-1	▼	ⓐ
Replace Tunnel Lighting from 4 Av-Church Ave on the Culver Line	10 - 14	Construction	\$31,292,219	22	.00	—	1.01	—	0	—	ⓐ
Rehabilitation of Deep Wells on the Crosstown Line	10 - 14	Construction	\$10,219,823	7	.00	—	1.00	▲	0	—	ⓐ



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Description	Capital Plan	Phase	Total Project EAC	% Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Structural Rehabilitation / Flood Wall at the 148 St Yard	10 - 14	Construction	\$22,630,059	0	.00	—	1.00	▲	2	—	Ⓞ
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,300,000	58	.00	—	1.00	—	0	—	Ⓞ
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$40,381,843	0	.00	—	1.00	▼	1	—	Ⓞ
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,766,541	0	.00	—	1.00	—	0	—	Ⓞ
Structure Repair from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$18,292,819	5	.00	—	1.00	—	0	—	Ⓞ
Overcoat Painting of 15 Bridges on the Brighton Line	10 - 14	Construction	\$8,162,361	0	.00	—	1.00	—	0	—	Ⓞ
Overcoat Painting from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$19,221,339	0	.00	—	1.00	—	0	—	Ⓞ
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$34,285,081	0	.00	—	1.00	▲	-2	▼	Ⓞ
Upgrade Police Radio System	10 - 14	Construction	\$28,018,800	0	.00	—	1.00	—	0	—	Ⓞ
Install Public Address/Customer Info Screen Systems at 43 Stations	10 - 14	Construction	\$75,960,000	0	.00	—	1.00	—	0	—	Ⓞ
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,235,527	95	.00	—	.96	▲	0	—	Y
Replacement of Copper Communications Cable	10 - 14	Construction	\$8,974,470	1	.00	—	1.00	—	0	—	Ⓞ
Rehabilitate 5 Substation Enclosures	10 - 14	Construction	\$15,165,038	2	-4.85	▼	1.00	—	0	—	Ⓞ
Modernize 10th Street Substation on the Culver Line	10 - 14	Construction	\$17,369,667	11	.00	—	1.00	—	0	—	Ⓞ
Repair Power System Duct Bank from 141st Street to 148th Street on the Lenox Avenue Line	10 - 14	Construction	\$19,818,512	0	.00	—	1.00	▼	0	—	Ⓞ
Rehab Circuit Breaker Houses #292/#293 on the Nostrand Av Line	10 - 14	Construction	\$6,252,065	2	.00	—	1.00	—	0	—	Ⓞ
Reserve for Power Cable Duct Rebuilding	10 - 14	Construction	\$10,000,000	20	.00	—	.43	▼	0	—	Ⓞ
Upgrade 207 St Overhaul Shop Electrical System	10 - 14	Construction	\$18,724,771	6	.95	▲	1.00	▼	0	—	Ⓞ
Upgrade 207 St Overhaul Shop Heating Plant	10 - 14	Construction	\$15,696,085	0	.00	—	1.00	▲	0	—	Ⓞ
Rehab East New York Maintenance Shop Ventilation	10 - 14	Construction	\$4,575,242	0	.00	—	.74	—	0	—	Ⓞ
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$25,000,000	3	.00	—	1.00	—	0	—	Ⓞ
Replace 2 Escalators at Roosevelt Av on the Queens Blvd Line	10 - 14	Design	\$11,543,644	60	.00	—	.81	—	0	—	Ⓞ
Replace 11 Hydraulic Elevators	10 - 14	Design	\$48,370,000	54	.00	—	1.00	—	2	—	Ⓞ
Station Renewal Work at 25 Stations	10 - 14	Design	\$361,637,691	0	.00	—	1.00	▼	0	—	Ⓞ

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NYCT - New York City Transit Program											
Station Work at Pelham Bay Park on the Pelham Line	10 - 14	Design	\$7,221,200	85	.00	—	.79	▲	3	▲	Ⓡ
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Design	\$25,384,077	85	.00	—	1.23	▲	3	▲	Ⓡ
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Design	\$24,495,165	85	.00	—	1.25	▲	3	▲	Ⓡ
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Design	\$24,616,997	85	.00	—	1.26	▲	3	▲	Ⓡ
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Design	\$24,695,842	85	.00	—	1.22	▲	3	▲	Ⓡ
Rehabilitation of 20 Avenue Station on the Sea Beach Line	10 - 14	Design	\$35,942,200	90	.00	—	1.00	—	0	—	Ⓞ
Rehabilitation of 8 Avenue Station on the Sea Beach Line	10 - 14	Design	\$43,702,200	90	.00	—	1.00	—	0	—	Ⓞ
Rehabilitation of Fort Hamilton Parkway Station on the Sea Beach Line	10 - 14	Design	\$49,942,200	90	.00	—	1.00	—	0	—	Ⓞ
Rehabilitation of 18th Avenue Station on the Sea Beach Line	10 - 14	Design	\$46,062,200	90	.00	—	1.00	—	0	—	Ⓞ
Rehabilitation of Kings Highway Station on the Sea Beach Line	10 - 14	Design	\$45,562,200	90	.00	—	1.00	—	0	—	Ⓞ
Rehabilitation of New Utrecht Avenue Station on the Sea Beach Line	10 - 14	Design	\$48,262,200	90	.00	—	1.00	—	0	—	Ⓞ
Rehabilitation of Bay Parkway Station on the Sea Beach Line	10 - 14	Design	\$52,302,200	90	.00	—	1.00	—	0	—	Ⓞ
Rehabilitation of Avenue U Station on the Sea Beach Line	10 - 14	Design	\$48,762,200	90	.00	—	1.00	—	0	—	Ⓞ
Rehabilitation of 86 St Station on the Sea Beach Line	10 - 14	Design	\$37,292,200	90	.00	—	1.00	—	0	—	Ⓞ
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Design	\$38,000,000	40	.00	—	1.00	—	2	—	Ⓞ
ADA Accessibility at Kingsbridge Rd Station on the Concourse Line	10 - 14	Design	\$28,760,000	95	.00	—	1.00	—	0	—	Ⓞ
ADA Accessibility at Hunts Point Ave Station on the Pelham Line	10 - 14	Design	\$28,170,000	95	.00	—	1.00	—	0	—	Ⓞ
2012 Mainline Track Replacement	10 - 14	Design	\$190,000,000	50	.00	—	1.00	—	0	—	Ⓞ
2012 Mainline Switch Replacement	10 - 14	Design	\$46,684,200	50	.00	—	1.00	▼	0	—	Ⓞ
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Design	\$58,055,500	35	.00	—	.93	—	3	▲	Ⓞ
Overcoat Painting from Portal-E 180 St on the White Plains Road Line	10 - 14	Design	\$34,152,700	60	.00	—	.95	—	0	—	Ⓞ
Rehabilitation of Retaining Wall on the Sea Beach Line	10 - 14	Design	\$42,110,000	90	.00	—	1.00	—	0	—	Ⓞ
Overcoat Painting from Broadway Junction-Cypress Hills on the Jamaica Line	10 - 14	Design	\$29,792,380	90	.00	—	1.06	—	2	—	Ⓞ

