



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

January 2012

Committee Members

J. Lhota, Chair

A. Saul

J. Blair

A. Cappelli

F. Ferrer

M. Lebow

S. Metzger

C. Moerdler

M. Page

M. Pally

J. Sedore

V. Tessitore

C. Wortendyke



MEETING AGENDA

MTA CPOC COMMITTEE

January 23, 2012 – 2:00 pm

347 Madison Avenue
Fifth Floor Board Room
New York, NY

<u>AGENDA ITEMS</u>	<u>Page</u>
PUBLIC COMMENTS PERIOD	TAB 1 1 - 1
1. APPROVAL OF MINUTES – DECEMBER 19	1 - 1
2. COMMITTEE WORK PLAN	1 - 5
3. NEW YORK CITY TRANSIT	TAB 2
B Division Train Arrival Information	2 - 1
Signals & Train Control	2 - 6
Systems	2 - 20
McKissack+Delcan Supplementary Reports (<i>Blue Pages 2-19-1; 2-25-1</i>)	
4. QUARTERLY UPDATE ON MWDBE PARTICIPATION	TAB 3 3 - 1
5. UPDATE ON MTA SMALL BUSINESS DEVELOPMENT PROGRAM	3 - 3
6. CAPITAL PROGRAM STATUS	TAB 4
• Third Quarter Traffic Light Report	4 - 1
• Year-End Commitments/Completions & Funding	4 - 36

**MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
December 19, 2011
New York, New York
2:00 P.M.**

MTA CPOC members present:

Hon. Andrew Saul, Chairman
Hon. James Blair
Hon. Fernando Ferrer
Hon. Mark Lebow
Hon. Susan Metzger
Hon. Charles Moerdler
Hon. Mark Page
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Allen Cappelli
Hon. Vincent Tessitore, Jr.

MTA Board members present:

Hon. Andrew Albert

MTA staff present:

Joseph J. Lhota
Linda Kleinbaum
Charles Monheim
Ron Saporita

MTACC staff present:

Uday Durg
Bill Goldstein
Bill Goodrich
Michael Horodniceanu

NYCT staff present:

Tom Prendergast

McKissack + Delcan staff present:

Kent Haggas
Renee Leslie

* * *

Chairman Saul called the December 19, 2011 meeting of the Capital Program Oversight Committee to order at 3:15 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 November 14, 2011.

Committee Work Plan

Ms. Kleinbaum stated that there were currently no changes to the Work Plan.

MTA – Update on New Fare Payment System

Charles Monheim provided a semi-annual update on the New Fare Payment Systems project. Mr. Monheim noted that the hand-out up to page eight, had previously been discussed with the Board. As a refresher, the new fare payment system will operate more like an E-Z Pass, less like a Metro Card. The schedule currently calls for the first trial on Staten Island express buses, with expansion to local buses, then the other boroughs, then subways and the rail system. Mr. Monheim presented the challenges of the new fare payment system which includes subway communications networks and managing commercial relationships with the payments industry. The subway communications plan, in particular, is a significant element for the New Fare Payment System. In response to a Board question it was noted that a number of ongoing station applications rely on station communications and the challenge is in providing a subway communications network that could support them all. Mr. Monheim described the progress made with the LIRR and MNR. A pilot has commenced with the LIRR using Nokia NFC mobile technology. MNR is in the planning phase for their pilot which will likely be with Masabi. A Board question focused on whether the commuter railroads will use identical equipment once the New Fare Payment System is rolled out. Mr. Monheim confirmed that the commuter railroads will use the same technology and that during the pilot phases the strengths and weaknesses of different technologies will be evaluated.

Fulton Street Transit Center (FSTC)

Michael Horodniceanu provided the quarterly update on the FSTC. Overall, the project is on schedule for June 2014 and the budget is trending below the current budget of \$1.4B. Work recently completed includes the opening of the 135 William Street Entrance and the opening of the Cortlandt Street R Station Southbound Platform. A board question focused on the work activity for the mini-piles. Mr. Horodniceanu stated that this work involved the installation of mini-piles to support the western part of the A/C mezzanine. The 90-day Look Ahead includes the delivery of high speed escalators for the Corbin Building and the installation of floor tiles at the Dey Street Concourse. Current critical milestones and issues include enhancing the public experience at FSTC and integrating the new and emerging technologies at the facility. A private company will be retained to develop a master lease and manage the non-revenue areas to create a special customer-experience. A future critical milestone requiring monitoring is the seamless interface between 4F/4B contracts, with the potential for a delay claim by the Transit Center contractor. The mitigation strategy will focus on accelerating the A/C Mezzanine Reconfiguration contract and negotiating a new intermediate milestone to complete the work by mid-April. The Independent Engineering Consultant (IEC) responded by concurring with MTACC's Schedule time-line and projected Budget numbers. The IEC noted that schedule float might be hampered by the timeliness of implementation of the enhancements. The IEC stated, however, key issues requiring resolution are transit's proposed staff resource loading especially in the area of commissioning for this project as well as other megas such as 7W. After Board discussion on the ease of transfers for customers amongst the various subway lines, it was decided that a presentation will be made at February's CPOC meeting discussing FSTC enhancements and the customer experience at the FSTC. In addition, Linda Kleinbaum noted that the Director of the Office of Construction Oversight, in conjunction with the IEC, will work to address the concerns surrounding commissioning activities. Ms. Kleinbaum encouraged the Board Members to visit the FSTC to see the significant progress made.

Second Avenue Subway (SAS)

Michael Horodniceanu provided the quarterly update on the Second Avenue Subway. Overall, the project is on schedule and budget. The current schedule contingency is 66 days, the same as the prior report. NYCT has committed to support MTACC systems integration and commissioning to occur at the end of 2015 based on current schedule and budget. The remaining budget contingency is \$342M, an increase of \$26M since the last report. The increase is largely due to the favorable bid received for the awarded 86th Street Station Cavern Mining contract. Work recently completed includes the west side slurry wall for the 96th Street Station and the award of the 86th Street Station Cavern Mining contract to Skanska on August 5th. The 90-day Look Ahead includes substantial completion of the Running Tunnels Contract and installation of the muck house enclosures at 86th street. Critical milestones and issues include the resolution of the remediation required for the fragile buildings near the SAS construction sites. In response to community concerns about air quality near the construction sites, MTACC conducted workshops for the community, took residents on project tours and undertook to suspend blasting for two weeks in order to develop additional mitigations to control dust and odor. Mitigations implemented include alterations to the muck houses to further contain the smoke and the timing of blasts. Any impacts on the project's cost and schedule will have to be managed. 96th Street Station contract is nearing the critical path and there are concerns with delays associated with the Con Edison work. MTACC is meeting with Con Edison to address these concerns. Another project on the critical path is the award of the 86th Street Station Cavern Mining contract. Delay in the award has resulted in the loss of four months of project schedule contingency. MTACC has identified possible ways to recover some of the lost contingency and is consulting with the contractor. The IEC concurs with MTACC's budget projections. However, the IEC disagrees with MTACC's projections for schedule contingency and recommends that MTACC work with NYCT to resource-load all commissioning activities for MTACC and NYCT projects to provide early confirmation of NYCT's available resources. Board discussion focused on the need to refer to current project work as Phase 1, so that it is understood that there are future phases for expansion.

Bill Goodrich provided a summary of the SAS Phase 1 Risk Assessment performed for Contract 6: Systems Work. The scope of work includes the installation, testing and commissioning of systems work (track, traction power, signals and communications) along SAS Phase 1 work from Lexington/63rd Street Station to 105th Street. The schedule is 55-months from the Notice-to-Proceed and a budget of \$333.4M has been established. The Risk Assessment was undertaken by an independent consultant with the participation of agency staff, FTA and the IEC, among others. Project challenges were identified including technology challenges associated with high speed network and communications systems work and the introduction of new materials for low vibration track and aluminum power rail. Another significant risk includes the interface between systems and stations contracts work since the critical path of the SAS Program moves through several different contracts requiring a high level of coordination and timely hand-off of work areas from predecessor to successor contracts. The Risk Assessment revealed that budget was within an acceptable range, with 80% confidence and that the greatest risk lies with the successful coordination and interface of multiple, complex contracts. Mitigations measures were identified including developing contract milestones and turnover dates between contracts that include float and the requirement that all predecessor contracts to the systems contract are contractually obligated to turn-over areas one month prior to needed start dates. The team intends to report back to the Board on the progress of work. Board discussion focused on the challenges associated with integrating stations contracts with the over-arching systems contract. One Board Member asked if a risk assessment was performed for the stations' contract work that impacts the systems contracts. It was noted that a risk assessment was performed for the 63rd Street station and additional risk assessments will be performed for 72nd street, 86th street and 96th street stations to ensure the integration and coordination of the multiple work efforts.

Capital Program Status

Ms. Kleinbaum stated that a presentation on the Traffic Light Report, as well as a year-end Capital Program Commitments and Completions presentation, will be provided to CPOC in January.

Executive Session

Upon motion duly made and seconded, Chairman Saul adjourned the public CPOC meeting at 3:55 PM to go into Executive Session.

Adjournment

Upon motion duly made and seconded, Chairman Saul adjourned the Executive Session, reconvened the public session and then immediately adjourned the December 19, 2011 meeting of the MTA Capital Program Oversight Committee.

Respectfully submitted,
Iris Berman
Office of Construction Oversight



2012-2013 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

February 2012

Risk-Based Monitoring

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

March 2012

Risk-Based Monitoring

- LIRR Jamaica Capacity Improvements
- Update on Fulton Street Transit Center
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

April 2012

Risk-Based Monitoring

- NYC Transit Report on Mother Clara Hale Depot
- MTA Rolling Stock Capital Investment Strategy
- 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
- ESA Systems Packages Risk Assessment
- SAS 96th Street Station Finishes & MEP Systems Risk Assessment
- NYC Transit Stations Program
- West End Line Stations Risk Assessment
- Red Light project follow-up reports (if needed)

June 2012

Risk-Based Monitoring

- LIRR/MNR PTC Risk Assessment
- VN Bridge Deck Replacement Risk Assessment
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

Strategic Reviews

- B&T AET Update

July 2012

Risk-Based Monitoring

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

Program Priorities

- Quarterly update on Minority, Women & Disadvantaged Business Participation

August 2012

No CPOC

September 2012

Risk-Based Monitoring

- Quarterly MTA Capital Construction Report on Mega Projects
- SAS 86th Street Station Finishes & MEP Systems Risk Assessment
- Quarterly Traffic Light Report and Red Light project follow-up reports (if needed)

October 2012

Risk-Based Monitoring

- Interagency Rolling Stock Update
 - LIRR/MNR Report on M-9 Procurement
 - NYCT Report on Subway Car Procurement
 - Update of the Bus Program
- Red Light project follow-up reports (if needed)

Strategic Reviews

- Update on Bus Customer Information Systems

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

November 2012

Annual Review of CPOC Charter

Risk-Based Monitoring

- NYC Transit Report on Mother Clara Hale Depot
- Culver Line Stations Risk Assessment
- Red Light project follow-up reports (if needed)

December 2012

Risk-Based Monitoring

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

January 2013

Risk-Based Monitoring

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

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

B Division Train Arrival Information Progress Update

2-1

Leonard Ciaccio
Chief Electronics Maintenance Officer
Department of Subways

January 2012

Goals

- **Provide cost effective, timely Train Arrival information to customers on the B Division**
- 2-2 • **Ensure information is available to the Rail Control Center and external APP developers**
- **Implement simultaneous Technology Pilots**
- **Establish a rollout strategy**

Issues

- **No ATS system on the B Division**
 - Limits information available for Train Arrival
 - Full ATS installation cost prohibitive at this time
- **B Division has no unified PA system**
 - Older technologies
 - Partial distribution of Customer Information Signs (CIS)
 - Installation of PA/CIS at 87 stations in progress
- **No B Division integration with the RCC at this time**

Solutions

- **5 Technology Pilots developed**
- **2 Pilots completed at 45 stations**
 - Limited results
 - Installation costs high
- **3 Pilots in progress**
 - Addressing installation and technology issues

Solutions dependant on schedule based information must address diversions and route changes

Estimate at completion of pilots: \$4M. Previous estimate \$1.5M

Rollout Strategy

- **Complete Technology Pilots during the 2nd Qtr 2012**
- **Evaluation based on:**

Cost per Station	Time to Implement	Accuracy of Data
Granularity	Usability	Maintainability
Dependability	Adaptability to Infrastructure	
Scalability	Long Term Viability	
- **2-3 most viable technologies will be selected for implementation**
- **\$80M funded in current program**
- **Rollout plan with schedule and costs to be developed in 2nd half 2012**

Signals and Train Control

Division

Nidhish Patel, P.E.

Program Officer

January 2012

Capital Program Oversight Committee

CBTC Canarsie Line – Equip Cars with CBTC Equipment and Removals

- Contractor: Siemens Transportation Systems
- Award: October 31, 2008
(S32740 and S32741)
- Project Description: Project will equip sixty four (64) R160 railcars with CBTC technology for use on the Canarsie Line. CBTC cutover with removal of automatic signals.

CBTC Canarsie Line – Equip Cars with CBTC Equipment and Removals

Overall Status

Item	Comments
Schedule	CBTC began full operation in November 2011. Substantial Completion is forecast for March 2012
Cost	Budget Modification in progress to increase budget from \$66.4M to \$72 M for additional EFA and TA Labor needs.

88 Highlights

Progress


- CBTC Final Configuration was completed 4th Quarter 2011
- Completed data collection for New Speed Measurement System for powered axles.

180 Day Look Ahead

- GOs are planned for January and February (delayed from 3rd Quarter 2011) to remove remaining wayside equipment (30% of wayside equipment removed to date).
- Evaluate data for New Speed Measurement System for final recommendation.




CBTC Canarsie Line – Equip Cars with CBTC Equipment and Removals

Critical Milestones

Status	Activity	Date Needed	Issues
 Green	Substantial Completion	March 2012	<p>Substantial Completion on schedule.</p> <p>Removal of remaining obsolete wayside equipment on the Canarsie Line is forecast for March 2012.</p>

2-9

Legend

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

CBTC Flushing Line

- Contractor: Thales, Inc.
- Award (S32723): June 16, 2010
- 2-10 Project Description: Project will overlay new CBTC system on the Flushing Line between Main St. and the new 34th /10 Ave. terminal. Modernize 1st Ave and Times Square Interlockings and equip fleet with CBTC carborne equipment.

CBTC Flushing Line

Overall Status

Item	Comments
Schedule	Substantial Completion is forecast for Nov 2016
Cost	Project is on Budget - \$550 Million

Highlights

Progress




- Construction started on various Equipment Rooms including 1st Ave Relay Room.

180 Day Look Ahead

- Complete Preliminary Design Review (PDR) by March 2012
- Continue submittal review and approval process
- Ongoing work at 1st Avenue Relay Room and other Equipment Rooms
- Achieve Final CBTC Design scheduled to be completed in 2nd Quarter 2012




CBTC Flushing Line

Critical Milestones

Status	Activity	Date Needed	Issues
 Green	Preliminary Design Review (PDR)	1 st Quarter 2012	Delayed from 4 th quarter 2011 late contractor submittals
 Green	Final Design Review (FDR)	2 nd Quarter 2012	Working group meeting be held to accelerate FDR completion
 Green	Hardware Manufacturing Start	3 rd Quarter 2012	Contractor will advance hardware manufacturing based on finalized PDR



2-12

Legend

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




CBTC Flushing Line

Critical Milestones

Status	Activity	Date Needed	Issues
 Green	Factory Acceptance Testing (FAT)	3 rd Quarter 2013	FAT on schedule as planned
 Green	Finalize and Install Train Interfaces	1 st Quarter 2014	<p>The R188 Car Option was awarded in December 2011.</p> <p>CBTC Field Integration Tests may be impacted if CBTC carborne equipment is not installed and tested on the 1st R188 train by Jan 2014.</p>

2-13

Legend

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

CBTC MOVING FORWARD

NYCT International CBTC Forum **July 27 – 29, 2011**

NYCT held a CBTC Forum with Transit Properties with operating CBTC systems and various CBTC suppliers to review and evaluate NYCT's CBTC Program

Objectives:

- 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 the Effectiveness of Test Track

Deliverables:

- Formal report from the Forum participants to be generated by NYCT's CBTC Consultant by 1st Quarter 2012.

CBTC Program Status

Strategy:

- Install CBTC on Flushing Line
- Achieve Interoperability and Safety Certification using the Test Track
- Validate CBTC-ATS Interface for B- Division
- New Cars to be procured with CBTC equipment
- Continue CBTC-Ready interlocking modernization programs; overlay CBTC to minimize expensive Intermediate Cutover phases.
- Implement ATS for B-Division either as part of CBTC Program or Stand-alone Project Line by Line

Culver Line CBTC Test Track

- Contractor: Siemens and Thales Consortium
- Award (S32748) September 30, 2011
- Project Description: Update and finalize CBTC Interface and Interoperability (I2S) standards; develop two interoperable, safety certified CBTC systems and validate CBTC-ATS. Certify and validate future CBTC suppliers. Provide test track on Culver Line between Church Ave. and 4th Ave. Interlocking.

Culver Line CBTC Test Track

Objectives:

- Update CBTC Interoperability specifications for future projects
- Develop two interoperable subsystems for future CBTC suppliers
- Validate CBTC-ATS interface for future lines
- Provide an Integrated Test Facility
- Provide a permanent CBTC test track
- Qualify additional CBTC supplier

Culver Line CBTC Test Track

Overall Status

Item	Comments
Schedule	Substantial Completion is on schedule for July 2015
Cost	Project is on Budget - \$101M

2-18 Highlights

Progress




- Project awarded September 30, 2011
- Contractor project management team is in place, working group meetings are ongoing

180 Day Look Ahead

- Completed Interface and Interoperability Specification (I2S) forecast for 2nd Quarter 2012




Culver Line CBTC Test Track

Critical Milestones

Status	Activity	Date Needed	Issues
 Green	Interface and Interoperability Specification (I2S) Completion	2 nd Quarter 2012	Completion is critical for maintaining the project's schedule and for qualifying potential CBTC suppliers. A new project to qualify additional CBTC Suppliers is being proposed to be included in the current capital program..
 Green	Complete Integrated Test Facility	4 th Quarter 2013	Test facility on schedule as planned.
 Green	Complete Test Track	2 nd Quarter 2015	Test Track on schedule as planned.

2-19

Legend

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

IEC's Supplementary Report: NYC Transit Signals & Train Control

Equip R-160 Cars with CBTC

Schedule Performance: NYC Transit reports that the Project is on schedule for completion in March 2012. The IEC agrees with this assessment.

Budget Performance: NYC Transit reports that the costs have overrun budget by \$6M. The IEC agrees with this assessment but notes that this estimate at completion puts the project 31% over the original budget at time of contract award.

Critical Milestones and Issues: NYC Transit's CPOC report has identified all current critical milestones and issues of the project.

All-Agency Evaluation Findings: The Overall Contractor Performance rating for the last available All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during that period.

Follow-up on IEC Recommendations: There are no open recommendations.

CBTC Flushing Line

Schedule Performance: NYC Transit reports that the Project is on schedule for completion in November 2016. The IEC agrees with this assessment but notes that as completion dates for the Preliminary Design Reviews have significantly slipped, completion of the Final Design Review in April 2012 is critical to maintaining the scheduled project completion. In addition, the IEC believes that project schedule should contain an explicit schedule contingency for making the November 2016 completion date.

IEC Recommendation: NYC Transit to establish that there is sufficient schedule contingency commensurate with remaining work.

Budget Performance: NYC Transit reports that the Project is in budget. The IEC agrees with this assessment but notes that there are 8 AWOs over 90 days old that are not valued.

IEC Recommendation: Prioritize efforts to agree to the scopes of the aged AWOs with the Contractor and get current with AWO negotiations.

Critical Milestones and Issues: NYC Transit's CPOC report has identified all current critical milestones and issues of the project.

January 2012

All-Agency Evaluation Findings: The Overall Contractor Performance rating for the last available All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during that period.

Follow-up on IEC Recommendations: There are no open recommendations.

Culver Test Track

Schedule Performance: NYC Transit reports that the Project is on schedule for completion in July 2016. The IEC agrees with this assessment.

Budget Performance: NYC Transit reports that the Project is on Budget. The IEC agrees with this assessment.

Critical Milestones and Issues: NYC Transit's CPOC report has identified all current critical milestones and issues of the project except for the delayed completion of the formal report on the International CBTC Forum held last July. This report was to identify factors that would maximize effectiveness of the Test Track in the NYC Transit CBTC Rollout Strategy.

IEC Recommendation: NYC Transit should expedite completion of the formal report from the International CBTC Forum held in July 2011 and track implementation of the report's recommendations.

All-Agency Evaluation Findings: There is no All-Agency Contractor Evaluation (ACE) report for this project, as the construction contract was recently awarded.

Follow-up on IEC Recommendations: There are no open recommendations.

Systems & Security Division

Mark Bienstock, P.E.
Program Officer

January 2012
Capital Program Oversight Committee

ATM NETWORK SYSTEM – B DIVISION

Project Description

Fiber-optic communication network to carry voice, video and data among all B-Division Stations and support facilities

Overall Status

2-21

Item	Comments
Schedule	Substantial Completion Forecast - June 2012; (previously February 2012)
Cost	Current EAC \$302.3M; (previously \$301.5M)

Highlights

Progress


- 45 out of 47 Branch Loops have been tested
- Beneficial Use requested for 24 out of 47 Station Branch Loops
- Beneficial Use Certificate issued for 7 out of 47 Station Branch Loops

180 Day Look Ahead




- Complete ATM Branch Loop testing at 2 remaining Loops
- Request Beneficial Use for remaining 23 Loops
- Contractor to submit as-built documentation

ATM NETWORK SYSTEM-B DIVISION

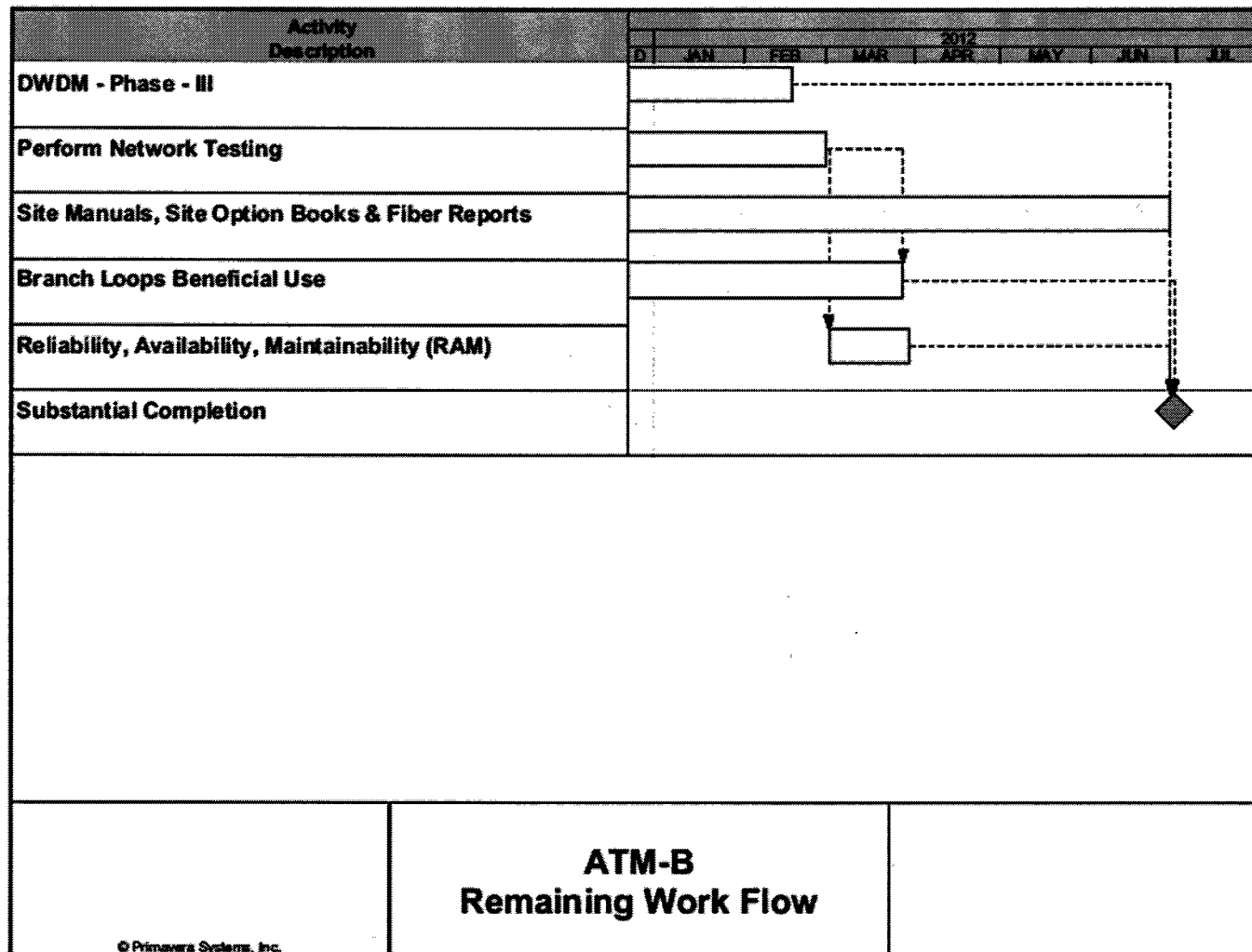
Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	As-Built Drawings	June 2012	Contractor submittal of final As-Built documentation continues to be impacted by default of electrical sub-contractor.
Yellow	Claim	N/A	Contractor filed an extension of time / impact cost claim, which is being reviewed by NYCT and settlement discussions are ongoing.

2-22

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

ATM-B Remaining Work Flow



Public Address/Customer Info System

Project Description

Provide real-time audio and visual train arrival announcements at A Division Stations

Overall Status

Item	Comments
Schedule	Substantial Completion Forecast – April 2012; (previously December 2011)
Cost	Current EAC is \$225.43M; (previously \$225.69M)

2-24

Highlights

Progress

- Achieved Beneficial Use for all 153 stations in December 2011
- Completed Stage 3 software transition
- Completed Training
- 10 White Plains Road Stations installed & commissioned by in-house forces

180 Day Look Ahead

- Cabinets for Fulton and Cortlandt Street Stations will be delivered to MTACC for installation
- Complete Punchlist items
- Contractor to submit as-built documentation

Public Address / Customer Info System

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
Yellow	Substantial Completion	April 2012	Contractor submittal of final As-Built documentation impacted by default of electrical sub-contractor

2-25

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

January 2012

MCKISSACK+DELCAN
MTA Independent Engineer

IEC's Supplementary Report: NYC Transit Systems

ATM-B Project

Schedule Performance: NYC Transit reports that the Project is on schedule for completion in June 2012. The IEC forecasts completion in July 2012 based upon the backlog of documentation required to achieve Substantial Completion of the project.

Budget Performance: NYC Transit reports that the Project's EAC has increased to \$302M. The IEC forecasts an EAC of \$305M based upon a review of the remaining open cost issues.

Critical Milestones and Issues: NYC Transit's CPOC report has identified all current critical milestones and issues of the project except for wrap-up of the Reliability & Availability Demonstration.

All-Agency Evaluation Findings: The Overall Contractor Performance rating in the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with IEC observation of project performance during this reporting period.

Follow-up on IEC Recommendations: There are no open recommendations.

PA/CIS

Schedule Performance: NYC Transit reports that the Project is on schedule for completion in April 2012. The IEC forecasts completion in May 2012 based upon its current analysis of schedule issues.

Budget Performance: NYC Transit reports that the Project's EAC is \$225M. The IEC agrees with this assessment.

Critical Milestones and Issues: NYC Transit's CPOC report has identified all current critical milestones and issues of the project.

All-Agency Evaluation Findings: The Overall Contractor Performance rating in the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with IEC observation of project performance during this reporting period.

Follow-up on IEC Recommendations: There are no open recommendations.

2011 MWDBE AWARDS ON MTA CAPITAL PROJECTS with GOALS
JANUARY- DECEMBER
ALL PROJECTS

FEDERALLY FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			THIRD QUARTER (JULY-SEPTEMBER) (in millions)			FOURTH QUARTER (OCTOBER-DECEMBER) (in millions)			2011 TOTALS (JANUARY-DECEMBER 2011) (in millions)		
DBE Participation Goal: 17%	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)
Construction	\$ 189.7	\$ 34.4	18%	\$ 38.5	\$ 6.0	16%	\$ 489.0	\$ 39.4	8%	\$ 15.6	\$ 3.9	25%	\$ 732.8	\$ 83.7	11%
Professional Services	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0.0%	\$ -	\$ -	0%
Other	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0.0%	\$ -	\$ -	0%
Total	\$ 189.7	\$ 34.4	18%	\$ 38.5	\$ 6.0	16%*	\$ 489.0	\$ 39.4	8%**	\$ 15.6	\$ 3.9	25.0%	\$ 732.8	\$ 83.7	11%
Additional MWBE Participation:	Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards	
Construction	\$ 189.7	\$ 1.4		\$ -	\$ -		\$ 489.0	\$ 5.7		\$ -	\$ -		\$ 678.7	\$ 7.1	
Professional Services	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Total	\$ 189.7	\$ 1.4		\$ -	\$ -		\$ 489.0	\$ 5.7		\$ -	\$ -		\$ 678.7	\$ 7.1	

STATE FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			THIRD QUARTER (JULY-SEPTEMBER) (in millions)			FOURTH QUARTER (OCTOBER-DECEMBER) (in millions)			2011 TOTALS (JANUARY-DECEMBER 2011) (in millions)		
MBE Participation Goal: 10%	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)
Construction	\$ 68.8	\$ 6.9	10%	\$ 79.3	\$ 12.9	16%	\$ 741.2	\$ 97.5	13%	\$ 15.6	\$ 3.2	21%	\$ 904.9	\$ 120.5	13%
Professional Services	\$ 16.1	\$ 1.5	9%	\$ 7.2	\$ 0.7	10%	\$ 10.5	\$ 1.3	12%	\$ 13.6	\$ 1.6	12%	\$ 47.4	\$ 5.1	11%
Other	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ 403.6	\$ 6.1	2%	\$ 403.6	\$ 6.1	2%
Total	\$ 84.9	\$ 8.4	10%	\$ 86.5	\$ 13.6	16%	\$ 751.7	\$ 98.8	13%	\$ 432.8	\$ 10.9	3%	\$ 1,355.9	\$ 131.7	10%
WBE Participation Goal: 5%	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)
Construction	\$ 68.8	\$ 3.2	5%	\$ 79.3	\$ 5.9	7%	\$ 741.2	\$ 53.6	7%	\$ 15.6	\$ 1.2	8%	\$ 904.9	\$ 63.9	7%
Professional Services	\$ 16.1	\$ 1.1	7%	\$ 7.2	\$ 0.8	11%	\$ 10.5	\$ 0.8	8%	\$ 13.6	\$ 1.2	9%	\$ 47.4	\$ 3.9	8%
Other	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ 403.6	\$ 9.6	2%	\$ 403.6	\$ 9.6	2%
Total	\$ 84.9	\$ 4.3	5%	\$ 86.5	\$ 6.7	8%	\$ 751.7	\$ 54.4	7%	\$ 432.8	\$ 12.0	3%	\$ 1,355.9	\$ 77.3	6%
Additional DBE Participation:	Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards	
Construction	\$ 68.8	\$ 0.1		\$ -	\$ -		\$ 741.2	\$ 2.3		\$ -	\$ -		\$ 810.0	\$ 2.4	
Professional Services	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Total	\$ 68.8	\$ 0.1		\$ -	\$ -		\$ 741.2	\$ 2.3		\$ -	\$ -		\$ 810.0	\$ 2.4	

* This percentage includes a prime contract awarded to John P. Picone, Inc, in the amount of \$13.8 million.
 Due to the scope of work and limited pool of DBEs, the 17% DBE goal was reduced to 6.2%.

**Due to the scope of work consisting of underground tunneling and limited opportunities for DBEs, the 17% DBE goal was reduced to 9%
 on NYCTA contract C-26008 awarded to Skanska/Taylor JV, totaling \$301.7 Million.

**2011 MWDBE AWARDS ON MTA CAPITAL PROJECTS with GOALS
JANUARY - DECEMBER
NON-MEGA PROJECTS**

FEDERALLY FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			THIRD QUARTER (JULY-SEPTEMBER) (in millions)			FOURTH QUARTER (OCTOBER-DECEMBER) (in millions)			2011 TOTALS (JANUARY-DECEMBER 2011) (in millions)		
DBE Participation Goal: 17%	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)	Total Awards	Total DBE Awards	DBE Participation (%)
Construction	\$ 189.7	\$ 34.4	18%	\$ 38.5	\$ 6.0	16%	\$ 187.2	\$ 31.9	17%	\$ 15.6	\$ 3.9	25%	\$ 431.0	\$ 76.2	18%
Professional Services	-	-	0%	-	-	0%	-	-	0%	\$ -	\$ -	0.0%	\$ -	\$ -	0%
Other	-	-	0%	-	-	0%	-	-	0%	\$ -	\$ -	0.0%	\$ -	\$ -	0%
Total	\$ 189.7	\$ 34.4	18%	\$ 38.5	\$ 6.0	16%**	\$ 187.2	\$ 31.9	17%	\$ 15.6	\$ 3.9	25.0%	\$ 431.0	\$ 76.2	18%
Additional MWBE Participation:	Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards		Total Awards	Total MWBE Awards	
Construction	\$ 189.7	\$ 1.4		-	\$ -		\$ 187.2	\$ 5.7		-	\$ -		\$ 376.9	\$ 7.1	
Professional Services	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Total	\$ 189.7	\$ 1.4		\$ -	\$ -		\$ 187.2	\$ 5.7		\$ -	\$ -		\$ 376.9	\$ 7.1	

STATE FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			THIRD QUARTER (JULY-SEPTEMBER) (in millions)			FOURTH QUARTER (OCTOBER-DECEMBER) (in millions)			2011 TOTALS (JANUARY-DECEMBER 2011) (in millions)		
MBE Participation Goal: 10%	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)
Construction	\$ 68.8	\$ 6.9	10%	\$ 79.3	\$ 12.9	16%	\$ 741.2	\$ 97.5	13%	\$ 15.6	\$ 3.2	21%	\$ 904.9	\$ 120.5	13%
Professional Services	\$ 16.1	\$ 1.5	9%	\$ 7.2	\$ 0.7	10%	\$ 10.5	\$ 1.3	12%	\$ 13.6	\$ 1.6	12%	\$ 47.4	\$ 5.1	11%
Other	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ 403.6	\$ 6.1	1%**	\$ 403.6	\$ 6.1	2%
Total	\$ 84.9	\$ 8.4	10%	\$ 86.5	\$ 13.6	16%	\$ 751.7	\$ 98.8	13%	\$ 432.8	\$ 10.9	3%	\$ 1,355.9	\$ 131.7	10%
WBE Participation Goal: 5%	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)
Construction	\$ 68.8	\$ 3.2	5%	\$ 79.3	\$ 5.9	7%	\$ 741.2	\$ 53.6	7%	\$ 15.6	\$ 1.2	8%	\$ 904.9	\$ 63.9	7%
Professional Services	\$ 16.1	\$ 1.1	7%	\$ 7.2	\$ 0.8	11%	\$ 10.5	\$ 0.8	8%	\$ 13.6	\$ 1.2	9%	\$ 47.4	\$ 3.9	8%
Other	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ 403.6	\$ 9.6	2%	\$ 403.6	\$ 9.6	2%
Total	\$ 84.9	\$ 4.3	5%	\$ 86.5	\$ 6.7	8%	\$ 751.7	\$ 54.4	7%	\$ 432.8	\$ 12.0	3%	\$ 1,355.9	\$ 75.7	6%
Additional DBE Participation:	Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards	
Construction	\$ 68.8	\$ 0.1		-	\$ -		\$ 741.2	\$ 2.3		-	\$ -		\$ 810.0	\$ 2.4	
Professional Services	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Total	\$ 68.8	\$ 0.1		\$ -	\$ -		\$ 741.2	\$ 2.3		\$ -	\$ -		\$ 810.0	\$ 2.4	

* This percentage includes a prime contract awarded to John P. Picone, Inc. in the amount of \$13.8 million.
Due to the scope of work and limited pool of DBEs, the 17% DBE goal was reduced to 6.2%.