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NYCT - New York City Transit Program											
Stabilization of Trackway on the Franklin Ave Shuttle	10 - 14	Design	\$20,580,329	75	.00	—	.77	▼	0	—	Ⓞ
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Design	\$264,425,200	1	.00	—	1.00	▼	0	—	Ⓞ
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Design	\$229,154,000	27	.00	—	.99	—	0	—	Ⓞ
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Design	\$239,338,800	27	.00	—	1.00	—	0	—	Ⓞ
Upgrade Heating, Ventilation and Air Conditioning (HVAC) Systems in Communication Rooms - Phase 2	10 - 14	Design	\$20,000,000	90	.00	—	1.00	—	0	—	Ⓞ
Implement B-Division Real Time Information	10 - 14	Design	\$200,000,000	0	.00	—	1.00	—	0	—	Ⓞ
Repair/Replace Underground Substation Hatchways - Phase 2	10 - 14	Design	\$15,660,000	0	.00	—	1.00	—	0	—	Ⓞ
Cabling Central Substation - 6th Avenue Line	10 - 14	Design	\$19,482,135	40	.00	—	1.00	▲	0	—	Ⓞ
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Design	\$24,239,100	35	.00	—	1.00	—	0	—	Ⓞ
Rehab Circuit Breaker House #403 on the Flushing Line	10 - 14	Design	\$14,888,815	50	.00	—	1.07	—	0	—	Ⓞ
Rehab Circuit Breaker House #146 on the Brighton Line	10 - 14	Design	\$7,095,000	25	.00	—	1.00	—	0	—	Ⓞ
Rehab 10 Bus Washers at 4 Depots	10 - 14	Design	\$21,620,000	85	.00	—	1.00	▼	0	—	Ⓞ
Fire Sprinkler/Alarm Systems at 12 Employee Facilities	10 - 14	Design	\$29,044,670	46	.00	—	.97	—	0	—	Ⓞ
Disposition of Jay Street Systems Phase 1	10 - 14	Design	\$10,000,000	90	.00	—	1.00	—	0	—	Ⓞ
Perimeter Hardening at the Rail Control Center and 130 Livingston Plaza	10 - 14	Design	\$12,107,952	0	.00	—	1.01	▲	0	—	Ⓞ
Fare Collection: Tompkinsville	05 - 09	Construction	\$7,439,552	96	.67	▲	1.01	—	0	—	Ⓞ
St. George Terminal Improvmnts	05 - 09	Construction	\$7,204,549	49	.25	▲	1.00	—	0	—	Ⓞ
Rehabilitation Of 8 Bridges and 1 Culvert on the Staten Island Railway.	10 - 14	Construction	\$26,491,800	0	.00	—	1.00	▲	0	—	Ⓞ
LIRR - Long Island Rail Road Program											
Escalator Replacement Program	05 - 09	Construction	\$5,771,042	55	.34	▲	1.00	—	0	—	Ⓞ
PS Third Rail & Signals	05 - 09	Construction	\$9,629,124	0	.00	—	1.00	—	1	—	Ⓞ
ACL Direct Fixation	05 - 09	Construction	\$61,470,354	100	.05	▲	1.00	—	0	—	Ⓞ