SBDP

MTA Small Business Development Program

Michael J Garner

Chief Diversity Officer

Department of Diversity and Civil Rights

Amil Patel

Small Business Mentoring Program

Program Manager

Office of Construction Oversight

January 23, 2012

Capital Program Oversight Committee



NY1 News Clip

November 23, 2011 MTA SBMP news clip by NY1 News



SBDP Update

MTA Small Business Development Program

➤ **Growth of Small Business Participation at the MTA**

- Breakdown the Barriers to Entry as prime contractors
 - Provide Access to Working Capital (prompt payment/loan program)
 - Provide Bonding Program
 - Participation in OCIP
 - Provide Knowledge Based Training
 - Create Small Projects Pool
 - Prompt Responses by MTA Agencies

SBDP Overview

MTA Small Business Development Program

Elements:

- **Small Business Mentoring Program (SBMP)**
- **Small Business Federal Program (SBFP)**
- **Other Outreach/Assistance**

Supporting Accomplishments

MTA Small Business Mentoring Program

➤ **Opportunity for Small Businesses**

- 142 firms achieved prequalification status as of December 31, 2011. Firms prequalified in all but one county (Putnam).

➤ **Classroom Training Program**

- 73 firms completed 10 course training program.

➤ **Carver Loan Program**

- 1st Loan approved on 4/29/11, closed on 5/02/11, and repaid on 10/19/11.
- 8 applications in process.

➤ **389 Jobs Created**

SBMP Status

MTA Small Business Mentoring Program

➤ Year 1	<u># Projects</u>	<u>\$ Amount</u>
▪ Awarded	25	13,623,486
▪ Substantial Completion or Closed Out	10	5,105,985

➤ Year 2	<u># Projects</u>	<u>\$ Amount</u>
▪ Awards as of 1/13/12	7	3,110,972
▪ Out for Bid as of 1/13/12	5	3,015,000

➤ Performance Metrics	<u>Goal (Days)</u>	<u>Actual to date (Days)</u>
Payments	10	5.1
Awards	10	10.4
Close Outs	20	17.3
Change Orders *	15	15.2
Submittals	10	< 10
RFI's	5	< 5

*Needs Improvement

SBMP Status

MTA Small Business Mentoring Program

➤ Commitment Plan by Agency

AGENCY	Year 1 (7/15/10 - 7/14/11)			Year 2 (7/15/11 - 7/14/12)	
	Estimated		Actual	Estimated	
NYCT & Buses	\$7,889,132	53%	\$7,144,907	71%	\$12,236,300
LIRR	\$3,809,000	23%	\$3,138,032	10%	\$1,653,500
MNR	\$1,062,129	10%	\$1,295,074	13%	\$2,300,000
B&T	\$2,386,500	14%	\$1,959,483	6%	\$1,000,000
MTACC	\$0	0%	\$0	0%	\$0
TOTAL	\$15,146,761	100%	\$13,537,496	100%	\$17,189,800

SBMP Overview

MTA Small Business Mentoring Program

➤ Keys to Program Success

- **MTA taking Responsibility**

- Process Simplification / New Procedures
- Understanding Roles & Responsibilities for the New Program
- Quick Turnaround

- **Transparency**

- Maximize Opportunities for Contractors:
 - Within the SBMP
 - Across the MTA
- Informing the Public via mta.info

- **Continuous Improvement**

- Contractor Feedback
- Focus on Goals

SBFP Overview

MTA Small Business Federal Program

- **Awaiting final program approval by FTA**
- **Finalizing critical procedures/approvals**
- **Prime contracts up to \$3 million containing Federal dollars**
- **New Bonding facilitation program**
- **Optional training program: Application of technology for Small Contractors, Union Transition, and Business Planning**
- **Agencies identifying suitable projects**
- **Submit program cost to February Board for contingent approval; funding from DBE legal settlement funds**
- **First project award targeted within six months of FTA approval**

Other Outreach/Assistance

- **Networking with Other Small Contractors and Large Primes**
- **Optional Training Participation**
- **Bond Support as Available**
- **Networking with Organizations in all 12 NY Counties**

**3rd Quarter 2011 Traffic Light Report on MTA Capital Program Projects****Traffic Light Report Project Terms and Definitions****Projects in Design: 50**

- Green: No indices 115% or more and no index movement 15% or more
- 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

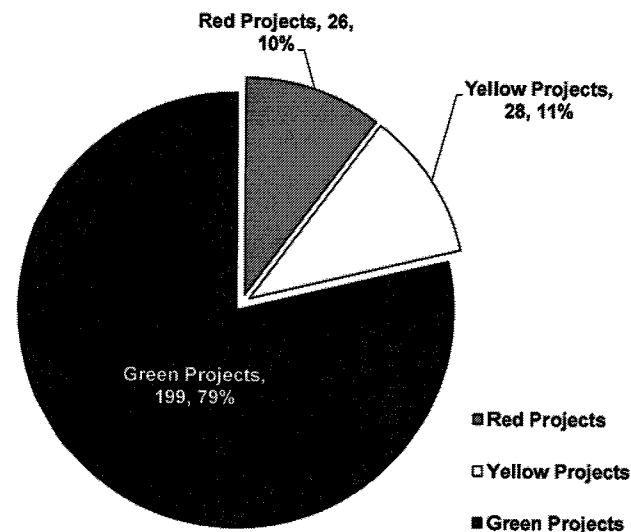
Projects in Construction: 203

- Green: No indices 110% or more and no index movement 10% or more
- Red-Cost or Contingency 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 in CPOC's Risk-Based Monitoring Program listed at end of report
- > Only projects with budgets of \$5M or greater are included in the report
- > Projects in design must be at a 30% level or greater

- > 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 253 Projects Reviewed
3rd Quarter 2011**

NYCT	137	25	22	Total Projects 184
MNR	14	1	2	Total Projects 17
LIRR	19	1		Total Projects 20
B&T	21	1		Total Projects 22
MTA Bus	8	2		Total Projects 10



Metropolitan Transportation Authority

3rd 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	▼	0	—	Y
Rehabilitate Avenue M Station - Brighton Line	05 - 09	Construction	\$43,698,445	82	1.07	▼	1.07	▲	0	—	Y
Rehabilitate Avenue H Station - Brighton Line	05 - 09	Construction	\$45,955,272	82	1.06	▼	1.04	▲	0	—	Y
Rehabilitate Avenue J Station - Brighton Line	05 - 09	Construction	\$44,803,663	82	.66	▼	1.03	▲	0	—	Y
Rehabilitate Bleecker Street Station - Lexington Avenue Line	05 - 09	Construction	\$31,869,486	57	.95	▲	1.02	▲	0	—	G
Rehabilitate 59th Street Station - Broadway-7th Avenue Line	05 - 09	Construction	\$48,262,635	96	1.01	▼	1.04	▲	0	—	G
Rehabilitate 59th Street Station - 8th Avenue Line	05 - 09	Construction	\$58,101,451	96	1.00	▲	1.02	▲	0	—	G
Kings Highway Station - Brighton Line	05 - 09	Construction	\$29,706,857	98	.76	▼	1.02	▲	0	—	Y
Newkirk Avenue Plaza Station Phase 2 - Brighton Line	05 - 09	Construction	\$40,652,232	91	1.09	▲	.99	▲	0	—	Y
Rehabilitate Jay Street Station - FUL	05 - 09	Construction	\$62,341,353	96	.03	▲	1.00	▼	0	—	G
Rehabilitate Morrison-Sound View Avenue Station - Pelham Line	05 - 09	Construction	\$24,926,917	94	.36	▲	1.00	▼	0	—	G
Rehabilitate Parkchester-E 177th Street Station - Pelham Line	05 - 09	Construction	\$34,263,138	92	.98	▲	1.01	▲	0	—	G
Rehab St Lawrence Av PEL	05 - 09	Construction	\$26,153,018	68	.73	▲	.99	▼	0	—	G
Rehabilitate Elder Avenue Station - Pelham Line	05 - 09	Construction	\$25,889,282	63	.16	▲	1.00	▲	0	—	G
Rehabilitate Whitlock Avenue Station - Pelham Line	05 - 09	Construction	\$23,772,702	95	.49	▲	1.00	▼	0	—	G
Rehabilitate Beach 67th Street Station - Far Rockaway Line	05 - 09	Construction	\$22,080,331	70	.58	▼	1.01	▼	0	—	Y
Rehabilitate Beach 60th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,176,495	58	.63	▼	1.01	▲	0	—	Y
Rehabilitate Beach 44th Street Station - Far Rockaway Line	05 - 09	Construction	\$17,802,293	70	.60	▼	1.00	▲	0	—	Y
Rehabilitate Beach 36th Street Station - Far Rockaway Line	05 - 09	Construction	\$16,646,056	63	.63	▼	.99	▲	0	—	Y
Rehabilitate Beach 25th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,239,394	68	.56	▼	1.00	▲	0	—	Y
Rehabilitate Mott Avenue Station - Far Rockaway Line	05 - 09	Construction	\$11,176,497	90	.30	▼	1.00	▲	1	—	G
Rehabilitate Beach 90th Street Station - Rockaway Line	05 - 09	Construction	\$19,127,364	66	1.40	▲	.99	▼	3	▲	R
Rehabilitate Beach 98th Street Station - Rockaway Line	05 - 09	Construction	\$20,362,934	68	1.52	▲	1.01	▲	3	▲	
Rehabilitate Beach 105th Street Station - Rockaway Line	05 - 09	Construction	\$18,080,277	67	1.48	▲	.99	▲	3	▲	
Rehabilitate East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$45,804,161	78	1.12	▲	1.00	▲	0	—	R



3rd 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											
Station Accessibility (ADA) - Bleecker-Broadway/Lafayette Street Station Complex	05 - 09	Construction	\$17,506,338	71	1.71	▲	1.06	▲	0	■	(R)
Station Accessibility (ADA) Kings Highway Station - Brighton Line	05 - 09	Construction	\$10,796,673	90	.85	▼	1.14	▲	0	■	(R)
Station Accessibility (ADA) Jay Street Station - Fulton Line	05 - 09	Construction	\$15,426,748	95	.26	▼	.99	▼	0	■	(G)
Station Accessibility (ADA) Jay Street-Lawrence Street Transfer	05 - 09	Construction	\$16,454,977	92	.03	■	1.00	■	0	■	(G)
Station Accessibility (ADA) Mott Avenue - Rockaway Line	05 - 09	Construction	\$10,569,812	60	.84	▲	1.00	▲	1	■	(G)
Station Accessibility (ADA) East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$9,938,224	80	.31	▼	1.00	▲	0	■	(G)
ADA 45 Rd-Court House Sq: FLS	05 - 09	Construction	\$17,678,407	100	.00	■	1.04	▲	0	■	(Y)
Passenger Transfer: Lawrence Street/Jay Street Stations	05 - 09	Construction	\$60,338,436	93	.02	▼	1.00	▼	0	■	(G)
Rehabilitate 71st Street Station - West End Line	05 - 09	Construction	\$10,033,656	84	1.06	▼	1.03	▲	0	■	(G)
Rehabilitate 18 Avenue Station - West End Line	05 - 09	Construction	\$9,846,707	64	1.17	▼	1.02	▲	0	■	(G)
Rehabilitate 20 Avenue Station - West End Line	05 - 09	Construction	\$9,307,190	75	.57	▼	1.01	▲	0	■	(G)
Rehabilitate 25 Avenue Station - West End Line	05 - 09	Construction	\$11,264,578	71	.86	▼	1.11	▲	0	■	(R)
Rehabilitate Bay 50th Street Station - West End Line	05 - 09	Construction	\$9,483,663	64	1.59	▲	1.02	▲	0	■	(G)
Rehabilitate Bay Parkway Station - West End Line	05 - 09	Construction	\$22,921,939	52	1.34	▲	1.02	▲	0	■	(R)
Station Accessibility (ADA) Bay Parkway Station - West End Line	05 - 09	Construction	\$13,323,842	32	2.70	▼	1.00	▼	0	■	(G)
Install Induction Loops for 642 Station Booths	05 - 09	Construction	\$11,353,440	54	.42	▼	.85	▼	0	■	(G)
Deep Well Rehab FUL	05 - 09	Construction	\$16,313,068	98	1.00	▲	1.00	▲	0	■	(G)
Vent Plant Rehabilitation - Jackson Avenue - Queens Boulevard Line	05 - 09	Construction	\$76,021,543	78	.14	▲	1.00	■	0	■	(G)
Overcoat Bronx Park East to 241st Street - White Plains Road Line	05 - 09	Construction	\$37,399,259	92	.47	▼	1.00	▲	2	■	(G)
Ocean Parkway Station Viaduct - Brighton Line	05 - 09	Construction	\$33,565,813	97	1.01	▲	1.00	▼	0	■	(G)
Overcoat Whitlock Avenue Portal to Pelham Bay Park - Pelham Line	05 - 09	Construction	\$28,158,438	91	.00	■	1.00	▼	0	■	(Y)
Rockaway Viaduct Phase 2	05 - 09	Construction	\$25,214,744	92	.45	■	1.00	▼	0	■	(G)
Overcoat 125 St. Arch BW7	05 - 09	Construction	\$13,178,960	94	.82	▲	1.00	▲	0	■	(G)



**3rd 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											
Overcoat 103rd Street to Main Street Portal - Flushing Line	05 - 09	Construction	\$27,532,390	97	.41	▼	1.00	▼	0	■	G
Overcoat 27th St-41 Av AST	05 - 09	Construction	\$15,314,079	0	.00	■	1.00	■	0	■	G
Flooding Mitigation: Various Locations	05 - 09	Construction	\$89,115,729	98	.02	■	.99	▼	0	■	G
Overcoat Portal -S.27th St AST	05 - 09	Construction	\$14,199,694	84	.69	▼	1.00	■	0	■	G
Structural Rehabilitation 63rd Street to Bay 50th Street - West End Line	05 - 09	Construction	\$38,896,601	62	.48	▼	.93	▼	0	■	G
Structural Rehabilitation 9th Avenue to 63rd Street - West End Line	05 - 09	Construction	\$15,736,865	75	.00	■	.98	▲	0	■	G
Signal Control Modifications Phase 3	05 - 09	Construction	\$43,251,300	70	.00	■	1.00	▲	0	■	G
ATS B - Prep Work	05 - 09	Construction	\$15,031,374	96	.00	■	1.00	▲	0	■	Y
Signal Key-By Circuit Modifications Phase 2	05 - 09	Construction	\$26,758,520	51	.00	■	1.00	■	0	■	G
Fire Suppression Ph 1	05 - 09	Construction	\$20,535,288	77	1.74	▲	1.13	▲	3	▲	R
Relay Replacement	05 - 09	Construction	\$10,817,410	90	.00	■	1.00	▼	0	■	G
Copper Cable Replacement: Various locations	05 - 09	Construction	\$10,973,734	89	.00	■	1.05	▲	0	■	G
Antenna Cable Replacement Phase 2	05 - 09	Construction	\$66,963,607	17	1.35	▲	1.07	▲	0	■	G
VHF Radio System Upgrade DES	05 - 09	Construction	\$15,234,293	100	.00	■	1.06	▼	0	■	G
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$45,206,522	59	1.02	▼	1.90	▼	2	■	Y
Heating, ventilation and Air-conditioning: Station Communication Rooms	05 - 09	Construction	\$27,313,438	87	.59	▼	1.00	▲	1	■	G
Rehabilitate Underground Substation Hatchways	05 - 09	Construction	\$20,262,907	38	2.63	■	1.00	▼	0	■	Y
Modernize Greeley Substation	05 - 09	Construction	\$30,810,976	54	.09	▼	1.00	▲	0	■	Y
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,853,500	65	1.28	▲	1.00	▼	0	■	R
Control Cables 4 Substation Control Zones	05 - 09	Construction	\$48,455,261	78	.00	■	1.00	▼	8	▲	R
Repl Negative Cables RKY	05 - 09	Construction	\$13,117,490	29	.00	■	1.00	■	0	■	G
Repl Neg Cable: 59-95 St 4AV	05 - 09	Construction	\$16,549,935	96	.27	■	1.00	▼	0	■	G
Circuit Breaker House East 180th Street	05 - 09	Construction	\$14,454,007	95	1.05	▼	1.00	■	0	■	G
Manhole Repairs 2 Locs	05 - 09	Construction	\$7,412,912	100	1.00	■	1.00	▼	0	■	G