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LIRR - Long Island Rail Road Program											
Queens Blvd Track & Deck Rehabilitation	05 - 09	Construction	\$11,284,000	70	.00	—	1.00	—	0	—	ⓐ
Bridge Painting	05 - 09	Construction	\$5,043,483	100	.00	—	1.00	—	0	—	ⓐ
Junction Blvd Abutment PW	05 - 09	Construction	\$30,203,753	74	10.13	▲	1.00	—	0	—	Ⓨ
ERT Fire & Life Safety	05 - 09	Construction	\$116,300,000	0	.00	—	1.00	—	0	—	ⓐ
Wayside Event Recorders	05 - 09	Construction	\$6,300,000	100	.00	—	1.00	—	0	—	ⓐ
Life Cycle Maintenance Shop - Design and Construction	05 - 09	Construction	\$46,509,837	82	.20	▼	1.00	—	0	—	ⓐ
Babylon Car Wash	05 - 09	Construction	\$25,500,000	75	.50	▼	1.00	—	0	—	ⓐ
Demolish / Construct 6 Substations	05 - 09	Construction	\$61,336,284	83	.10	▲	1.00	—	0	—	ⓐ
Substations Environmental Reme	05 - 09	Construction	\$10,227,000	0	.00	—	1.00	▲	0	—	ⓐ
Morris Park Environmental Stud	05 - 09	Construction	\$8,594,501	0	.00	—	1.00	▲	0	—	ⓐ
New Elevators-Queen Village St	05 - 09	Design	\$8,450,000	100	.00	—	1.00	—	2	—	ⓐ
2010 Annual Track Program	10 - 14	Construction	\$62,400,000	100	.00	—	1.00	—	0	—	ⓐ
2011 Annual Track Program	10 - 14	Construction	\$55,100,000	44	.00	—	1.00	—	0	—	ⓐ
Right of Way - Fencing installation	10 - 14	Construction	\$8,000,000	0	.00	—	1.00	—	0	—	ⓐ
Atlantic Avenue Viaduct - Phase IIb	10 - 14	Construction	\$66,700,000	33	2.03	▲	1.00	—	0	—	ⓐ
Communication Pole / Copper Plant Replacement systemwide	10 - 14	Construction	\$7,000,000	39	.00	—	1.00	—	0	—	ⓐ
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	32	.00	—	1.00	—	0	—	ⓐ
Shop Reconfiguration and Reliability Centered Maintenance Infrastructure Improvements	10 - 14	Construction	\$10,400,000	8	4.37	▲	1.00	—	0	—	ⓐ
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	11	.00	—	1.00	—	0	—	ⓐ
3rd Rail - Aluminum Rail replacement	10 - 14	Construction	\$10,900,000	26	.00	—	1.00	—	0	—	ⓐ
MNR - Metro-North Railroad Program											
Vital Processor System (GCT)	05 - 09	Construction	\$6,204,592	65	.00	—	.95	—	0	—	ⓐ
Croton-Harmon and Peekskill Station Improvements	05 - 09	Construction	\$14,496,731	13	.00	—	.94	—	0	—	ⓐ
Station Building Rehabs.	05 - 09	Construction	\$11,169,764	100	1.31	▼	.99	▼	0	—	Ⓡ

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MNR - Metro-North Railroad Program											
Cortlandt Parking and Access Improvements	05 - 09	Construction	\$33,315,631	69	.80	▼	.96	▼	0	▬	⊙
Tarrytown Station Improvement	05 - 09	Construction	\$35,698,141	52	.83	▼	.96	▼	0	▬	⊙
GCT Elevators	05 - 09	Construction	\$7,535,796	100	.45	▲	.98	▲	0	▬	⊙
GCT Facilities Rehabilitation	05 - 09	Construction	\$23,934,197	94	1.21	▼	1.05	▲	2	▬	Ⓜ
Replace/Repair Undergrade Brd	05 - 09	Construction	\$26,341,745	100	.00	▬	1.00	▼	0	▬	⊙
Overhead Bridge Program-E of H	05 - 09	Construction	\$5,857,107	0	.00	▬	.98	▲	0	▬	⊙
Undergrade Br. Program W of H	05 - 09	Construction	\$7,751,073	100	.00	▬	.97	▼	0	▬	⊙
Tagging Relays - H&H	05 - 09	Construction	\$12,366,708	86	.00	▬	.98	▼	0	▬	⊙
Harlem And Hudson Lines Substa	05 - 09	Construction	\$13,604,846	100	.00	▬	.97	▼	0	▬	⊙
GCT Leaks Remediation	05 - 09	Design	\$1,971,885	72	.00	▬	.82	▼	0	▬	⊙
Bronx Stations/Capacity Imp	05 - 09	Design	\$11,541,770	7	.00	▬	.86	▲	0	▬	⊙
Annual Track Program	10 - 14	Construction	\$13,000,000	100	.00	▬	1.00	▲	0	▬	⊙
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$69,637,000	25	.00	▬	1.00	▲	0	▬	⊙
Grand Central Terminal Turnout / Switch Renewal	10 - 14	Construction	\$13,531,500	40	.00	▬	.99	▲	0	▬	⊙
Annual Track Program	10 - 14	Construction	\$13,000,000	0	.00	▬	1.00	▲	0	▬	⊙
West of Hudson Annual Track Program	10 - 14	Construction	\$21,184,000	25	.00	▬	1.00	▲	0	▬	⊙
Replace 3rd rail infrastructure in the Park Avenue Tunnel	10 - 14	Construction	\$6,000,000	0	.00	▬	1.00	▲	0	▬	⊙
Grand Central Trainshed and Park Avenue Tunnel structure rehabilitation	10 - 14	Design	\$29,837,407	0	.00	▬	.99	▲	0	▬	⊙
Rebuild Retaining Walls	10 - 14	Design	\$4,592,888	0	.00	▬	.92	▲	0	▬	⊙
Replace Fiber / Communication & Signals Cables	10 - 14	Design	\$8,788,000	0	.00	▬	1.00	▲	0	▬	⊙
B&T - Bridges and Tunnels Program											
Concrete Anchorage Repairs	05 - 09	Construction	\$11,100,000	72	2.58	▲	1.00	▬	0	▬	Ⓜ
Structural Steel Repairs at The Suspended Spans and Tower Spans of the Throgs Neck Bridge	05 - 09	Construction	\$66,287,216	0	.00	▬	1.00	▬	0	▬	⊙