3rd 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											
Jay Street Substation, DC Feeders, Circuit Breaker House # 579	05 - 09	Construction	\$31,734,072	46	1.69	▲	1.00	—	3	▲	(R)
Rehabilitate 3 IRT Substation Enclosures	05 - 09	Construction	\$12,231,800	91	.58	▼	1.00	▲	0	—	(G)
Heavy Shop Equipment	05 - 09	Construction	\$11,399,706	97	.00	—	1.00	—	0	—	(G)
Yard CCTV	05 - 09	Construction	\$11,223,824	86	.70	▼	.96	▼	0	—	(G)
Yard Fencing Priority 1: 8 Locations	05 - 09	Construction	\$29,692,193	70	1.16	▼	1.00	—	0	—	(Y)
Yard Fencing Priority 2: 5 Locations	05 - 09	Construction	\$21,417,783	59	.27	▼	.79	▲	0	—	(G)
East New York Depot Repairs	05 - 09	Construction	\$17,192,000	38	.00	—	1.00	—	0	—	(G)
Lifts: Stengel, Manhattanville	05 - 09	Construction	\$5,700,164	26	.00	—	1.00	▲	6	▲	(Y)
Bus Lifts Various Locations	05 - 09	Construction	\$8,800,030	100	.00	—	1.00	▲	0	—	(G)
Depot Equipment	05 - 09	Construction	\$9,880,197	6	.00	—	1.00	▼	0	—	(G)
Priority Repairs: 3 Depots	05 - 09	Construction	\$19,730,517	0	.00	—	1.00	▼	0	—	(G)
Purchase 2 Ballast Regulators	05 - 09	Construction	\$7,736,048	9	.00	—	1.00	▼	0	—	(G)
Rubber Tire Vehicles 2008-2009	05 - 09	Construction	\$7,486,242	97	.00	—	1.00	▲	16	▲	(R)
Purchase 19 Diesel-Electric Locomotives	05 - 09	Construction	\$72,372,636	40	.00	—	1.00	—	0	—	(G)
Fire Alarm/Sprinklers at 5 Locations	05 - 09	Construction	\$36,615,631	89	2.65	▲	1.13	▲	0	—	(R)
Employee Facilities Rehabilitation Parkchester-East 177th Street Station - Pelham Line	05 - 09	Construction	\$5,270,909	74	.36	▼	1.00	▲	0	—	(G)
Employee Facilities Rehabilitation East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$6,544,045	80	1.18	▼	1.00	—	0	—	(G)
DOS Roof Replacement Ph 2	05 - 09	Construction	\$19,653,166	57	.43	▼	1.00	▼	7	▲	(R)
Passenger Transfer: Bleecker-Broadway/Lafayette Streets	05 - 09	Construction	\$77,196,335	72	.52	▲	.99	▼	0	—	(G)
Rehabilitate 79th Street Station - West End Line	05 - 09	Construction	\$10,356,513	71	.82	▼	1.08	▲	0	—	(G)
Rehabilitate Fort Hamilton Parkway Station - West End Line	05 - 09	Construction	\$22,685,764	68	1.33	▲	1.00	▲	0	—	(R)
Rehabilitate 62nd Street Station - West End Line	05 - 09	Construction	\$19,596,299	61	1.62	▼	.98	▼	0	—	(R)
Rehabilitate 9 Avenue Station - West End Line	05 - 09	Construction	\$21,645,836	83	1.08	▼	.98	▼	0	—	(Y)



3rd 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											
Station Work 50th Street Station - West End Line	05 - 09	Construction	\$9,442,144	61	.66	▲	1.00	▲	0	—	G
Station Work 55th Street Station - West End Line	05 - 09	Construction	\$9,603,251	62	.45	▲	1.00	▲	0	—	G
Replace Canopies 5 Stns BW7	05 - 09	Construction	\$14,143,827	56	.00	—	1.00	▲	0	—	G
Station Component Repairs	05 - 09	Construction	\$81,471,290	59	-.09	▼	1.05	▲	0	—	G
Gap Fillers Union Square Station Phase 3	05 - 09	Construction	\$26,038,421	95	.26	▼	1.00	▼	0	—	G
Tun Ltg Lex Av-5th Av QBL	05 - 09	Construction	\$11,988,175	96	1.00	—	1.00	▲	0	—	G
Fan Wrap-up work - Archer Avenue Line	05 - 09	Construction	\$67,842,116	90	.58	▲	1.00	▼	0	—	Y
Station Work at 4th Avenue Station on the Culver Line	10 - 14	Construction	\$10,867,667	43	.13	▼	1.00	—	0	—	G
Improvements at the Dyckman Street Station on the Broadway/7th Avenue Line	10 - 14	Construction	\$43,424,701	34	.23	▼	1.00	—	0	—	G
Rehabilitation of Smith-9th Station on the Culver Line	10 - 14	Construction	\$29,772,299	9	4.50	▼	1.00	—	0	—	G
Station Component Work	10 - 14	Construction	\$337,369,852	0	.00	—	1.00	▼	0	—	G
Replacement of Platform Edges at 3 Stations on the Eastern Parkway Line	10 - 14	Construction	\$7,085,909	46	.00	—	1.00	▲	0	—	G
ADA Accessibility at Forest Hills-71 Av Station on the Queens Blvd Line	10 - 14	Construction	\$19,788,402	2	.00	—	.91	▲	0	—	G
Water Condition Remedy	10 - 14	Construction	\$7,230,000	5	.00	—	1.00	—	0	—	G
Platform Replacement at 45 Rd-Court House Square on the Flushing Line	10 - 14	Construction	\$16,150,578	10	.00	—	1.00	▼	0	—	G
2011 Mainline Track Replacement	10 - 14	Construction	\$186,842,612	63	.00	—	1.00	▼	0	—	G
2011 Mainline Switch Replacement	10 - 14	Construction	\$44,854,566	76	.00	—	1.05	▼	0	—	G
Replace Tunnel Lighting from 4 Av-Church Ave on the Culver Line	10 - 14	Construction	\$31,292,219	36	.00	—	1.01	—	0	—	G
Rehabilitation of Deep Wells on the Crosstown Line	10 - 14	Construction	\$10,219,823	25	.52	▲	1.00	▼	0	—	G
Structural Rehabilitation / Flood Wall at the 148 St Yard	10 - 14	Construction	\$22,630,059	2	.00	—	1.00	—	0	—	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$11,300,000	66	.00	—	.39	▼	0	—	G
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$40,381,843	4	.00	—	1.00	—	0	—	G



3rd 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											
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,766,541	2	.00	—	1.00	—	0	—	G
Structure Repair from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$18,292,819	39	.00	—	1.00	—	0	—	G
Overcoat Painting of 15 Bridges on the Brighton Line	10 - 14	Construction	\$8,162,361	73	.00	—	1.00	—	0	—	G
Overcoat Painting from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$19,229,809	19	.00	—	1.00	▲	0	—	G
Modification of Signal Control Lines - Phase 4	10 - 14	Construction	\$25,790,000	0	.00	—	1.00	—	0	—	G
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$34,285,881	0	.00	—	1.00	▲	0	—	G
Install Station Time Signal Enhancements on the Lexington Avenue Line - Phase 2	10 - 14	Construction	\$50,823,872	0	.00	—	1.00	▼	0	—	G
Modifications to Signal Control Lines - Phase 5	10 - 14	Construction	\$10,000,000	2	.00	—	1.00	—	0	—	G
Upgrade Police Radio System	10 - 14	Construction	\$7,756,215	0	.00	—	.28	▼	0	—	G
Install Public Address/Customer Info Screen Systems at 43 Stations	10 - 14	Construction	\$12,942,480	0	.00	—	.17	▼	0	—	G
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,235,527	95	.00	—	.96	▼	0	—	G
Replacement of Copper Communications Cable	10 - 14	Construction	\$8,974,470	1	.00	—	1.00	—	0	—	G
Rehabilitate 5 Substation Enclosures	10 - 14	Construction	\$15,165,038	5	-2.71	▲	1.00	—	0	—	G
Modernize 10th Street Substation on the Culver Line	10 - 14	Construction	\$17,369,667	20	.30	▲	1.00	—	0	—	G
Repair Power System Duct Bank from 141st Street to 148th Street on the Lenox Avenue Line	10 - 14	Construction	\$19,818,512	8	.20	▲	1.00	—	0	—	G
Rehab Circuit Breaker Houses #292/#293 on the Nostrand Av Line	10 - 14	Construction	\$6,252,065	9	.00	—	1.00	—	0	—	G
Reserve for Power Cable Duct Rebuilding	10 - 14	Construction	\$15,224,435	29	.00	—	.65	▲	0	—	G
Upgrade 207 St Overhaul Shop Electrical System	10 - 14	Construction	\$18,724,771	15	.47	▼	1.00	—	0	—	G
Upgrade 207 St Overhaul Shop Heating Plant	10 - 14	Construction	\$15,696,085	3	2.35	▲	1.00	—	0	—	G
Rehab East New York Maintenance Shop Ventilation	10 - 14	Construction	\$4,441,242	2	.00	—	.86	▲	0	—	G
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$6,911,001	3	.00	—	.28	▼	0	—	G
2011 Track Force Account	10 - 14	Construction	\$35,000,000	75	.00	—	1.00	—	0	—	G
Replace 2 Escalators at Roosevelt Av on the Queens Blvd Line	10 - 14	Design	\$11,543,644	0	.00	—	.81	—	1	—	G



3rd 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											
Station Renewal Work at 25 Stations	10 - 14	Design	\$361,637,691	0	.00	—	1.00	▲	0	—	ⓐ
Station Work at Pelham Bay Park on the Pelham Line	10 - 14	Design	\$21,348,244	85	.00	—	2.35	▲	3	▲	Ⓡ
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Design	\$13,478,684	85	.00	—	.65	▼	4	▲	Ⓨ
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Design	\$13,445,419	85	.00	—	.69	▼	3	▲	Ⓨ
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Design	\$13,432,637	85	.00	—	.69	▼	3	▲	Ⓨ
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Design	\$29,828,844	95	.00	—	1.47	▲	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	\$7,325,000	90	.00	—	.20	▼	0	—	ⓐ
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Design	\$38,500,000	90	.00	—	1.01	▲	3	▲	Ⓡ
ADA Accessibility at Kingsbridge Rd Station on the Concourse Line	10 - 14	Design	\$26,668,729	100	.00	—	.93	▼	1	—	ⓐ
ADA Accessibility at 68 St-Hunter College Station on the Lexington Av Line	10 - 14	Design	\$52,500,149	40	.00	—	.78	▲	0	—	ⓐ
ADA Accessibility at Hunts Point Ave Station on the Pelham Line	10 - 14	Design	\$17,114,362	100	.00	—	.61	▼	1	—	ⓐ
ADA Accessibility at 57 St Station on the Broadway Line - Phase 2	10 - 14	Design	\$2,183,126	15	.00	—	.06	—	0	—	ⓐ
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Design	\$1,424,621	13	.00	—	.04	—	0	—	ⓐ
2012 Mainline Track Replacement	10 - 14	Design	\$190,000,000	54	.00	—	1.00	—	0	—	ⓐ
2012 Mainline Switch Replacement	10 - 14	Design	\$46,684,200	38	.00	—	1.00	—	0	—	ⓐ



3rd 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 Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Design	\$58,055,500	41	.00	■	.93	■	0	■	G
Overcoat Painting from Portal-E 180 St on the White Plains Road Line	10 - 14	Design	\$35,969,200	80	.00	■	1.00	▲	2	■	G
Rehabilitation of Retaining Wall on the Sea Beach Line	10 - 14	Design	\$42,110,000	90	.00	■	1.00	■	0	■	G
Overcoat Painting from Broadway Junction-Cypress Hills on the Jamaica Line	10 - 14	Design	\$24,765,173	95	.00	■	.96	▼	0	■	G
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Design	\$264,425,200	6	.00	■	1.00	■	0	■	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Design	\$229,154,000	18	.00	■	.99	■	0	■	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Design	\$239,338,800	8	.00	■	1.00	■	0	■	G
Upgrade Heating, Ventilation and Air Conditioning (HVAC) Systems in Communication Rooms - Phase 2	10 - 14	Design	\$20,000,000	90	.00	■	1.00	■	3	▲	R
Repair/Replace Underground Substation Hatchways - Phase 2	10 - 14	Design	\$3,814,348	100	.00	■	.24	▼	-2	▼	G
Cabling Central Substation - 6th Avenue Line	10 - 14	Design	\$19,482,135	35	.00	■	1.00	■	1	■	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Design	\$24,239,100	36	.00	■	1.00	■	0	■	G
Rehab Circuit Breaker House #403 on the Flushing Line	10 - 14	Design	\$14,888,815	50	.00	■	1.07	■	0	■	G
Rehab Circuit Breaker House #146 on the Brighton Line	10 - 14	Design	\$751,000	59	.00	■	.11	▼	0	■	G
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Design	\$18,032,100	13	.00	■	.92	■	1	■	G
Rehab 10 Bus Washers at 4 Depots	10 - 14	Design	\$21,620,000	100	.00	■	1.00	■	1	■	G
Fire Sprinkler/Alarm Systems at 12 Employee Facilities	10 - 14	Design	\$17,859,651	56	.00	■	.60	▼	1	■	G
Maspeth Warehouse Repairs	10 - 14	Design	\$1,395,200	26	.00	■	.15	■	0	■	G
Perimeter Hardening at the Rail Control Center and 130 Livingston Plaza	10 - 14	Design	\$12,107,952	75	.00	■	1.01	■	0	■	G
St. George Terminal Improvmnts	05 - 09	Construction	\$8,349,299	64	1.36	▲	1.16	▲	7	▲	R
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$11,710,172	0	.00	■	1.02	▼	0	■	G



3rd 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											
Rehabilitation of 8 Bridges and 1 Culvert on the Staten Island Railway.	10 - 14	Construction	\$26,778,800	2	.00	—	1.01	▲	1	—	ⓐ
LIRR - Long Island Rail Road Program											
Escalator Replacement Program	05 - 09	Construction	\$5,770,042	85	.70	▲	1.00	▼	0	—	ⓐ
PS Third Rail & Signals	05 - 09	Construction	\$9,629,124	94	.00	—	1.00	—	1	—	ⓐ
Queens Blvd Track & Deck Rehabilitation	05 - 09	Construction	\$11,284,000	100	.00	—	1.00	—	-4	▼	ⓐ
Junction Blvd Abutment PW	05 - 09	Construction	\$30,203,753	87	8.94	▼	1.00	—	0	—	ⓐ
ERT Fire & Life Safety	05 - 09	Construction	\$116,299,355	0	.00	—	1.00	▼	0	—	ⓐ
Life Cycle Maintenance Shop - Design and Construction	05 - 09	Construction	\$46,509,838	93	.19	▼	1.00	▲	0	—	ⓐ
Babylon Car Wash	05 - 09	Construction	\$25,500,000	82	.66	▲	1.00	—	0	—	ⓐ
Demolish / Construct 6 Substations	05 - 09	Construction	\$61,336,283	83	.11	▲	1.00	▼	2	—	ⓐ
Substations Environmental Reme	05 - 09	Construction	\$10,227,000	49	.00	—	1.00	—	2	—	ⓐ
Morris Park Environmental Stud	05 - 09	Construction	\$8,594,501	88	.00	—	1.00	—	2	—	ⓐ
New Elevators-Queen Village St	05 - 09	Design	\$8,450,000	50	.00	—	1.00	—	0	—	ⓐ
2011 Annual Track Program	10 - 14	Construction	\$55,100,000	89	.00	—	1.00	—	0	—	ⓐ
Right of Way - Fencing installation	10 - 14	Construction	\$8,000,000	16	.00	—	1.00	—	0	—	ⓐ
Rehabilitation construction of three bridges on the Montauk Branch in Hampton Bays, Suffolk County.	10 - 14	Construction	\$26,200,000	0	.00	—	1.00	—	0	—	ⓐ
Atlantic Avenue Viaduct - Phase IIb	10 - 14	Construction	\$66,700,000	96	1.00	▼	1.00	—	0	—	ⓐ
Communication Pole / Copper Plant Replacement systemwide	10 - 14	Construction	\$7,000,000	40	.00	—	1.00	—	0	—	ⓐ
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	39	.00	—	1.00	—	0	—	ⓐ
Shop Reconfiguration and Reliability Centered Maintenance Infrastructure Improvements	10 - 14	Construction	\$10,420,000	33	1.52	▼	1.00	▲	0	—	ⓐ
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	17	.00	—	1.00	—	0	—	ⓐ
3rd Rail - Aluminum Rail replacement	10 - 14	Construction	\$10,900,000	40	.00	—	1.00	—	0	—	ⓐ



3rd 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
MNR - Metro-North Railroad Program											
Vital Processor System (GCT)	05 - 09	Construction	\$3,804,592	85	.00	—	.59	▼	4	▲	(R)
Croton-Harmon and Peekskill Station Improvements	05 - 09	Construction	\$14,759,737	24	.00	—	.96	▲	0	—	(G)
Cortlandt Parking and Access Improvements	05 - 09	Construction	\$33,640,221	73	1.02	▲	.97	▲	0	—	(G)
Tarrytown Station Improvement	05 - 09	Construction	\$35,902,582	65	.67	▼	.98	▲	0	—	(G)
GCT Facilities Rehabilitation	05 - 09	Construction	\$23,751,808	100	1.13	▼	1.00	▼	0	—	(Y)
Replace/Repair Undergrade Brid	05 - 09	Construction	\$26,196,926	89	.00	—	.99	▼	0	—	(G)
Overhead Bridge Program-E of H	05 - 09	Construction	\$5,851,560	25	.00	—	.97	▼	0	—	(G)
Tagging Relays - H&H	05 - 09	Construction	\$12,366,708	93	.00	—	.98	—	7	▲	(R)
GCT Leaks Remediation	05 - 09	Design	\$1,973,033	75	.00	—	.82	▲	0	—	(G)
Bronx Stations/Capacity Imp	05 - 09	Design	\$12,026,770	10	.00	—	.89	▲	0	—	(G)
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$69,637,000	25	.00	—	1.00	—	0	—	(G)
Grand Central Terminal Turnout / Switch Renewal	10 - 14	Construction	\$13,531,500	40	.00	—	.99	—	0	—	(G)
Annual Track Program	10 - 14	Construction	\$13,000,000	20	.00	—	1.00	—	0	—	(G)
West of Hudson Annual Track Program	10 - 14	Construction	\$21,184,000	25	.00	—	1.00	—	0	—	(G)
Replace Fiber / Communication & Signals Cables	10 - 14	Construction	\$8,338,000	3	.00	—	.95	▼	0	—	(G)
Replace 3rd rail infrastructure in the Park Avenue Tunnel	10 - 14	Construction	\$6,000,000	0	.00	—	1.00	—	0	—	(G)
Harmon Shop Replacement program	10 - 14	Construction	\$289,758,606	0	.00	—	1.00	—	0	—	(G)
B&T - Bridges and Tunnels Program											
Concrete Anchorage Repairs	05 - 09	Construction	\$11,100,000	80	1.02	▼	1.00	—	0	—	(Y)
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	—	(G)
Anchorage and Tower Protection	05 - 09	Construction	\$11,807,782	45	1.86	▲	1.00	—	0	—	(G)
Elevated and on Grade Approach Deck Replacement - Whitestone Bridge	05 - 09	Construction	\$209,519,160	84	-.18	▼	1.00	▲	0	—	(G)
New Toll Plaza - Phase 1	05 - 09	Construction	\$13,795,225	100	.00	—	1.00	—	0	—	(G)



3rd 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
B&T - Bridges and Tunnels Program											
Cable and Anchorage Investigat	05 - 09	Design	\$8,178,426	90	.00	—	1.00	—	0	—	G
Service & FE Building Rehab	05 - 09	Design	\$17,324,490	99	.00	—	1.00	—	0	—	G
Rehabilitation of the Concrete Substructure and Underwater Work - Cross-Bay Bridge	10 - 14	Construction	\$20,114,140	20	.11	▲	1.00	—	0	—	G
Miscellaneous Structural Rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$22,043,388	0	.00	—	1.00	—	0	—	G
Deck Replacement - the Queens Elevated and On-Grade Approach of the Bronx-Whitestone Bridge	10 - 14	Construction	\$291,826,512	0	.00	—	1.00	—	0	—	G
Replacement of the Upper Level Sidewalk, Curb Stringers, and Roadway Lighting - Henry Hudson Bridge	10 - 14	Construction	\$39,154,266	19	.32	▲	1.00	—	0	—	G
Replacement of the wearing course on the orthotropic deck sections of the Robert F. Kennedy Bridge	10 - 14	Construction	\$12,595,804	82	.31	▲	1.00	—	0	—	G
Phase B of the Rehabilitation of the Orthotropic Deck - Throgs Neck Bridge	10 - 14	Construction	\$51,963,657	6	.00	—	1.00	—	0	—	G
Toll Plaza Improvements: Eastbound and Westbound Ramps, Eastbound Mainline Rehabilitation - Verrazano-Narrows Bridge	10 - 14	Construction	\$105,822,360	0	.00	—	1.00	—	0	—	G
Second Generation E-ZPass In-Lane Subsystem Evaluation and Modernization	10 - 14	Construction	\$34,999,059	30	.00	—	1.00	—	0	—	G
Replacement of the Electrical Switchgear and Equipment - Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,736,825	24	1.04	▼	1.00	—	0	—	G
Hazardous Materials Abatement - Agency-Wide	10 - 14	Construction	\$8,650,797	0	.00	—	1.00	—	0	—	G
Traffic Enforcement Support	10 - 14	Construction	\$7,251,246	0	.00	—	1.00	—	0	—	G
Paint - Bronx Approach, Throgs Neck Bridge	10 - 14	Construction	\$63,352,775	6	.00	—	1.00	—	0	—	G
Paint - Structural Steel of Bronx and Queens Tower Fender Systems - Throgs Neck Bridge	10 - 14	Construction	\$8,306,173	99	.00	—	1.00	—	0	—	G
Paint - Towers below the Roadway Level - Verrazano-Narrows Bridge	10 - 14	Construction	\$30,356,011	45	.00	—	1.00	—	0	—	G



3rd 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
B&T - Bridges and Tunnels Program											
Tunnel Ventilation Building Electrical Upgrade: Replace Electrical Switchgear and Fan Motor Control Equipment - Queens Midtown Tunnel	10 - 14	Design	\$70,422,157	100	.00	—	1.00	—	0	—	ⓐ
MTA Bus Program											
Roof/Ventilation LaGuardia	05 - 09	Construction	\$6,979,407	71	.00	—	1.00	▼	4	▲	ⓐ
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$13,316,192	21	.26	▲	1.00	▼	0	—	ⓐ
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,764,776	27	.00	—	1.00	▼	0	—	ⓐ
Roof/Ventilation Far Rockaway	05 - 09	Construction	\$6,930,900	81	.00	—	1.00	—	1	—	ⓐ
Roof/Ventilation Baisley Park	05 - 09	Construction	\$8,504,840	69	.00	—	1.00	—	0	—	ⓐ
Roof/Ventilation JFK	05 - 09	Construction	\$9,642,474	5	.00	—	1.00	—	0	—	ⓐ
Fueling Lane & Bus Wash LG	05 - 09	Construction	\$2,392,439	0	.00	—	1.00	▲	0	—	ⓐ
Addtl Fuel Capacity BP JFK LG	05 - 09	Construction	\$3,627,169	2	.00	—	.42	—	13	▲	ⓐ
Fire Protection JFK LG BP ECH	05 - 09	Construction	\$10,386,653	0	.00	—	.88	—	0	—	ⓐ
Environmental Remediation Rsrv	05 - 09	Design	\$17,389,000	70	.00	—	1.00	▼	0	—	ⓐ

Project No. A36068, 69, 70**Approved Plan: \$57.9M****Three Stations Rockaway Line:****Original Substantial Completion: Feb 2011****Beach 90th, 98th, 105th Streets****Revised Substantial Completion: Dec 2011****A, S Lines****Phase: Construction (96% complete)****Project Description**

Rehabilitation of three stations on the Rockaway Line includes the reconstruction of platforms, rehabilitation of control areas, stairs and operation facilities, upgrade of electrical and communication systems, painting and installation of art work.

Problem

Schedule: The Third Quarter 2011 Traffic Light Report shows a schedule variance of 3 months for all three Rockaway Line Stations. The 3-month schedule delay was previously addressed in the June 2011, Second Quarter Agency one page report, but not identified within the Second Quarter Traffic Light report itself. Subsequently, the forecast construction delay of 3 months, which extends Substantial Completion from September to December 2011, has been identified in the September 2011 Traffic Light Report.

Contingency:

Expended project contingency exceeds the pace of total project progress to date.

What is Being Done

Schedule: The contract duration was extended beyond its original completion date due to limitations in working close to Long Island Power Authority's (LIPA) high voltage power cable supported on the north side of the Rockaway Line structure. LIPA evaluates and grants power outages on a daily basis. Limited outages were granted during harsh winter months and no outages were given during hot summer months due to high demand for electricity. Work on effected areas commenced again in October 2011.

Contingency:

NYCT is evaluating the impact of this delay on project support costs. If needed, a budget modification will be prepared.

IEC Comment

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

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



Project No. A35985-86, C34761

Total Project EAC: \$66.6 M

Station Rehab East 180th Street

Original Substantial Completion: January 2012

Station & Employee Facilities

Current Substantial Completion: January 2012

ADA Accessibility

Phase: Construction (92% complete)

Project Description

This project will rehabilitate the East 180th Street Station on the White Plains Road Line. The station will be made ADA Accessible with the installation of elevators and all ADA progressive elements and the employee facilities will be rehabilitated. The façade of the historic administration building will be restored.

Problem

Contingency: Expended project contingency exceeded pace of total project progress to date.

What is Being Done

Contingency: Additional Work Orders have been issued for the Employee Facilities portion of this project for facilities roof structure and drainage system, which caused higher expenditure of contingency funds for this portion of the work.

Review of the remaining work in all parts of this project indicates that the remaining contingencies for all parts of this project are sufficient to complete the project. This project is on schedule to achieve Substantial Completion in January 2012.

IEC Comment

Budget & 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 has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor's performance rating for this reporting period.

Project No. A35942, 43, 29
Bleecker Street Station
Lexington Av 6 line

Total Project EAC: \$134.2 M
Original Substantial Completion: Nov 2011
Current Substantial Completion: June 2012
Phase: Construction (80% complete)

Project Description

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

Problem

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

Schedule: The Third Quarter 2011 Traffic Light Report identifies no schedule variance, however subsequent to September 30, 2011 NYC Transit has forecast a 3 month delay in Substantial Completion, slipping from March to June 2012.

What is Being Done

Contingency: Of all 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.

Schedule: Subsequent to the September 30, 2011 project update, reported in the Third Quarter Traffic Light Report, the contract duration was extended due to delay in relocating the 20" water main at Houston Street and protracted review and approval of the terra cotta material that has long lead time to fabricate.

IEC Comment

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

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



Project No. A35981
ADA Accessibility, Kings Highway
Brighton Line

Project Total EAC: \$11.4 M
Original Completion: December 2011
Current Completion: December 2011
Phase: Construction (99% complete)

Project Description

This project will provide ADA Accessibility at Kings Highway Station on Brighton Line in Brooklyn. New ADA elevators and all progressive ADA elements will be installed in compliance with accessibility requirements.

Problem

Budget: Project EAC has increased from \$10.1M to \$11.4 M.

What is Being Done

Budget: The \$1.3M increase in EAC is for the construction support cost for the project. At the time of award construction support costs were under review in order to seek potential reductions, and it was agreed that the construction support cost would be reevaluated and separate budget action would be initiated to adjust the support cost. Project Management office has processed a revised support cost estimate and initiated the Budget Modification Staff Summary in July 2011 to fund the total construction support cost for the project.

IEC Comment

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

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



Project No. A-35785-88, 97, A35802, 03

A35886, C34794

Seven Stations West End Line

71st St., 79th St., 18th Av, 20th Av, 25th Av,
Bay Parkway, Bay 50th St,
Elevated Line Structure, D Line

Total Project EAC: \$105.0M

Original Substantial Completion: Jan 2012

Current Substantial Completion: Jan 2012

Phase: Construction (75% complete)

Project Description

This project will rehabilitate the seven stations and provide for ADA Accessibility at Bay Parkway Station on the BMT West End Line in the borough of Brooklyn.

Problem

Cost: Increase in EAC from \$10.6M to \$11.6M at the 25th Avenue Station.

Contingency: Expended project contingency at Bay Parkway Station exceeds pace of total project progress to date.

What is Being Done

Cost: Increase in EAC at 25th Avenue Station is due to redistribution of Construction Administration cost of the project. Overall cost of the Construction Administration for the project remains unchanged. The remaining Construction Administration funds for all parts of this project are sufficient to complete the project.

Contingency: Several Additional Work Orders have been issued for the Bay Parkway Station including refurbishment of the token booth, drain connections to sewer line, exterior terra cotta restoration and modification to the station façade; these have caused expended contingency to exceed the pace of construction progress. 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 and schedule.

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 has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor's performance rating for this reporting period.

Project No. C-34892**Signal Room Fire****Suppression, Phase 1****Total Project EAC: \$20.5 M****Original Substantial Completion: April 2011****Current Substantial Completion: December 2011****Phase: Construction (78% complete)****Project Description**

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

Problems

Schedule: The substantial completion has slipped 3 months from September 2011 to December 2011. The Third Quarter Traffic Light Report identifies a schedule variance of 3 months. The delay was forecast by NYCT in June's Second Quarter Agency one page report when the extension of time was under review and is further described in this quarter's report. Subsequent to this reporting period, the forecast completion date slipped one month to January 2012.

Budget: Contingency exceeds pace of total project progress.

What is Being Done

Schedule: An extension is under review with the change order as described below.

1. Additional changes in the door hardware per User's requests and field conditions.
2. Unavailability of Fire Suppression room at West 4th Street station per contract. We had to look for alternate location, and provide heat, light etc. under AWO
3. Limited access to the facilities due to 24/7 operations of Signal towers.
4. Extended delays for resuming work at Concourse Yard facility due to ongoing contract.

Budget:

Several AWOs were issued to address the above issues. Budget modification for additional TA labor and Contingency is in process.

Additional TA labor is required since the TA Services were added during bid process, and the budget was not adjusted at that time to reflect additional funds required. The Staff Summary at the Award indicated that the additional TA labor funds will be addressed after 50% of construction. Budget modification for additional TA labor and contingency (approximately \$2.5M) is in process to fund for additional TA labor and change orders.

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 has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor's performance rating for this reporting period.



Project No. 32370

Fulton Street Duct Reconstruction

Ryder's Alley – Front Street

8th Ave – Cranberry Tube, Canarsie Line

Total Project EAC: \$34.0M

Original Completion: February 2012

Current Completion: December 2012

PHASE: Construction (65% complete)

Project Background

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

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

Project Description

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

Problems

Cost / Contingency

The Resident Engineering Services (REI) for this project were let for bid with a duration of 24 months; however, the construction contract has a duration of 36 months. Therefore, there was a shortfall of 12 months plus three months closeout in the REI services contract. The shared participation REI cost for NYCT (22.06%) on the 15-month extension was in the amount of \$777,616.73.

Subsequent to the September reporting period and due to the above, the Substantial Completion date slipped from September 2012 to December 2012. This delay is subject to overall schedule changes for all other city agencies involved in the project.

What is Being Done

NYCT executed an AWO for \$777,616.73, as agreed on July 15, 2011 per Memorandum of Understanding among the participating agencies.

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. P-36208**Replacement of Battery and Control Cables at 4 Substation Control Zones in Manhattan, Brooklyn and Queens**

Total Project EAC: \$48.1 M
Original Completion: December 2010
Current Completion: September 2012
PHASE: Construction (82% complete)

Project Description

This project will provide safe and reliable operation of remotely and locally controlled equipment installed in Substations, Fan Plant and Circuit Breaker Houses. The work includes installation of new battery and control cables with control and battery terminal boxes in various substations, control rooms, fan rooms and circuit breaker houses.

Schedule/Cost Change

The Substantial Completion date has been delayed by 9 months from January to September 2012 due to following:

- Due to emergency work at 53rd Street, holiday embargo and winter seasons - our MOW in-house contractor Gazebo is not available to do the duct work on Kent Ave (Brooklyn) from January to March 2012 – total delay of 3 months
- Gazebo will begin work at Kent Ave (Brooklyn) in April - Installing 8 new ducts approximately 3720 L. Ft. which will take about 8 weeks. Work will be completed in May resulting additional 2 months delays - from April to May 2012
- Our contractor (MOW/Cables) will pull Battery and Control cables (splicing, terminating and testing) which will take approximately 8 weeks. Delay additional 2 months - June to July 2012
- Perform pre-final inspections and address punch list items. Declare Beneficial Use (BU) and Substantial Completion (SC) by September 30, 2012. Delay 2 more months - from August to September 2012

Problems

The existing ducts in Zone 24 (In Brooklyn) at Kent Ave between MH 3 and MH 4 are blocked and collapsed. In order to install Battery and Control cables up to the South 6th / Broadway substation, it is necessary to build 8 new ducts.

What is being done

A Budget Modification is being prepared to transfer funds in the amount of \$854,743 to TA Labor for this contract, which is the cost of building eight new ducts by Gazebo Contracting Inc, NYCT in-house operating contractor. No additional funding is requested from the Authority-wide contingency.

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. P 36316
Replacement of DC Feeder System in Jay Street
Substation, Construct and Equip New Concord
CBH-579 in Brooklyn

Total Project EAC: \$35.9M
Original Completion: Sept 2011
Current Completion: May 2012
PHASE: Construction (46%complete)

Project Description

This project involves the rehabilitation of the substation building at 212 Jay Street, construction of new circuit breaker house 579 (to replace existing), furnish and install new DC switchgear in Jay Street Substation and CBH 579, replace 16 positive feeders and 14 negative feeders (which includes 4 negative feeders each to the middle of Cranberry and Rutgers tubes).

Problem: The Substantial Completion date has slipped 3 months from February 2012 to May 2012

Schedule Change

Contractor was granted 173 working days of extension of time revising the substantial completion from September 2011 to May 14, 2012. Subsequent to the September Traffic Light Report, the schedule was further revised from May to September 2012 due to following reasons:

1. The phasing plan of the contract required NYCT Power Dept. to take Jay Street Substation out of service for construction. NYCT could not shutdown the substation due to operational contingencies caused by (1) Fire at Joralemon-Willow Place substation in Brooklyn. (2) Shutdown of Cliff Street Substation in Manhattan due to installation of new ducts at Fulton Street.
2. This Project requires 44 weekend diversions on the A and F lines. In addition to the above delay, the 12 weekends General Orders were canceled due snow emergency and unavailability of work trains and crews. These diversions were rescheduled up to May 2012.
3. The forecast for substantial completion is further revised from May to September 30, 2012 due to (a) Re-sequencing of General Orders by Operation Planning. Note that the projected last General Order is schedule at the end of July 2012. (b) The Construction Manager's office needs two more months for conducting pre-final, final inspections and correction of remaining punch list.

What is being done

- Contractor has been directed to add more manpower during diversions to mitigate delay.
- In-house Capital Strategic Planning and Scheduling has scheduled remaining General Orders from January to July 2012.
- To mitigate last months of delay – CM office will address the punch list issue while contractor is doing the work.

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. V-31987
RUBBER TIRE VEHICLES
2008-2009

Total Project EAC: \$7.5M
Original Completion: July 2011
Current Completion: November 2012
Phase: Construction (97% complete)

Project Description

This Project was submitted for the replacement of rubber tire vehicles in the NYCT non revenue fleet under the 2005-2009 capital plan.