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B&T - Bridges and Tunnels Program											
Anchorage and Tower Protection	05 - 09	Construction	\$11,807,782	17	.00	—	1.00	—	0	—	Ⓞ
Elevated and on Grade Approach Deck Replacement - Whitestone Bridge	05 - 09	Construction	\$209,519,159	78	-.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	1.00	▲	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	100	.15	▲	1.00	—	0	—	Ⓞ
New Toll Plaza - Phase 1	05 - 09	Construction	\$13,795,225	25	.00	—	1.00	—	0	—	Ⓞ
Cable and Anchorage Investigat	05 - 09	Design	\$8,178,426	0	.00	—	1.00	—	0	—	Ⓞ
Service & FE Building Rehab	05 - 09	Design	\$17,324,490	0	.00	—	1.00	—	0	—	Ⓞ
Rehabilitation of the Concrete Substructure and Underwater Work - Cross-Bay Bridge	10 - 14	Construction	\$20,114,140	9	.00	—	1.00	—	0	—	Ⓞ
Miscellaneous Structural Rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$22,043,388	0	.00	—	1.00	—	0	—	Ⓞ
Replacement of the Upper Level Sidewalk, Curb Stringers, and Roadway Lighting - Henry Hudson Bridge	10 - 14	Construction	\$39,154,266	7	.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	14	.00	—	1.00	—	0	—	Ⓞ
Second Generation E-ZPass In-Lane Subsystem Evaluation and Modernization	10 - 14	Construction	\$34,999,059	0	.00	—	1.00	—	0	—	Ⓞ
Replacement of the Electrical Switchgear and Equipment - Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,736,825	9	1.21	▲	1.00	—	0	—	Ⓞ
Hazardous Materials Abatement - Agency-Wide	10 - 14	Construction	\$8,650,797	0	.00	—	1.00	—	0	—	Ⓞ
Traffic Enforcement Support	10 - 14	Construction	\$7,251,246	0	.00	—	1.00	▼	0	—	Ⓞ
Paint - Structural Steel of Bronx and Queens Tower Fender Systems - Throgs Neck Bridge	10 - 14	Construction	\$8,306,173	48	.00	—	1.00	—	0	—	Ⓞ



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B&T - Bridges and Tunnels Program											
Paint - Towers below the Roadway Level - Verrazano-Narrows Bridge	10 - 14	Construction	\$30,356,011	30	.00	—	1.00	—	0	—	Ⓞ
Design for the Replacement of the Lower Level South Approach Deck - Henry Hudson Bridge	10 - 14	Design	\$8,674,900	0	.00	—	1.00	—	0	—	Ⓞ
Tunnel Ventilation Building Electrical Upgrade: Replace Electrical Switchgear and Fan Motor Control Equipment - Queens Midtown Tunnel	10 - 14	Design	\$70,422,157	0	.00	—	1.00	—	0	—	Ⓞ
MTA Bus Program											
Roof/Ventilation LaGuardia	05 - 09	Construction	\$6,999,407	70	.00	—	1.00	▼	0	—	Ⓞ
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$13,316,432	14	.00	—	1.00	▲	0	—	Ⓞ
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,764,776	19	.00	—	1.00	—	0	—	Ⓞ
Roof/Ventilation Far Rockaway	05 - 09	Construction	\$6,930,900	67	.00	—	1.00	—	0	—	Ⓞ
Roof/Ventilation Baisley Park	05 - 09	Construction	\$8,504,840	46	.00	—	1.00	—	0	—	Ⓞ
Roof/Ventilation JFK	05 - 09	Construction	\$9,542,474	1	.00	—	1.00	—	0	—	Ⓞ
Fueling Lane & Bus Wash LG	05 - 09	Construction	\$2,392,439	0	.00	—	1.00	▼	0	—	Ⓞ
Addnl Fuel Capacity BP JFK LG	05 - 09	Construction	\$3,627,169	0	.00	—	.42	—	0	—	Ⓞ
Environmental Remediation Rsrv	05 - 09	Design	\$17,389,000	56	.00	—	2.76	▲	0	—	Ⓞ
Fire Protection JFK LG BP ECH	05 - 09	Design	\$10,386,653	0	.00	—	.88	▼	0	—	Ⓞ



**Project No. A-33791
High Production Encoding
Machine System**

**Total Project EAC: \$5.2 M
Original Substantial Completion: September 2011
Current Substantial Completion: June 2012
Phase: Construction (96% complete)**

Project Description

The High Production Encoding Machine (HPEM) system produces and packages all of the magnetic-based farecards (aka MetroCards) used throughout the NYC Transit system, as well as at affiliated transit service providers. The HPEM units currently in production supporting NYCT’s Automated Fare Collection (AFC) system have been in service since the mid-1990s. This project is for the normal replacement and upgrade of the HPEM system that the Division of Revenue is currently operating at its Consolidated Revenue Facility (CRF) located in Ridgewood, Queens, and at its disaster recovery facility in Maspeth, Queens.

The HPEM system will be upgraded with modern yet proven technology to assist in meeting increased encoding requirements; will address obsolescence issues with various components; and will allow preventive maintenance to be performed without negatively affecting normal operations.

Problem

Schedule: The original substantial completion was September 2011. It slipped to June 2012 to accommodate the completion of unforeseen additional work that was awarded subsequent to achieving Beneficial Use. There were no changes to the approved budget of the project. The current construction cost estimate of \$5.2M will remain unchanged at completion of the project.

The original work for the normal replacement and upgrades of the HPEM system achieved Beneficial Use on February 25, 2010, and was immediately placed in revenue service. Substantial Completion for the project was initially forecasted for September 2011 to address remaining punch list items, and afford NYC Transit its one-year warranty period for the hardware and software. In late December 2010, an issue was found with high MetroCard serial numbers being encoded at the HPEM units. Basically, the anomaly was first seen at all vending machines (NYCT, JFK AirTrain and PATH). The anomaly is a display problem and occurs when a customer with a high MetroCard (time or value) serial number uses the “Get Card Info” option at the vending machine to obtain MetroCard information. The vending machine displays a negative and different serial number than the one printed on the back of the MetroCard. All other related card information on the customer screen is correct.

What is Being Done

Schedule: The AFC vendor recognizes that under the original scope of work it was required to address this issue at the HPEM and the Area Controller; the necessary software changes at the HPEM and the Area Controller have been made. However, work needed to be done at the vending machines, which is not covered under the agreed to scope of work for the A33791 project.