Problem

Schedule: Completion slippage of 16 months from 7/31/11 to 11/30/12.

1. Original plan was delayed and reduced from \$13.8 million to \$7.5 million.
2. As the plan developed, extremely competitive pricing resulted in funds being available to order four additional vehicles within the planned budget.
3. These vehicles were ordered late in 2010 - two have been delivered and the remaining two are expected during 2012.

What is being done?

Schedule:

1. The last remaining vehicles will be delivered in 2012 allowing for close out of the program.

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. C-34895
New Fire Alarm Systems
130 Livingston & PCC

Total Project EAC: \$18.0 M
Original Substantial Completion: July 2011
Current Substantial Completion: Dec 2012
Phase: Construction (84% 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.

Problem

Cost / Schedule / Contingency: The Third Quarter 2011 Traffic Light Report identifies no schedule variance, however subsequent to September 30, 2011 NYCT forecast's Substantial Completion slipping 3 months from September 2012 to December 2012. EAC was increased from \$16.8M to \$18.0M mainly for the problems explained below:

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. The Designer (URS) is of the opinion that this staircase is one entity, since there is already a stand pipe unit penetrating the floors. Therefore their design is "accurate". NYCT is the Authority Having Jurisdiction and interprets this as two different staircases.
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, some of the existing dampers had to be repaired, some to be changed and new dampers must be added to the system.
3. In order to finish the additional unforeseen conditions above, additional funds were needed for in-house construction administration, TA Labor, and contingency.

What is being done?

Cost / Schedule / Contingency:

1. Cost agreement with the contractor could not be reached for the A & D stairs, which resulted in the work being awarded to In-House construction. In-House forces are in the process of completing the installation by December 2011.
2. The Scope of work is being developed for purge system actuators and dampers. The negotiations will be held and additional work orders will be issued to the Contractor to complete the project by September 2012.
3. A budget modification was approved in November 2011 for additional Contingency, TA Labor and In-House construction administration, which brings the EAC to \$18.0M. This amount should be satisfactory to complete construction.

IEC Comment

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

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

**Project No. C-34785
DOS Facility Roof Repair and Replacement
Jerome Yard Maintenance Facility Phase 2****Total Project EAC: \$19.7M
Original Completion: Nov. 2011
Current Completion: July 2012
PHASE Construction 70% complete****Project Description**

This project is the second phase of an ongoing initiative to repair facility roofs at various locations system wide. The eight locations included in this project are approximately 18 to 80 years old. The existing roofs at most of the locations are deteriorated beyond repair and need replacement. They have served their useful life. The purpose of this project is to repair or replace the roofs of various Department of Subways' buildings.

The work under this contract consists of the roof repair and replacement at eight NYCT Facilities in four boroughs of New York City. One of the major roofs to be replaced under this contract is at Jerome Yard Car Maintenance Facility. This contract also calls for the repair of the supporting structures at some of the locations.

Schedule/Cost Change

Currently 7 out of 8 locations included in the project achieved Beneficial Use. The forecast Substantial Completion has been revised to 7/31/2012 due to delay caused by the lack of site access at Jerome Yard Car Maintenance Facility. The contractor is claiming additional cost for the lost time.

Problems

The contractor completed work at 7 of 8 locations. In order to complete work at the remaining location at Jerome Yard Car Maintenance Facility as specified in the contract documents, the contractor needed a permit to utilize the adjacent NYC DEP property for purposes such as site access, equipment set-ups, waste transportation, and construction material storage. After contract was awarded on 3/31/2010, the contractor applied for the permit but it was not granted. Subsequently, NYCT modified the construction plan and provided access to perform the work from inside the shop.

What is Being Done

After NYC-DEP rejected the permit to the contractor, NYCT Car Equipment Department granted an access to the work areas from inside the shop. The power for two middle tracks is shutdown and temporary construction staging and storage areas are provided to the contractor. The contractual work is progressing and currently about 70% complete.

IEC Comment

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

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



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: Jan 2012

Current Substantial Completion: Jan 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 control areas, rehabilitation of the platform and replacement of platform edges, stairs, painting of the station, construction of new employee facilities, and upgrade of lighting and communication systems. This project will also repair the structural deficiencies of the elevated line structure between 9th Avenue and 62nd Street Stations.

Problem

Contingency: Expended project contingencies at Fort Hamilton Parkway and 62nd Street Stations exceeds pace of total project progress.

What is Being Done

Contingency: Several Additional Work Orders, (AWO) have been issued for the Fort Hamilton Parkway Station to address the structural deficiencies, storm water and track drains and wall replacement at north mezzanine and for 62nd Street Station to address canopy roof rafter replacement, deteriorated floor frame of the north mezzanine and structural steel repairs. The AWO's caused higher expenditure of contingency funds for these portions of the project. Also, 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 cost and schedule.

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 has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor's performance rating for this reporting period.

**Project No. A36007-10, 16****Five Stations Pelham Line**

Buhre Av, Middletown Rd, Zerega Av,
Castle Hill Av, Pelham Bay Park Stations

Total Project EAC: \$100.0M**Original Award Date: April 2012****Current Award Forecast: Nov 2012****Phase: Final Design (65% complete)****Project Description**

This program includes Renewals of four stations on the Pelham Line and a Components project at a fifth station, Pelham Bay Park. The Renewal projects will repair all major structural deficiencies and improve architectural finishes. Stations will be painted and artwork will be installed at the Renewal stations. The scope at one of the Renewal locations, Castle Hill Avenue, is more extensive than at the other three locations, and will also include throughspan waterproofing and full reconstruction of the mezzanine. At Pelham Bay Park, the Components scope is limited to replacement of platform canopies, replacement/repair of platform edges, repair of an employee service bridge connecting the platforms, and minor ancillary work.

Problem

Cost: Estimates at Completion (EAC) increased from \$8M to \$22M at Pelham Bay Park and from \$26.6M to \$31.7M at Castle Hill Avenue Stations, offset by decreases in EACs at the remaining stations.

Schedule: The Third Quarter 2011 traffic light report shows a schedule variance of 3 months for the Pelham Line Stations. The 3 month schedule delay was previously addressed in the Second Quarter Agency report, in June 2011, when NYC Transit forecast a total delay of 6 months for final design completion, which slipped from November 2011 to May 2012. The design delay also extends NYC Transit's forecast construction award to November 2012.

What is Being Done

Cost: The four stations to be renewed were originally designed as full Station Rehabilitations. When the 2010-14 Program was approved, the budgets for these stations were reduced to Renewal level, and NYCT subsequently began redesigning these stations as Renewals. The latest Estimates at Completion are based on the redesign effort that is now underway. As part of the redesign, throughspan waterproofing and full mezzanine reconstruction is being dropped from the scope at three stations (Buhre Avenue, Middletown Road, and Zerega Avenue), but this work will remain in the scope at Castle Hill Avenue based on current conditions. This work is among the costlier items of the original Rehabilitation scope. As a result, the estimate at Castle Hill Avenue was not reduced by the same magnitude and has not matched the target Renewal-level budget.

The scope of work at Pelham Bay Park Station did not change. The bid estimate is \$13.1 million, compared to a task budget of \$8.2 million. The EFA estimate is \$1.6 million, compared to a task budget of \$0.4 million; and the TAL estimate is \$4.8 million, compared to a task budget of \$0.5 million. Costs at Pelham Bay Park are higher because of the complexity of scheduling and performing work at a terminal station. These estimates are being reevaluated as the project completes design, with the hope of identifying new approaches to perform the work at reduced cost (without changing the project scope).

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. A36193**Total Project EAC: \$38.0 M****Brick Arch Ceiling Repairs****Original Design Completion: Sept 2011****168th & 181st Street Stations****Current Design Completion: Feb 2012****Broadway Line****Phase: Final Design: (65% complete)****Project Description**

This project will replace the over the track portion of the historic brick arch ceilings at 168th Street and 181st Street Stations on the Broadway Line in upper Westside of Manhattan. Project includes installation of an armature to support the ceiling drainage system and station lighting as well as repair of columns and beams at low galleries.

Problem

Schedule: A 3 month schedule variance is identified in the Third Quarter 2011 Traffic Light Report, with Design completion slipping from September to December 2011. Subsequently, as noted in this report, the Design completion date is currently forecast as February 2012.

What is Being Done

Schedule: The design and construction award commitments dates have been extended to complete the additional State Historic Preservation Office requirement related to the ceiling medallions. In addition the design team is asked to explore the possibility of substituting the Glass Fiber Reinforced Polymer (GFRP), specified in the design, with less flammable material. The design team is reviewing Glass Fiber Reinforced Concrete which will require revision to the anchoring system and the finishing details.

IEC Comment

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

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

Project No. C43041
Upgrade HVAC Systems in
Communication Rms Phase II
Various Locations, Brooklyn

Total Project EAC: \$4.5 M
Original Forecast Award: December 2011
Current Forecast Award: April 2012
Phase: Design (92% complete)

Project description:

This project is part of three priority groups, with a total budget of \$20M that will install HVAC equipment in existing communication rooms in seven stations in Brooklyn. The air conditioning and ventilator equipment will create a cooler and thermostatically stable operating environment in the communication rooms so that heat sensitive communication equipment is not placed at risk of overheating.

Problem

Schedule: Delay in design completion of 3 months from September to December 2011. Subsequently construction award will be delayed from December 2011 to April 2012.

What is Being Done

Schedule: Final design was placed on hold to resolve access for maintenance concerns and to explore the possibility of reducing heat loads in the communication rooms. Design has commenced and is scheduled for completion in December 2011. Construction award for the Brooklyn Seven Location (C43041) has been postponed until April 2012.

IEC Comment

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



SIRTOA Project No. C80269
St. George Terminal Improvements
Floor Repair/Replacement Project

Total Project EAC: \$7.4M
Original Completion: Jan. 2011
Current Completion: May 2012
PHASE Construction 64% complete

Project Background

In 2007, a project was undertaken to refurbish the floor at the fare array area within the St. George Ferry Terminal at the Staten Island Railway. During demolition of the surface, the concrete floor slab below was determined to be structurally inadequate to carry the anticipated loading. The initial project was closed out and this new sub project was created.

Project Description

This contract is for the partial rehabilitation and replacement of the St. George Terminal, Staten Island Railway (SIR) in Staten Island. It includes replacing portions of the existing concrete slab, scarifying portions of the existing slab, and installing new acrylic resin floor topping over the concrete slab in all reconstructed areas among other things. To minimize inconvenience to customers, the contract requires construction in phased areas.

Schedule/Contingency

The Substantial Completion date is revised to May 2012 due to additional work. Under the current contract modification, the contractor is seeking approximately \$810K and an excusable 173 working day time extension and no impact cost. The NYCT Scheduler has identified an excusable 162 working day time extension. NYCT Estimators are estimating \$556K to do the work.

Problems

The contract calls for portions of the existing concrete slab areas to be scarified and finished with acrylic resin topping. During construction as the top of the structural slab was being scarified, the floor was found to be in visually decrepit condition; with the underside of slab exhibiting cracks. Accordingly, core samples of the concrete slab were taken in those areas to determine compressive strength as measured in psi. NYCT current standard is 3,000 psi and 4,000 psi is typically specified. The NYCT standard at the time of original construction (circa 1955) was 2,500 psi; and it was anticipated that the existing slab would have a similar compressive strength. However, laboratory test results showed that the existing concrete has a compressive strength only 1,500 to 1,800 psi which is far below the current NYCT standard. Accordingly, the existing floor slab in these areas had to be replaced.

What is Being Done

To mitigate additional delays and avoid inconvenience to customers, the SVP and Chief Engineer approved a retroactive waiver and the contractor was directed to proceed with work. The final cost is pending the results from the upcoming negotiations.

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 has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor's performance rating for this reporting period.



Project No. M5020112
Metro-North Railroad
GCT Vital Processor System (GCT)

Total Project EAC: \$6.5M
Original Substantial Completion: Aug 2011
Current Substantial Completion: Dec 2011
PHASE: Construction (90% complete)

Project Description

This MNR Force Account Project will replace the Vital Processor Systems, associated electronics and AC systems that are used in the Upper Level signal CIL's in GCT. A new communications network serving both the Upper and Lower level locations as well as an HVAC system on Upper Level Central Instrument Locators will also be installed.

Schedule and Budget

Currently, four month delay in completion of the force account work. No Impact to the project budget.

Problems

Include the following:

Due to priority given to operational needs, and difficulty getting track outage to perform the work, project completion is delayed from August 2011 to December 2011.

What is Being Done

Continued efforts by the Operation forces will have the work complete by the end of the year. No further delays are anticipated.

IEC Comment:

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

Project No. M5050102
Metro-North Railroad
Tagging Relays Harlem & Hudson Line

Total Project EAC: \$12.7M
Original Substantial Completion: Aug-11
Current Substantial Completion: Mar-12
PHASE: Construction (93% complete)

Project Description

The purpose of this project is to retrofit the substation's control system in order to provide the capability for remote lock-out/tag-out function. The following work will be performed in the Substation Retrofit - Harlem and Hudson Line project: Construction (Harlem and Hudson Lines): Installation of a remote operated field electronic tagging relay to all circuit breakers or other disconnects located on the Harlem and Hudson Lines. The estimated useful life for these components is approximately 10 years.

Schedule and Budget

Currently, seven month delay in completion of work. No impact to the project budget.

Problems

Include the following:

Deliveries of the six remaining remote terminal units (RTU's) are now expected to be completed by March 2012. The schedule extension is partially due to the change in personnel at Jacobs Engineering (MNR's Design Consultant) which resulted in a delay in approvals of engineering designs at several RTU's. In addition, there was also a delay due to several MNR approved configuration changes at several RTU's. There is no cost impact to the project as a result of this schedule extension.

What is Being Done

A revised delivery schedule was approved for the six remaining RTU's that calls for the delivery and commissioning of these units by March, 2012.

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.



Project No. U5030203

Roof/Ventilation: LaGuardia Depot

Total Project EAC: \$7.0M

Original Completion: July 2011

Current Completion: June 2012

Phase: Construction (71% Complete)

Project Description

This project will replace approximately 112,000 square feet of roof. The existing roof has exceeded its useful life. A new bulkhead and staircase will be installed to allow safe access to the roof. A new ventilation system will be installed in the main building to provide a safe and secure work place.

Problems

Schedule Change: A 4 month schedule variance is reported in the Third Quarter 2011 TLR, with completion slipping from July to November 2011. Subsequently, as noted in this one page Agency report the substantial completion date for this project is currently forecast as June 2012. This project has slipped due to multiple issues encountered throughout the construction phase of this project. Some of the major issues are:

- 1) The designer of record failed to get FAA approval to place six Heat Recovery Units (HRUs) on the roof. The HRUs create an 18 foot increase in height of the depot only 625 feet from a runway end at LaGuardia.
- 2) During initial asbestos abatement of the roof, it was discovered that the concrete roof planks had deflected beyond tolerances. The entire roof had to be removed down to structural steel.
- 3) The main building high roof overhangs low roofs. The overhang decreased as a result of the concrete plank replacement, and the original roof level window design became unbuildable.
- 4) The contractor assembled dunnage for all six HRUs with incorrect dimensions and without supports for two vibration isolators at each HRU.
- 5) The natural gas utility (National Grid) determined that the existing gas service did not have the capacity to supply the new HRUs, and that a new service was required. Additionally, National Grid required that existing street level windows be replaced by a concrete block wall where the window caulk contained asbestos not included in the scope of work.

What is Being Done for Schedule

- 1) MTA Bus contracted an FAA Class 1A survey, then sought and secured a favorable determination from the FAA allowing installation of the HRUs.
- 2) MTA Bus designed a corrugated metal roof deck to replace the concrete planks, and issued a change order for the replacement. All work completed.
- 3) MTA Bus designed a new assembly for windows, frames and fascia panels. Redesigned windows are on site pending installation.
- 4) The Contractor corrected dunnage dimensioning. MTA Bus provided corrective design for missing vibration isolators.
- 5) MTA Bus designed new service which National Grid approved (work in progress) and had asbestos abated (work completed).
- 6) Additionally, MTA Bus has compiled a list of design errors and omissions by the consultant of record, along with estimated costs for change orders. This information is being forwarded for Legal review for appropriate action. MTA Bus is also submitting an ACE evaluation of "Unsatisfactory" (pending) for this same consultant for their construction support services. This evaluation could prevent them from securing future work from any of the MTA Agencies.

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 has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor's performance rating for this reporting period.

Project No. 5030216**Additional Fueling Capacity: Baisley
Park, JFK, LaGuardia****Total Project EAC: \$8.7M****Original Substantial Completion: July 2012****Current Substantial Completion: Aug 2013****Phase: Construction (2% complete)****Project Description**

The existing underground fuel tanks at Baisley Park, JFK and LaGuardia Bus Depots have insufficient capacity to adequately fuel the fleet they serve. Currently, the bus fleets at Baisley Park and LaGuardia depots are fueled from three (3) four thousand-gallon diesel underground storage tanks (USTs) each; JFK has four (4) four thousand-gallon diesel USTs. Daily diesel fuel deliveries are required, and there is no spare capacity available in the event of fuel dispensing line or tank repairs. In addition, the existing limited capacity is inadequate to keep buses fueled for a reasonable time span in the event of supply disruption or market shortages.

Under this project, new tanks will be added to provide adequate capacity to support the current fleet at each depot. A four thousand-gallon capacity UST will be added to existing tanks at Baisley Park. Two (2) ten thousand-gallon capacity USTs will replace the existing tanks at JFK and LaGuardia depots. With the addition of the tanks, the depots will have adequate supply for at least three days to keep the fleet on the road without any potential disruption. Additionally, the existing fueling station at LaGuardia Depot will be relocated to align with the planned relocation of the depot bus wash (under separate contract).