In May 2011, an additional Task Order was awarded to the AFC vendor to rectify the issue at all vending machines. The software modification was completed, and successfully tested by NYC Transit in its laboratory. Field testing and system-wide deployment of the software modification is slated for the end of September 2011. The shift in the substantial completion date to June 2012 is to afford the new vending machine software its warranty period.

IEC Comment:

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



Project No. A-36018-36022

Total Project EAC: \$93.5 M

**Five Stations Far Rockaway Line:
Beach 25th, 36th, 44th, 60th, 67th Streets**

Original Substantial Completion: September 2011

Current Substantial Completion: December 2011

Phase: Construction (65% complete)

Project Description

This project consists of five stations on the Far Rockaway Line in Queens. It includes reconstruction of platforms and rehabilitation of station mezzanines and entrances. Other station elements would be upgraded including painting and art work.

Problems

Contingency: Expended project contingency exceeds pace of total project progress.

What is Being Done

Contingency: Several Additional Work Orders related to unforeseen structural field conditions, re-sequencing of contract phasing due to presence of high voltage Long Island Power Authority (LIPA) cables, (LIPA's work restriction moratorium) and modified procedures for the refurbishment of agent booths due to presence of asbestos containing material were issued causing a higher expenditure of contingency funds.

Pending Additional Work Orders related to structural steel replacement and repairs of station column bases, street stairs and windscreen support structure are being evaluated for their impact on project contingency and contract completion date. NYCT expects to finalize the scope of the work and time extension analysis by end of the third quarter 2011.

IEC Comment

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

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

Project No. A-36068-70	Total Project EAC: 57.9M
3 Stations Rockaway Line:	Original Substantial Completion: February 2011
Beach 90th, 98th, 105th Streets	Current Substantial Completion: December 2011
	Phase: Construction (65% complete)

Project Description

This project will rehabilitate the 3 stations on the IND Rockaway Park Line in Queens. All station elements will be rehabilitated during this project.

Problems

Contingency: Expended project contingency exceeds pace of total project progress.

Schedule: Substantial Completion delay of three months from September 2011 to December 2011.

What is Being Done

Contingency: Several Additional Work Orders related to unforeseen structural field conditions, re-sequencing of contract phasing due to the presence of high voltage Long Island Power Authority (LIPA) cables and a modification to the mezzanine floor structural steel support beams was issued earlier causing higher expenditure of contingency funds.

Review of the remaining work including pending credit Additional Work Orders indicates that the remaining contingencies are sufficient to complete the project.

Schedule: The contract duration was extended three months beyond its original completion date due to limitations in working close to high voltage power cable supported on the north side of the Rockaway Line structure. LIPA evaluates and grants power outages on daily bases. Limited outages were granted during harsh winter months and no outages during hot summer months due to high demand for electricity. Work on effected areas will commence in October 2011.

IEC Comment

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

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



Project No. A-35942-43, A35926

Total Project EAC: \$134.2M

New York City Transit

Original Substantial Completion: November 2011

Bleecker Street Station

Current Substantial Completion: January 2012

Lexington Av 6 Line

Phase: Construction (70% complete)

Project Description

This project will rehabilitate the historic Bleecker Street Station in Manhattan on the IRT Lexington Avenue Line. All station elements will be upgraded to a state of good repair. This project will provide full ADA accessibility at the Bleecker Street Station and the Broadway/Lafayette Street Station on the IND 6th Avenue Line, both identified as ADA Key Stations. This project also will construct a new transfer connection between the two stations.

Problem

Contingency: Expended project contingency exceeds the pace of total project progress.

What is Being Done

Contingency: Of the three companion parts of this project, expended contingency related to the ADA Accessibility portion has exceeded its progress to date. Need to relocate tunnel lighting equipment and electrical services necessary to construct the elevator shaft to the Broadway-Lafayette Street Station caused higher expenditure of contingency funds for the ADA portion of the work.

Review of the remaining work in all three parts of this project indicates that the overall expended project contingency is far below the pace of total project progress. Therefore 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 the stated problem and the action taken by the Agency.

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

Project No. A-35887**Five Stations West End Line**

9th Av, Fort Hamilton Pkwy, 50th, 55th,
62nd Streets, Elevated Line Structure, D Line

Total Project EAC: \$105.0M**Original Substantial Completion: January 2012****Current Substantial Completion: January 2012****Phase: Construction (57% complete)****Project Description**

This project will rehabilitate the 5 stations on the BMT West End Line in the borough of Brooklyn. Work will include the restoration of the mezzanine and headhouses, rehabilitation of the platform and platform edges, stairs, painting of the station, construction of new employee facilities, and replacement of lighting.

Problem

Contingency: Expended project contingency exceeds pace of total project progress.

What is Being Done

Contingency: Several Additional Work Orders have been issued for the 9th Avenue Station to address the structural deficiencies in the overpass and canopy column bases as well as the roof structure and asbestos containing material imbedded in the roof underlying of the historic station control building. Additional deteriorated platform supports were discovered after concrete removal and following inspections by Maintenance of the Way Engineering; this will increase the type and quantities of repairs listed in the elevated line structure portion of the contract, requiring additional contingency funds.

CPM-Stations Division is reviewing the remaining work and contingencies in all companion projects in this contract to determine the impact, if any, to the total project budget.

IEC Comment

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

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



Project No. C33268

Pelham Line Overcoat Painting:

**Whitlock Ave. to the Pelham Bay Station in
the Bronx**

Total Project EAC: \$28.1M

Original Substantial Completion: April 2011

Current Substantial Completion: October 2011

Phase: Construction (95% complete)

Project Description

This project will provide for the overcoat painting of the Pelham Line, beginning south of Whitlock Ave. to Bent #390 at the Pelham Bay Station in the Bronx. Also included in this project are the yard leads to Westchester Yard.

Schedule/Cost Change

The substantial completion forecast has been pushed back six months from April 2011 to October 2011.

Problems

Schedule: There are numerous paint failures that need to be corrected. It has yet to be determined if the failures are a direct result of the paint application or if the problem is with the paint itself. We have changed paint manufactures and it appears that the new paint is adhering and not failing. NYCT is reviewing potential cost impacts associated with the time extension.

What is Being Done

Schedule: The current revised projection of Substantial Completion is October 2011. This date reflects the additional time necessary for repainting all of the failed areas. There is a possibility that we may need to review and modify the new Substantial Date if all of the repairs are not completed by this time.

IEC Comment

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

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



Project No. S-32350, S-32354
ATS B Prep & RCC Related Work

Total Project EAC: \$15.0M
Original Closeout: March 2012
Current Closeout: November 2012
Phase: Construction (85% complete)

Project Description

This project was created prior to ATS "B" completion in order to address miscellaneous wrap-up work related to the Rail Control Center. The work for this project is being performed, via several task awards utilizing in-house labor forces, material purchases, and additional work orders. Due to the as-needed nature of the changes to the Rail Control Center, no formal substantial completion milestone was set.

Schedule Change and What is Being Done

In absence of a completion milestone, the IEC adopted the closeout date as a way to track progress in this project. The closeout date was recently changed from March 2012 to November 2012 to reflect the most recently awarded task order.

IEC Comment

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

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



Project No. C-34892
Signal Room Fire
Suppression, Phase 1

Total Project EAC: \$18.1 M
Original Substantial Completion: April 2011
Current Substantial Completion: December 2011
Phase: Construction (73% complete)

Project Description

This project requires an Inergen Fire Suppression system installation at various Signal facilities.

Problems

Schedule: The substantial completion has slipped from September 2011 to December 2011.

Budget: Contingency exceeds pace of total project progress.

What is Being Done

Schedule: An extension was time granted with the change order as described below.

1. The Fire Suppression system supplier revealed issues with the system as designed. The suppression system design was changed during construction, resulting in significant delays.
2. Access control door hardware as indicated in the contract needed to be changed due to change in standards. Coordinated with DOS Engineering.
3. Two of the 20 stations had to be redesigned due to asbestos in the facility that could not be abated without shutting major lines (Signal towers at Ave. X and 207th street Tower B). These locations were redesigned with local suppression systems.
4. Access to one of the facilities (Concourse Yard) was not available for approximately 7 months due to construction of scaffolding around the facility for structural rehab under another contract. This work-around was coordinated with CM office of other contract closely, and expedited.
5. Access to some of the signal towers was not available during normal business hours, and the work had to be rescheduled at nights after negotiation with DOS. The contractor was directed to reschedule the work at night. His claim for additional compensation was denied by the Chief Engineer.
6. Facility slated for Fire suppression room at 30th Street Tower was not available due to active workshop. Alternate location was sought, rehabilitated for accommodating clean-up, installation of suppression tank, lighting, heat, etc. in the new facility.

Budget:

Several AWOs were issued to address the above issues. Budget modification for additional TA labor and EFA is in process. The current construction cost will remain unchanged.

IEC Comment:

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

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

Project No. – C43023
HVAC Fixes - 3 Locations**Total Project EAC: \$4.14M**
Original Substantial Completion: September 2009
Current Substantial Completion: January 2012
Phase: Construction (95% complete)**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.. The original intent was to install standard “off-the-shelf” AC units in order to cope with increased heat loads from the communication room equipment. After award, the User provided updated heat load calculations for the existing and anticipated communication equipment. Thus, the project became an installation of more powerful split units instead of standard “off-the-shelf” units.

Problem**Schedule:**

The current substantial completion has slipped from July 2011 to January 2012 because after installation was completed, the User asked for complete Functional Verification Testing, which was not anticipated given that the original intent was to install standard “off-the-shelf” units. Moreover, this testing was to be performed during the hot season in order to better verify the functionality of the units. Therefore, a testing procedure had to be developed together with acceptable Operation and Maintenance manuals, and then wait for the hot season before performing the actual testing.

The Estimate at Completion (EAC) is currently \$4.14M.

What is Being Done

All the stakeholders (Commissioning, CM, MOW/HVAC, Contractor) worked together to develop testing procedures and O&M manuals applicable to the various units (TASK, LIEBERT, and CARRIER units). Thus the Functional Verification Testing was satisfactorily performed during this summer season on each unit, and all three HVAC systems were submitted for Beneficial Use as of June 29, 2011. The Beneficial Use packages are currently circulating within the User Department while the O&M manuals for the TASK units are being worked on.

The motors of the TASK units at the 14th Street HVAC system are running at low amperage. These motors will be changed.

IEC Comment:

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

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



Project No. C-31100

Rehabilitation of Eight (8) Underground

Substations at Livingston St., Broadway-73rd St.,
41st Ave and 24th St., 7th Ave and 43rd St., Verick/
Vandam St; 175th St. and 155th St.

Total Project EAC: \$6.6M

Original Substantial Completion: January 2011

Current Substantial Completion: September 2011

Phase: Construction (90% complete)

Project Description:

This project will provide safe and reliable access to underground substations at various locations system wide. Work will vary by location but may include the replacement or repair of hatchways, staircases, ladders, entrance doors, shafts/walls, hatchway steel framing, lighting, street grading, as well as water leak remediation.

Problem

Schedule: The Substantial Completion was delayed from June 2011 to September 2011 due to following:

- To address emergency work at various locations in transit – MOW/ICC has reassigned their crews. Only one crew was available to complete remaining work. This resulted in delaying the Substantial Completion date from June 2011 to September 2011.

What is being Done

To mitigate the delay, a mutual agreement was reached with MOW/ICC to increase the manpower, work extended hours and weekend work to reach substantial completion on or before September 30, 2011.