Problem:

Schedule: The substantial completion date has slipped 13 months from July 2012 to at least August 2013. MTA Bus leases these properties and, as such, the completion date may slip further due to recent issues regarding the landlord/tenant agreement. This is because the New York State Department of Environmental Conservation (NYSDEC) has identified the landlord as the responsible party for contamination of soil, and under a consent order agreement, the landlord is required to delineate the nature and extent of contamination, and implement sufficient remedial action. A pending amendment to the lease will allow installation of USTs to be done by MTA Bus.

What is Being Done

Schedule: The job is temporarily on hold as MTA Bus Legal discusses lease amendment language with the landlord's counsel to ensure the project moves forward unimpeded. MTA Bus is also conducting independent evaluation of subsurface work to date to better assess potential impacts to project, and implement appropriate construction techniques to ensure minimal impact to landlord's ongoing subsurface investigation.

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

Projects in CPOC's Risk-Based Monitoring Program (Not Included in Third 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. NYC Transit Infrastructure / Culver Line Viaduct-Phase 2
12. Bus Depots / Mother Clara Hale

MTA Capital Program Commitments & Completions

through

December 31, 2011



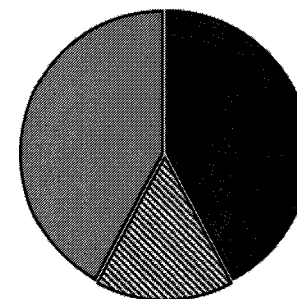
Major Commitments – 2011 Year End

Of the 90 major commitments planned for 2011, 52 (58%) were made within the year. Of the 52 commitments made, 38 (42%) were completed on or close to goal while 14 were more than 2 months late, but still committed in 2011. The budgeted value of all commitments made (\$5,359 million) was 65% of the goal (\$8,195 million). The actual value for these commitments was \$633 million less than budget, largely reflecting good bids.

All major commitments at the LIRR and 10 of 11 at B&T were timely. Many of the delayed commitments at NYCT, MNR, MTACC and MTA Bus were due to lengthy procurement processes to address unforeseen circumstances. These include NYCT's subway car procurement and VHF projects. Other delays were due to extended internal reviews (such as scope analysis), particularly at MNR. Delays at MTACC were associated with the complexity of those contracts.

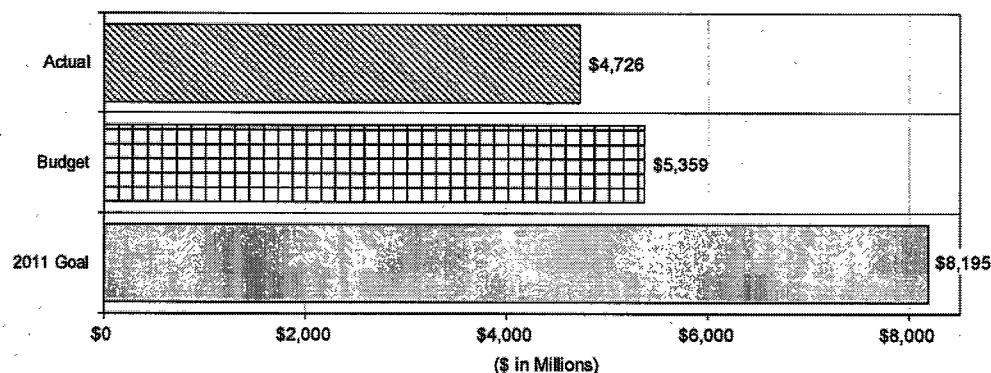
Most of the 38 commitments that are delayed beyond 2011 are expected to become part of the agencies' 2012 commitment plans. All delays beyond 2 months of Goal are discussed on the following pages (those greyed-out reflect commitments that, while delayed, have subsequently been made).

Year End Major Commitments



	Change from Prior Month		
Green = Commitments made within 2 months of Goal	38	42%	↓ 2
Red (Hatched) = Commitments delayed beyond 2 months of Goal, but made in 2011	14	16%	↓ 2
Red = Commitments delayed beyond 2 months of Goal and into 2012 or beyond	38	42%	↑ 16
Total	90	100%	↑ 12

Budget Analysis



Year End Agency Breakdown

	Prior month variance		
	GREEN	HATCHED	RED
New York City Transit			
7	---	---	+3 RED
Long Island Rail Road			
5	---	---	---
Metro-North Railroad			
8	-2 GREEN	-1 RED	+10 RED
Bridges and Tunnels			
10	---	---	---
Capital Construction Company			
3	---	-1 RED	+2 RED
MTA Bus Company			
5	---	---	+1 RED
MTA Police Department			
---	---	---	---

Capital Projects – Major Commitments – 2011 Year End – Schedule Variances

(actual commitments shaded)

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

52 All-Agency Red Commitments (14 new this month)

NYCT

Subway Cars

Purchase 300 'B' Division Subway Cars (previously 290 cars)	Purchase Award	Mar-11	Mar-12
		\$637.8M	\$637.8M

Best and Final offers have been postponed for administrative reasons.

Purchase 103 'A' Div. Cars & R-142 Conversions (previously 123 Cars)	Purchase Award	May-11	Dec-11 (A)
		\$493.4M	\$497.2M

The option award goal was changed due to negotiations with vendors.

Bus Replacement

Purchase 90 Articulated Buses	Purchase Award	Apr-11	Jun-12
		\$78.1M	\$70.6M

Award delayed pending successful completion of the pre-qualifying shaker table test, completed in September. Results are now under review by the Project Office. Cost decrease due to the exclusion of cameras and other items that will be procured separately.

Purchase 90 Diesel Buses - New Flyer	Purchase Award	Mar-11	Jun-11 (A)
		\$46.2M	\$44.2M

Award was delayed pending final agreement on terms and conditions.

Purchase 171 Standard CNG Buses	Purchase Award	Mar-11	Jun-11 (A)
		\$133.1M	\$87.1M

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.

Purchase 99 Express Buses (New Item)	Purchase Award	Dec-11	Dec-12
		\$73.0M	\$72.7M

Award is rescheduled due to evaluation time needed for prior test bus purchases after which a competitive RFP solicitation will be issued.

Purchase 104 Standard Buses (New Item)	Purchase Award	Dec-11	Dec-12
		\$80.9M	\$73.0M

Award is rescheduled due to evaluation time needed for prior test bus purchases after which a competitive RFP solicitation will be issued. \$8M went to Bus Cameras: Revised to \$73M.

Communications

Real Time Train Info. B Div. (New Item)	Construction Award	Dec-11	Jun-13
		\$81.1M	\$80.4M

Various pilot initiatives continue. Award schedule has been adjusted accordingly until evaluations of pilot initiatives have been completed.

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

NYCT (continued)

Communications

VHF Radio System Upgrade	Construction Award	Jun-11	Feb-12
		\$255.8M	\$210.7M

Procurement approved by the October Board. Contract documents sent to the New York State Comptroller for review in November and it may take up to 90 days to conclude the review process. Project cost reduced reflecting selected bid.

PA/CIS: 43 Stations Install Cables	Construction Award	Sep-11	Sep-12
		\$55.6M	\$62.9M

The original plan to award by competitive bidding process is being evaluated vs. using in-house construction forces. Awaiting revised estimate for in-house construction.

Stations

ADA: Forest Hills- 71 Ave/QBL	Construction Award	May-11	Sep-11 (A)
		\$33.4M	\$19.8M

Delay partly due to utility issues. Cost decreased due to lower allowance for structural work, upgrade of electrical systems and improved market conditions.

Brick Arch Repair: 168th St. and 181st St.	Construction Award	Nov-11	Jun-12
		\$38.0M	\$38.0M

Commitment date extended to explore the possibility of replacing Glass Fiber Reinforced Polymer specified in design with less flammable materials.

Metro- North Railroad

Revenue Equipment

M8 Cars - Single Car/Spare Parts MNR Share (New Item)	Purchase Award	Dec-11	Jun-12
		\$49.7M	\$32.4M

Kawasaki recently submitted the capital spare parts list, currently under review by MNR.

Track & Structures

2011 Cyclical Track Program	Construction Award	Mar-11	Jun-11 (A)
		\$13.0M	\$13.0M

Commencement of work delayed due to an extended review process.

Hamon Shop Improvements Design - Phase V	Design Award	Nov-11	Oct-12
		\$8.2M	\$8.2M

Further review of scope has delayed the advertisement for the consultant.

Capital Projects – Major Commitments – 2011 Year End – Schedule Variances

(actual commitments shaded)

Project	Commitment	Goal	Forecast
Metro- North Railroad (continued)			
<i>Track and Structures</i>			
Other Shops/Yards Renewal (New Item)	Construction Award	Dec-11 \$9.3M	Dec-13 \$9.3M
Re-sequencing work to coordinate with other planned work; requires approval of pending plan amendment.			
Harlem Shop Improvements Construction Ph. IV Stage 1	Construction Award	Jul-11 \$20.3M	Oct-11 (A) \$15.3M
Further analysis of the project to ensure the best value scope was advanced delayed the commitment. Budget less than plan due to deferred scope of work as well as favorable bids.			
Replace/Repair Undergrade Bridges Program	Design Award	Oct-11 \$2.4M	Jun-12 \$2.4M
Re-sequencing work to coordinate with other planned work; requires approval of pending plan amendment.			
Turnouts Mainline/High Speed (New Item)	Material	Dec-11 \$3.7M	Sep-12 \$1.3M
Re-sequencing of work to be coordinated with planned work requiring approval of the pending plan amendment.			
Replace/Repair Undergrade Bridges Program - Construction	Construction Award	Aug-11 \$4.8M	Apr-12 \$3.8M
Further analysis of the project to ensure the best value scope was advanced has delayed the commitment date from the plan.			
Harlem River Lift Bridge Breaker Houses/Controls - Construction	Construction Award	Oct-11 \$13.0M	Sep-12 \$13.0M
Procurement will proceed upon completion of the HRLB Cable Project Design. Procurement for both projects to be combined under a single contract. Award anticipated in Sept. 2012.			
Park Ave Tunnel Renewal (New Item)	Construction Award	Dec-11 \$7.5M	May-12 \$7.5M
Consultant delay in delivering 100% Design documents (received in October 2011). Work plan revised and procurement for construction is underway.			
Harlem River Lift Bridge Cable Construction (New Item)	Construction Award	Dec-11 \$9.4M	Sep-12 \$9.4M
Procurement will proceed upon completion of the HRLB Cable Project Design. Procurement for both projects to be combined under a single contract.			

Project	Commitment	Goal	Forecast
Metro- North Railroad (Continued)			
<i>Stations</i>			
New Haven Line Stations Phase 2	Construction	Jul-11 \$33.2M	Jun-12 \$33.2M
Originally delayed due to project redesign for breakout of work in support of the MTA mentoring program. Recent delay for further revisions to project scope.			
Fordham Station Improvements	Construction	Sep-11 \$11.3M	Jul-12 \$11.3M
Code compliance issue with existing egress raised during design has resulted in additional scope and additional review with NYS code compliance office.			
<i>Power</i>			
Harlem & Hudson Substations - Force Account	Force Account	Jul-11 \$2.9M	Mar-12 \$2.9M
Further analysis of the project to ensure that the best value scope was advanced delayed the commitment from plan. Awarded switchgear contract in December 2011.			
Harlem/Hudson Substation - Cyclical DC Switchgear	Construction Award	Jul-11 \$11.1M	Dec-11 (A) \$11.1M
Further analysis of the project to ensure that the best value scope was advanced delayed the commitment from plan.			
Harlem/Hudson Substation - Material	Materials	Jul-11 \$4.6M	Dec-11 (A) \$4.6M
Further analysis of the project to ensure that the best value scope was advanced delayed the commitment from plan.			
Substation Bridge 23 Construction	Construction Award	Oct-11 \$31.4M	Mar-12 \$31.4M
Coordination with Con Edison for approval of equipment design has taken longer than expected. MNR's review and acceptance of final design documents is underway.			
<i>Communications and Signals</i>			
PTC Rolling Stock Signals Onboard Design / Radio Spectrum Procurement	Construction Award	Jun-11 \$5.3M	Feb-12 \$1.4M
Purchase is delayed due to issues with procurement, the FCC and legal issues. Final commitment to be made once FCC approval is received. Anticipated for February 2012.			

Capital Projects – Major Commitments – 2011 Year End – Schedule Variances

(actual commitments shaded)

Project	Commitment	Goal	Forecast
Metro- North Railroad (continued)			
PTC Rolling Stock Signals Onboard Design / Radio Wayside Equip (New Item)	Construction Award	Oct-11 \$9.9M	Nov-12 \$7.8M
Delayed until an overall PTC systems integrator for both LIRR and MNR is on-board (projected for 3rd Quarter 2012). Integrator to review and determine the progression of items.			
PTC Procurement/ Installation (New Item)	Construction Award	Nov-11 \$17.8M	Dec-12 \$17.8M
Delayed until an overall PTC systems integrator for both LIRR and MNR is on-board (projected for 3rd Quarter 2012). Integrator to review and determine the progression of items.			
W of H Signal Improvements, Cab Signal (New Item)	Construction Award	Dec-11 \$50.4M	Apr-12 \$50.4M
Project delayed due to an assessment of the impact of Hurricane Irene on the work scope. Final report has concluded there were no significant impacts and project is now advancing.			
W of H Signal Improvements- PTC Const. (New Item)	Construction Award	Dec-11 \$14.0M	Sep-12 \$14.0M
This portion of the PTC construction delayed due to consideration of NJ Transit procurement and legal issues. MNR is planning to purchase PTC equipment as an option.			

MTA Capital Construction

Second Avenue Subway

Track, Signals Power and Communication Systems	Construction	Jul-11 \$303.4M	Jan-12 \$325.2M
Procurement process was extended to coordinate with other MTACC Systems contracts, for an extended RFP procurement process, and to respond to a bid protest filed in December after the contract price was negotiated. The forecast increase reflects the actual negotiated price and an increased allocation for design reviews and inspection of built facilities.			
86th St Station Structure	Construction	Mar-11 \$422.4M	Aug-11 (A) \$338.4M
Award delayed due to a federal certification requirement that has now been resolved.			

Project	Commitment	Goal	Forecast
MTA Capital Construction (continued)			
East Side Access			
Plaza Substation & Queens Structure Construction	Construction Award	Apr-11 \$225.8M	Aug-11 (A) \$162.1M
Delay in award due to extension of bid period and extended qualification review after bids received. Budget decrease due to scope transfer and favorable bids.			
GCT Concourse Finishes Early Work	Construction Award	Jun-11 \$30.0M	Nov-11 (A) \$46.5M
At the time goal was set, scope and estimate were in process, budget now reflects bid result, favorable to the revised forecast of \$47.6 M based on the est. for the completed package.			
Manhattan Structures Part 2 & Cavern MEP & Finishes	Construction Award	Jul-11 \$321.9M	Mar-12 \$325.9M
Repackaging contract as part of effort to recover and/or minimize delays in turnover from prior contract. Budget increase represents net impact of scope transfers. Project rebaselining underway, reported to Board in Sept. '11, therefore schedule subject to change.			
55th Street Vent Plan	Construction Award	Sep-11 \$71.6M	Apr-12 \$63.6M
Some delays were encountered in completing the entire package for advertising. Budget decrease reflects a revised contract estimate. Project rebaselining underway, as reported to Board in Sept. '11, therefore schedule subject to change.			
Harold Structures 3 - Westbound Bypass (New Item)	Construction Award	Dec-11 \$233.7M	Sep-12 \$233.7M
Forecast award date moved to 2012 due to outstanding design issues and their impact on construction. Project rebaselining underway, as reported to Board in Sept. '11, therefore schedule subject to change.			

MTA Bus

Bus Company Projects

Security Upgrade - CP ECH YONKERS	Construction	May-11 \$2.8M	Mar-12 \$2.4M
Apparent low bidder's proposal was non-responsive to RFP/IFB. The bidder was notified in November and has since submitted a letter of protest.			
Electric Upgrade of Emergency Generators at 6 Depots	Construction	Jul-11 \$7.9M	Apr-12 \$7.7M
Delay due to a change in purchase process from contract to a purchase order.			

Capital Projects – Major Commitments – 2011 Year End – Schedule Variances

(actual commitments shaded)

Project	Commitment	Goal	Forecast
MTA Bus (continued)			
Fire Protection (LaGuardia and Baisley Park)	Construction	Jul-11 \$6.5M	Nov-11 (A) \$4.6M
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. Estimate at completion reduced due to favorable bids.			
Depot Equipment	Construction	Apr-11 \$7.2M	Mar-12 \$7.2M
Design revisions for the College Point depot caused a delay to this project. Three contracts, chassis wash lifts (Spring Creek and College Point) and steel doors, have been committed. The value of commitments made in 2011 was \$2.5M.			
Service Vehicles	Purchase Award	Jul-11 \$4.0M	Feb-12 \$4.0M
The lead time to complete all the required procurement-related tasks took longer than anticipated.			
Security Upgrade - Eastchester and La Guardia	Construction Award	Nov-11 \$7.5M	Aug-12 \$7.5M
Project delayed to re-issue for a competitive proposal to take advantage of the favorable bid climate.			
Relocate Tanks/Washer - Eastchester	Construction	Jun-11 \$10.0M	Jan-12 \$12.9M
Delay due to bid opening rescheduled to allow design revisions addressing bidder Request for Information to be incorporated into the contract documents.			
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.			
College Point Building Annex (New Item)	Construction Award	Dec-11 \$3.0M	May-12 \$3.5M
Forecast slips due to delays in the procurement process.			

Project	Commitment	Goal	Forecast
Bridges & Tunnels			
<i>Throgs Neck</i>			
Suspended Span Replacement Phase A, Design	Design Award	Oct-11 \$10.1M	Jan-12 \$10.1M
Delay due to additional time required to perform more extensive review and evaluation of the consultants' proposals.			