IEC Comment:

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

Project No. P36311
Rehabilitation of Greeley Substation in
Manhattan**Total Project EAC - \$30.8 M**
Original Substantial Completion - May 2012
Current Substantial Completion - December 2012
PHASE: Construction (47% complete)**Project Background**

This project is part of an ongoing MTA-NYCT program to achieve a State-of-Good Repair on its IND substations. The purpose of this project is to modernize the underground Greeley Substation in Manhattan, including replacement of all obsolete equipment with a new solid state silicon diode rectifier, and other associated electrical equipment to achieve State-of-Good Repairs

Milestone/Cost Change

The Substantial Completion date has been changed from September 2012 to December 2012.

Problem

Schedule: Delays included the following for removal of existing equipment and delivery of new equipment:

- The contract drawings based on utility company data called for the relocation of two (2) Con Edison and two (2) Empire City Subway existing ducts above Greeley Substation's equipment hatch. During the street excavation, fourteen additional ducts were found: four (4) Con Edison, eight (8) Empire City Subway and two (2) from New York Power Authority. The relocation of said utilities required extensive coordination and more excavation.
- Due to holiday embargo, the street was backfilled and re-opened for traffic on November 20, 2011. The holiday embargo was in effect from November 19, 2010 to January 02, 2011.
- Due to three (3) snow storms, the opening was further delayed and finally was open on February 11, 2011.
- The total delay to open the equipment hatch, remove the existing equipment and to lower the new equipment summed to 194 work days.

What is Being Done

A re-sequencing plan was developed by CM office, NYCT Scheduler and the Contractor to mitigate the total delay by increasing manpower, work extended hours and work on weekends. By doing so, 55 work days were reduced from the total delay to a resultant delay of 139 work days.

A Notice to Proceed was issued on August 16, 2011 to extend the original substantial completion date from May 30, 2012 to December 18, 2012 a total of 139 excusable non-impactable work days.

IEC Comment

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

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



Project No. C31615
Yard Fencing Upgrade
6 Yards in Brooklyn, Manhattan,
and the Bronx

Total Project EAC: \$17.5 M
Original Substantial Completion: January 2012
Current Substantial Completion: January 2012
PHASE: Construction (43% complete)

Project Background

This project was presented in the original grant application as one contract for 8 yards, but to better appeal to a larger pool of prospective bidders, this project was procured as two separate contracts, C31614 and C31615. Contract C31615 addresses 6 yards. Contract C31614 addresses the remaining 2 yards.

Project Description

This project will install new security fencing at the E180th St, Concourse, Jerome, and 239th St yards in the Bronx, 207th St yard in Manhattan and Pitkin Yard in Brooklyn. New fencing will reduce each yard's susceptibility to intrusion and vandalism by replacing the weak, old and deteriorated sections of fencing that are more easily compromised.

Problem

Budget: Contingency burn rate outpacing percent complete – C31615.

Contract C31614 - Yard Fencing 2 Yards, achieved Substantial Completion on April 29, 2011 (total contingency spent \$543,205 out of \$738,236).

What is Being Done

Budget: At the onset of the project, several AWOs had to be issued to address environmental issues and other unforeseen field conditions. As a result, the contingency burn rate outpaced the progress percentage. The contractor has increased the work force and currently working at 5 of the 6 yards to meet the January 31, 2012 completion date. We anticipate that the remaining contingency budget will be sufficient to complete the project.

IEC Comment

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

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



Project No. C-40443

Lifts: Stengel / Manhattanville Depots

Total Project EAC: \$6.1M

Original Substantial Completion: June 2011

Current Substantial Completion: June 2012

PHASE: Construction (38% Complete)

Project Description

This project will place in-ground lifts at the Casey Stengel and Manhattanville Depots with above ground portable ones. The existing in-ground lifts are obsolete and beyond repair. The purchase and installation of new portable lifts will provide these depots with new equipment that is more reliable and environmentally friendlier.

Problem

Schedule: The work at Casey Stengel Depot is complete. However, the reported substantial completion date for the Manhattanville Depot has slipped from June 2011 to June 2012.

The expected one-year delay in meeting substantial completion (from June 2011 to June 2012) is due to redesigning bus lifts for changes in bus configurations (such as for tires and low floor buses), and for greater maneuverability of bus lifts, specifically at the Manhattanville Depot. This demanded more time to design lifts and depot space requirements.

What is Being Done

Schedule: Designs have been revised and completed. To fast track work, some construction will be done utilizing an existing indefinite quantity operating contract currently in place. The remaining work will be done under one of CPM's On-Call contracts.

IEC Comment:

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

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

**Project No. C-34895
New Fire Alarm Systems
130 Livingston & PCC****Total Project EAC: \$16.8 M
Original Substantial Completion: July 2011
Current Substantial Completion: September 2012
Phase: Construction (74% complete)****Project Description**

This contract was awarded on March 26, 2009 to EJ Electrical Installation Co. (EJ Electric) for replacement of the fire alarm system in both buildings: Power Control Center, 333 West 53 Street, Manhattan and 130 Livingston Street, Brooklyn. This contract is for furnishing and installing new fire alarm detectors, heat detectors, beam detectors, speakers, temper switches, annunciators, horns, monitors and all associated conduits and cables. This contract also includes the removal of existing fire alarm systems after the acceptance of new systems.

Problem

Schedule: Substantial completion has slipped from March 2012 to September 2012.

1. The fire alarm riser design for the staircases A & D at 130 Livingston Building was changed due to New York state code, which did not allow penetration from stair A to D.
2. During the field surveys it was revealed that purge system actuators at 130 Livingston Street were substantially different than what was shown in the contract documents. Some of the dampers were defective, inoperable and not reachable. In order to comply with the new code for Fire Alarm systems, all the existing dampers had to be repaired.

What is being done?**Schedule:**

1. The contractor estimate to install conduits to meet New York state code was very high. Therefore the work was awarded to In-House construction unit. In-house forces are in the process of completing the installation.
2. The Scope of work being developed for changes to the purge system actuator.

IEC Comment:

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

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

Project No. A36007-10, 16**Five Stations Pelham Line****Buhre Av, Middletown Rd, Zerega Av,****Castle Hill Av, Pelham Bay Park**

Total Project EAC: \$96.8M

Original Forecast Award: April 2012

Current Forecast Award: October 2012

Phase: Final Design (65% complete)

Project Description

This project will design the repairs for select elements for 5 stations on the IRT Pelham Line in the Bronx. Work will include the repair of structural deficiencies throughout the station and improvements to architectural treatments and lighting, including the installation of artwork.

Problems

Budget: Decrease in overall construction Estimate at Completion.

Schedule: Delay in construction award from April 2012 to October 2012.

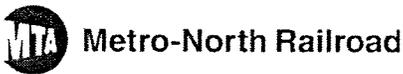
What is Being Done

Budget: These stations were originally designed as full station rehabilitation projects. However, as part of the 2010-2014 Capital Program, four of the five stations were proposed as Station Renewals with the exception of Pelham Bay Park Station, which was proposed as Component Repair project. NYCT has identified scope items to be redesigned to bring the overall construction cost for the five stations to the current budget level.

Schedule: Identification of the scope items and securing additional design funding for the redesign has delayed the construction award by six months.

IEC Comment

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



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 (100% complete)
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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

Fordham Station achieved substantial completion as of June 30th 2011, project is in beneficial use.

Problems

Include the following:

- Contingency in the contract is expected to be exceeded by \$49,000 due to the finalization of Change Orders which include: unforeseen conditions, new roof drainage system and new structural roof.

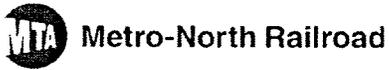
What is Being Done

There are sufficient dollars in the project to cover the shortfall. This will be processed when final negotiations are complete.

IEC Comment:

Budget & Schedule & Performance: The IEC substantially agrees with the material presented in this report, including the stated problem 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. M5029909

Metro-North Railroad

Grand Central Terminal

Employee Facility Rehabilitation

Total Project EAC: \$23,839,000

Original Substantial Completion: May 2011

Current Substantial Completion: July 2011

PHASE: Construction (94.4% 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

The project will be substantially complete in July 2011. The Original third party contract award was \$18,998,536. The New third party EAC is \$21,077,501.

Problems

Include the following:

Shortfall in the project contingency due to third party contract projected/estimated change order settlement values.

What is Being Done

MNR is in the process of negotiating change orders and depending on how those negotiations go additional funds to closeout the contract may be necessary.

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. BW-97/97A

Concrete Repairs to Queens Anchorage & Rehabilitation of the Eyebars Chambers at the Bronx-Whitestone Bridge

**Total Project EAC: \$11.1M
Original Substantial Completion: 12/2012
Current Substantial Completion: 12/2012
Phase: Construction (72% complete)**

Project Description

Contract BW-97/97A includes work in both the Queens and Bronx Anchorages for the purpose of protecting and extending the service life of major bridge components including the cable strands, eyebars, and lighting system within the eyebrow chambers, the electrical substations, and the concrete anchorage structure.

Schedule/Cost Change

A change order to the BW97/97A construction contract, estimated at \$221,000 is pending. This pending AWO results in a contingency index that yields a red light designation for this contract. There is adequate project contingency budget to absorb this and any other foreseeable changes without increasing the total project budget or EAC. Our high confidence is re-inforced by the fact that the construction contractor is currently mobilized on another project at the Bronx Whitestone Bridge facility and has a proven track record of working efficiently, safely and cost effectively.

Problems

Budget: The existing anchorage doors are rusted/corroded and misaligned leaving large holes and gaps where water continues to infiltrate into the anchorages. The floors at grade level are currently filled with soil and dust, and constantly saturated with ponding water creating a corrosive environment. The condition worsens whenever a heavy rain or snowfall event occurs. The run-off is laden with deicing chemicals that run down from the roadway level and get into the anchorages. As a result, various bridge components and electrical substation equipment are exhibiting accelerated deterioration due to this deleterious environment. A repair to the concrete area located directly below a bridge bearing pedestal also requires repair.

What is Being Done

Budget: Construction of a new floor slab at the grade level of the Bronx Anchorage, rehabilitation of the ground level access doors of the Queens and Bronx Anchorages, and repair of the concrete area directly below a bridge bearing pedestal estimated at \$221,000, will be added to the scope of this project. Inclusion of this work in the Contract will enhance the project scope in protecting and extending the service life of the above critical bridge components and electrical equipment. There is adequate project contingency budget to fund this increase and any other foreseeable increases to the construction contract.

IEC Comment

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

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

**Projects in CPOC's Risk-Based Monitoring Program
(Not Included in Second Quarter 2011 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.

2005-09 Capital Program

1. **Second Avenue Subway**
2. **East Side Access**
3. **Flushing Line Extension**
4. **Fulton Street Transit Center**
5. **Signals & Communications**
6. **New Subway Car Procurement**
7. **New Bus Procurement**

2010-14 Capital Program

1. **Second Avenue Subway**
2. **East Side Access**
3. **East Side Access Readiness**
4. **Flushing Line Extension**
5. **Fulton Street Transit Center**
6. **Signals & Communications**
 - Positive Train Control
 - PA/CIS, SONET
 - CBTC
7. **New Subway Car Procurement**
8. **New Bus Procurement**
9. **CRR Rolling Stock**
 - Procurement
 - RCM & Diesel Fleet Maintenance
10. **Track Improvements**
11. **Bus Depots / Mother Clara Hale**