Capital Projects – Major Commitments – 2011 Year End – Budget Only* Variances

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

Project	Commitment	Goal	Forecast
17 All-Agency Budget only variances (2 new this month)			
New York City Transit			
Bus Purchases			
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).			
Long Island Rail Road			
Bridges			
Construct 3 Montauk Branch Bridges	Construction	Oct-11	Sep-11 (A)
		\$25.0M	\$19.0M
Revised estimate at completion reflects favorable bid.			
Queens Boulevard Bridge	Construction	Oct-11	Oct-11 (A)
		\$22.1M	\$11.3M
Revised estimate at completion reflects favorable bid.			
Metro- North Railroad			
Track & Structures			
Replace 3rd Rail Brackets Park Ave Tunnel (New Item)	Purchase/Force Account	Dec-11	Dec-11 (A)
		\$6.0M	\$47.0M
Partial commitment. Purchase made in December, but force account work rescheduled to June 2012. Budget variance reflects rescheduling of force account.			
MTA Capital Construction			
7 West Extension			
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	\$579.1M
To ensure the most competitive bidding, MTACC changed the bid opening date from March to June as requested by prospective bidders. Actual/ Forecast value now includes contract contingency and remaining support costs, which had been excluded pending the formal completion of a new funding agreement with the City and Hudson Yards Development Corporation and the availability of the associated funding.			

Project	Commitment	Goal	Forecast
MTA Bus			
Bus Company Projects			
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.			
Bridges & Tunnels			
Bronx- Whitestone Bridge			
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			
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.			
Deck Replacement - Bronx/Manhattan Ramps and Toll Plaza (New Item)	Design, Construction Support Services	Oct-11	Dec-11 (A)
		\$12.5M	\$8.9M
Low bid reflects a continuing favorable bid market.			

Capital Projects – Major Commitments – 2011 Year End – Budget Only* Variances

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

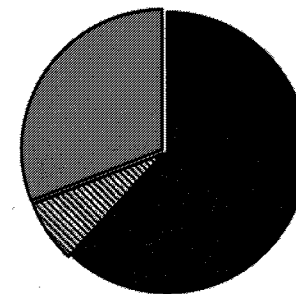
Project	Commitment	Goal	Forecast
Bridges & Tunnels (continued)			
<i>Throgs Neck Bridge</i>			
Suspended Span Repairs	Construction	Jun-11 \$46.6M	Jun-11 (A) \$21.2M
Low bid reflects a continuing favorable bid market.			
Rehabilitate Orthotropic Deck Phase B	Construction	Aug-11 \$40.0M	Jul-11 (A) \$14.9M
Low bid reflects a continuing favorable bid market.			
Paint Bronx and Queens Approach Spans	Painting Contract	Aug-11 \$50.0M	Jul-11 (A) \$34.8M
Low bid reflects a continuing favorable bid market.			
<i>Verrazano Bridge</i>			
Toll Plaza - East and West Bound Ramp Improvements	Construction Admin.	Jul-11 \$7.2M	Jul-11 (A) \$5.0M
Reflects a continuing favorable bid market.			
Toll Plaza - East and West Bound Ramp Improvements	Construction	Jul-11 \$83.0M	Sep-11 (A) \$52.4M
Reflects a continuing favorable bid market.			

Major Completions – 2011 Year End

Of the 55 major planned completions, 38 (69%) were made in 2011. Of these, 4 were more than 2 months late yet still completed in 2011. The remaining 17 major completions are delayed by more than 2 months and are expected to be reflected in the 2012 completion goals, including 7 at NYCT, 1 at the LIRR, 3 at MNR, 2 at MTACC and 4 at MTA Bus.

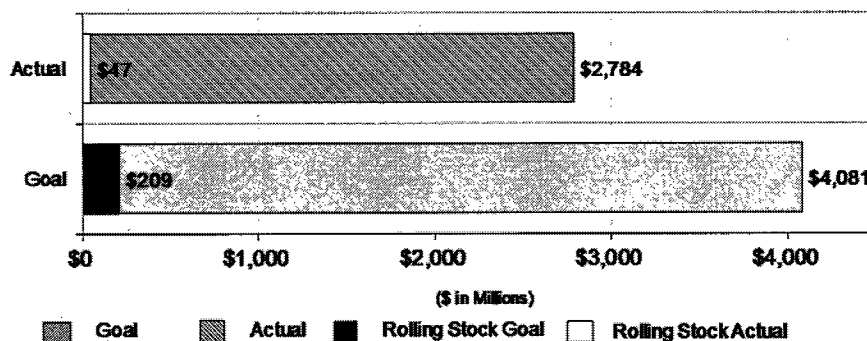
Overall, agencies completed \$2,784 million (68%) in capital projects in 2011. The shortfall was primarily due to delays of several large projects at NYCT, including: the ATM Network Systems B Division; A Division PA/CIS (156 stations); CBTC Canarsie fleet (64 R-160 cars); 90 Low Floor CNG Bus purchase; and station work along the Rockaway Line. Delays are explained on the following pages.

Year End Major Completions



Year-to-Date Change			
Green = Completions made within 2 months of Goal	34	62%	↑ 6
Red (Hatched) = Completions delayed beyond 2 months of Goal, but made in 2011	4	7%	-
Red = Completions delayed beyond 2 months of Goal and into 2012 or beyond	17	31%	↑ 8
	55	100%	↑ 14

Budget Analysis



Year End Agency Breakdown

	Prior month variance		
	GREEN	RED HATCHED	RED
New York City Transit			
9	7		
	+3 GREEN	---	+5 RED
Long Island Rail Road			
8	3		
	---	---	---
Metro-North Railroad			
8	3		
	+2 GREEN	---	+1 RED
Bridges and Tunnels			
1			
	---	---	---
Capital Construction Company			
5	2		
	---	---	---
MTA Bus Company			
2	4		
	+1 GREEN	---	+2 RED
MTA Police Department			
1			
	---	---	---

Capital Projects – Major Completions – 2011 Year End – Schedule Variances

(actual completions shaded)

Project	Completion	Goal	Forecast
21 All-Agency Red Completions (8 new this month)			
NYCT			
<i>Subway Cars</i>			
CBTC Canarsie: Equip 64 R-180 Cars	Purchase Contract	Nov-11	Mar-12
		\$61.2M	\$61.2M
Project completion extended due to delay in completing Odometry study and availability of weekend General Orders for the final cutover.			
<i>Signals & Communications</i>			
ATM Network System: B Div. Base & Option (New Item)	Construction	Dec-11	Mar-12
		\$283.1M	\$295.4M
Project completion was delayed due to General Order access scheduling. Project cost increase due to Additional Work Orders as a result of field condition to repair damaged/degraded fiber optic cables at various locations, additional support costs due to numerous revisions of the test procedures and drawings, and extensive and complex testing.			
PA/CIS Phase 2: 156 Stations IRT (New Item)	Construction	Dec-11	Mar-12
		\$182.7M	\$208.8M
Project cost increased due to the addition of training facility and extended project duration requiring additional support costs. Project completion was delayed pending delivery of final documentation including as-built drawings.			
<i>Bus</i>			
Purchase 90 Low-Floor CNG Buses (New Item)	Purchase Contract	Dec-11	Mar-12
		\$51.6M	\$46.3M
Completion date reflects the latest schedule from the manufacturer. Cost decrease reflects exclusion of depot equipment planned to be awarded separately.			
<i>Stations</i>			
Rockaway Line Stations (3 stations)	Construction	Sep-11	Feb-12
		\$54.2M	\$54.2M
Contract duration was extended so the inspection will conform with the NYCT Maintenance group inspection requirement and adjacent property owners.			
Far Rockaway Line Stations (5 stations) (New Item)	Construction	Dec-11	Jun-12
		\$89.7M	\$89.9M
Delay originally due to Long Island Power Authority (LIPA) power turn-offs during the Summer due to higher demands for electric power. The restriction prevented the completion of the northbound platform work at all five station.			

Project	Completion	Goal	Forecast
NYCT (Continued)			
<i>Track & Switch</i>			
2011 Track & Switch Program (New Item)	Construction	Dec-11	Jun-12
		\$271.8M	\$269.7M
Partial completion of approximately \$70 million. Remaining work was delayed pending General Orders availability.			
Long Island Rail Road			
<i>Line Structures</i>			
Port Washington Branch Abutment & Walls	Construction	Jun-11	Nov-11 (A)
		\$19.0M	\$29.8M
Revised budget and schedule to reflect recent option award of the Port Washington Branch.			
<i>Power</i>			
Penn Station 3rd Rail & Signal	Construction	Oct-11	Mar-12
		\$9.6M	\$9.6M
Schedule revised to reflect Amtrak manpower issues and lack of approval from NYC DEP to close the main water valve.			
Metro-North Railroad			
<i>Track & Structures</i>			
2010 Cyclical Track Program	Construction	Mar-11	Jun-11 (A)
		\$13.0M	\$13.0M
Equipment repairs and crew reassignments throughout the maintenance period delayed the 2010 surfacing work.			
Replace/Repair Undergrade Bridges (New Item)	Construction	Dec-11	Jun-13
		\$26.4M	\$26.4M
Change in procurement strategy for waterproofing and drainage work now to be performed by a third party contractor. To accommodate this, the work has been delayed to commence in 2013.			
<i>Grand Central Terminal</i>			
Vital Processor System (GCT)	Construction	Aug-11	Dec-11 (A)
		\$6.5M	\$6.5M
Installation of HVAC units. Given to operational needs and difficulty getting track outage to perform work, the completion was delayed until December 2011.			

Capital Projects – Major Completions – 2011 Year End – Schedule Variances

(actual completions shaded)

Project	Completion	Goal	Forecast
Metro- North Railroad (continued)			
<i>Power</i>			
Substation Retrofit H&H - Tagging Relays	Construction	Aug-11 \$12.7M	Mar-12 \$12.7M
Deliveries and installation are now expected to be completed by March 2012. This is a result of certain MNR approved configuration changes and addition of indication relays.			
Harlem and Hudson Lines Power	Construction	Nov-11 \$9.0M	Mar-12 \$9.0M
Final design is on hold temporarily. Review by Town of Newcastle leadership will commence when elected officials take office in January 2012.			

MTA Bus

Bus Company Projects

Power Upgrade- LaGuardia	Construction	May-11 \$2.1M	Aug-11 (A) \$2.3M
Project completion pushed back due to additional work that will be needed for this project. This completion had previously been forecast for 2012, but that was an error.			
New Roof and Vent. System, LaGuardia	Construction	Jul-11 \$7.0M	Jun-12 \$7.0M
Project originally delayed because contractor installed heat recovery units with incorrect dimensions. Additional recent delay due to gas service capacity issue.			
New Roof and Vent. System Baisley Park (New Item)	Construction	Dec-11 \$8.5M	Apr-12 \$8.5M
Delay due to design revisions for the new gas meter and rig. Awaiting approval from National Grid.			
New Roof and Vent. System Eastchester (New Item)	Construction	Dec-11 \$3.6M	May-12 \$3.6M
This project is delayed due to asbestos work not being able to be performed in the Winter months.			
New Roof and Vent System at Far Rockaway	Construction	Oct-11 \$6.9M	May-12 \$6.9M
Delay due to unanticipated field conditions. Roof panels deteriorated and must be replaced.			

Project	Completion	Goal	Forecast
MTA Capital Construction			
<i>East Side Access</i>			
Harold Supervisory Control System	Construction	Sep-11 \$7.1M	Dec-12 \$8.1M
Delay due to the additional modification work and the late submittal of control lines which impacted the cut-over work. Budget increased to include additional sequential software modifications to the supervisory control system in support of construction and the purchase of additional servers.			
<i>Fulton Street Transit Center</i>			
Dey St. Concourse & R Underpass Finishes	Construction	Sep-11 \$26.2M	Jul-12 \$26.2M
At rebaseline, MTACC forecasted November 2012 completion. With the implementation of new passenger information technology and other enhancements, MTACC will complete the contract later than anticipated, but still in time to meet the customer benefit milestone.			

Capital Projects – Major Completions – 2011 Year End – Budget* Variances

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

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

5 All-Agency Budget only variances (1 new this month)

New York City Transit

Stations

Brighton Line Stations (5) and Structural Rehab. - Contract 2 (New Item)	Construction	Dec-12 \$207.5M	Dec-12 (A) \$215.3M
---	--------------	--------------------	------------------------

Project cost increased by \$10.4 million to restore \$8.5 million for the support costs (under-funded at award due to repackaging of the 7 Brighton Line stations into 2 separate contracts) and \$1.9 million for additional ADA ramp at Ave H Station southbound platform.

Long Island Rail Road

Track

ACL Direct Fixation Replacement	Construction	May-11 \$61.5M	May-11 (A) \$53.5M
---------------------------------	--------------	-------------------	-----------------------

Revised Estimate at Completion (EAC) reflects 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.

MTA Capital Construction

Fulton Street Transit Center

R Southbound Platform	Construction	Sep-11 \$17.0M	Sep-11 (A) \$18.9M
-----------------------	--------------	-------------------	-----------------------

Cost increase due to additional work including a new staircase to be constructed at the Brookfield Entrance.

Second Avenue Subway

86th Street Open Cuts & Utility	Construction	Sep-11 \$47.0M	Nov-11 (A) \$54.8M
---------------------------------	--------------	-------------------	-----------------------

Budget increase and delay due to unforeseen utility interferences.

Status of MTA Capital Program Funding

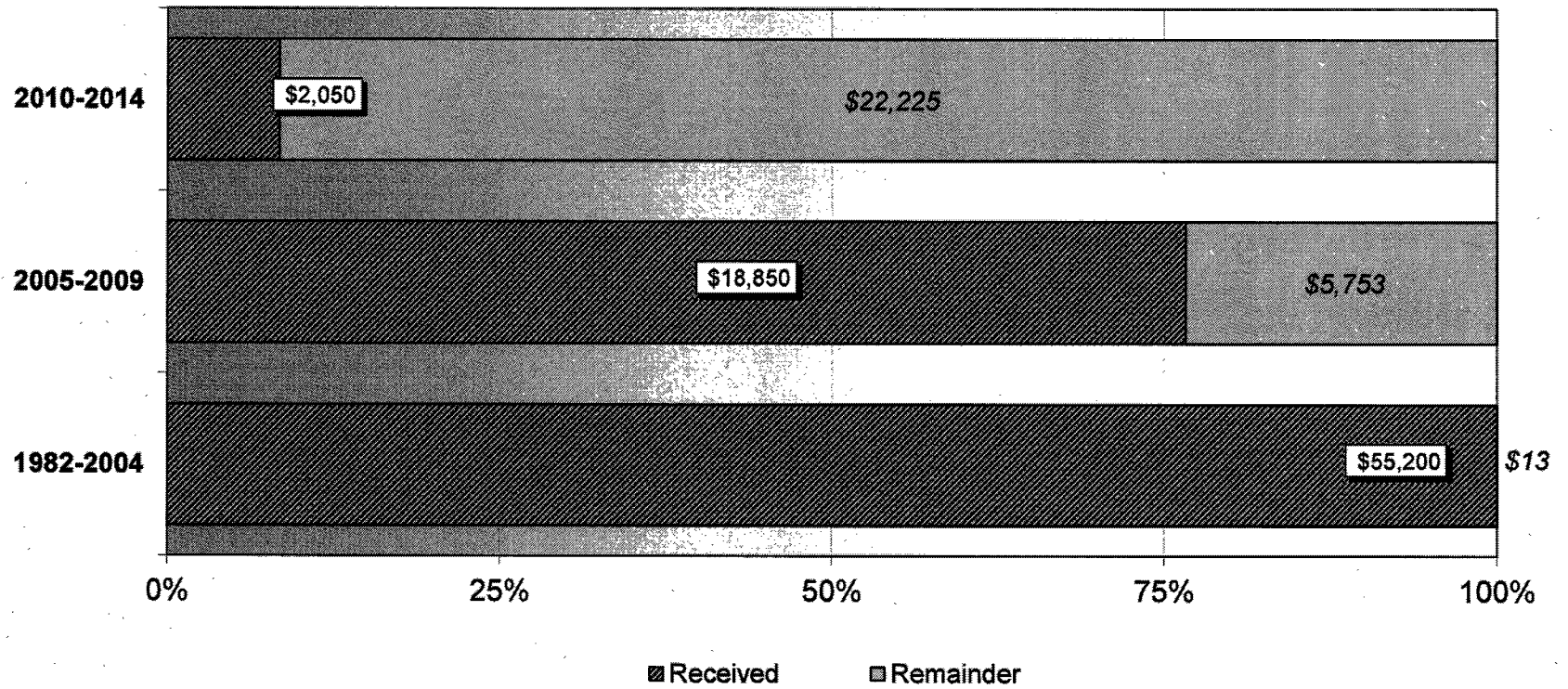
4-48



Metropolitan Transportation Authority

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

Capital Program



Capital Funding Detail (December 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 November	This month	Received to date
	\$5,207	\$5,190	0	\$5,191
	3,286	1,483	-	1,483
	336	222	-	222
	7	7	-	7
	654	654	-	654
	405	405	-	405
	2,367	1,315	32	1,346
	152	143	-	143
	1,038	370	-	370
	1,450	480	-	480
	3,243	3,039	-	3,039
	1,262	1,049	-	1,049
	5,078	3,885	488	4,373
	117	88	1	89
Total	\$24,603	\$18,329	\$521	\$18,850

2010-2014 Program

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

Funding Plan	Receipts			
	Current	Receipts thru November	This month	Received to date
	\$5,783	\$1,180	-	\$1,180
	295	295	-	295
	225	52	-	52
	2,200	-	-	-
	762	180	-	180
	770	0	-	-
	167	-	-	-
	10,503	225	95	320
	1,490	1	22	23
	2,079	-	-	-
Total	\$24,274	\$1,933	\$117	\$2,050