



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

March 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

March 26, 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 – FEBUARY 27	
2. COMMITTEE WORK PLAN	1 – 4
3. LONG ISLAND RAIL ROAD	TAB 2
• Jamaica Capacity Improvements	2 - 1
4. CAPITAL CONSTRUCTION COMPANY	TAB 3
• Update on Fulton Street Transit Center	3 - 1
5. CAPITAL PROGRAM STATUS	TAB 4
• Commitments/Completions & Funding	4 – 1
• Fourth Quarter Traffic Light Report	4 - 10

**MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
February 27, 2012
New York, New York
2:00 P.M.**

MTA CPOC members present:

Hon. Joseph J. Lhota, Chairman
Hon. James Blair
Hon. Alan Capelli
Hon. Fernando Ferrer
Hon. Susan Metzger
Hon. Charles Moerdler
Hon. Mark Page
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Mark Lebow
Hon. Andrew Saul
Hon. Vincent Tessitore, Jr.

MTA Board members present:

Hon. Andrew Albert
Hon. Robert Bickford
Hon. Ira Greenberg

MTA staff present:

Linda Kleinbaum
Ron Saporita

NYCT staff present:

Carmen Bianco
Tom Prendergast
Michael Wetherell

MTACC staff present:

Uday Durg
Bill Goldstein
Bill Goodrich
Michael Horodniceanu

McKissack + Delcan staff present:

Kent Haggas
Robert Hefter

* * *

Chairman Lhota called the February 27, 2012 meeting of the Capital Program Oversight Committee to order at 2:00 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on January 23, 2012.

Committee Work Plan

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

New York City Transit Subway Car Program – Progress Update

Michael Wetherell provided a progress update on the Subway Car Program. Highlights of the R188 Project include the delivery of 10 R142A converted cars in December 2011 and the December 30, 2011 award of an option year procurement of 103 new rail cars and the conversion of an additional 370 R142A cars. These cars will be used for the #7 extension. Complete delivery of all rail cars (base/option) is expected during the first quarter 2016. The R160 Project update noted the completed delivery of all cars on May 6, 2010. Service performance as evidenced by the annual Mean Distance Between Failures (MDBF) was noted to be 667,753. Future car program projects include the R211 next generation design. The R211 Design Master Plan was approved in December 2011 and this car procurement is proposed for the 2015-19 Capital Program. Board discussion focused on whether additional R188 cars were needed for the #7 extension. In response, it was noted that adequate capacity for operational needs will be addressed with the current planned supply. Another Board question was raised about the performance of the R142A given the MDBF. In response it was noted that the R142A MDBF was subject to fluctuation but taking into account the whole picture rather than just a snapshot, performance was reliable. The IEC concurred with the budget and schedule performance indicators for the R188 Car Project.

Update on Fulton Street Transit Center (FSTC)

Michael Horodniceanu provided an update on the FSTC. The project is on schedule for its June 2014 substantial completion date. The cost is trending below its budget of \$1.4B. Progress since the last report includes the installation of the permanent, energized power for the Transit Center, Corbin Building and Dey Street Concourse. The installation of the Transit Center's curtain wall has begun. The 90-day look ahead includes the installation of the Transit Center curtain wall, the delivery of the Corbin Building escalators and the complete installation of two of nineteen elevators for the 4/5 Fulton Street station area. An area of potential concern remains the enhancement and retail development work. MTACC is carefully monitoring all change orders. The IEC concurs that the project is currently on budget and schedule and notes that a critical issue over the next three months is getting the Transit Center and Station Enhancements change orders approved. In addition, the IEC continues to advance the data-gathering required to resource-load all commissioning activities in order to quantify any potential resource risks.

Update on Second Avenue Subway (SAS)

Michael Horodniceanu provided an update on SAS. We reported that the project is on schedule for its December 2016 revenue service date and remains on budget. Progress since the last report includes the continued excavation of the 72nd Street Cavern and the start-up of the foundations for the muck house enclosure for the 86th Street Station Mining Contract. The 90-day look ahead includes substantial completion of the Running Tunnels Contract and the start-up of the east side slurry wall of the 96th Street Station. Critical milestones and issues include the ongoing litigation at the 86th Street Station whereby the plaintiff filed a notice of appeal on February 2, 2012. The IEC concurs with the Budget Performance indicators. The IEC is not in concurrence with Schedule Performance and work is continuing with the IEC and MTACC to resolve outstanding issues. In addition, the IEC continues to advance the data-gathering required to resource-load all key commissioning activities in order to quantify potential resource risks.

East Side Access Update (ESA)

Michael Horodniceanu provided an update on ESA. The last full project update was provided in April 2011, however a number of updates have been provided to CPOC focusing on specific project elements such as contractor performance in Manhattan and the impact of the East River Tunnels Rehabilitation. MTACC is in the process of preparing a re-forecasted project plan and associated risk review. The information is intended to be presented to CPOC in May 2012. Mr. Horodniceanu noted that February's presentation will focus on construction progress since this past June and the mitigation of potential delays. It was noted that the contractor's performance on the Manhattan Tunnels and Caverns contract since the contract restructuring has improved. Construction progress includes the pouring of concrete for the Caverns and rebar installation and waterproofing of tunnels. Additional access will be created in Manhattan allowing contractors to work efficiently. Remaining challenges for the Queens Tunnels includes the completion of 400 feet of Tunnel A by open-cut construction and working hand-in-hand with the LIRR to complete the B/C tunnel extension without compromising railroad operations. Significant work on the Harold Interlocking has been accomplished at the same time significant work remains. A major challenge is coordinating work with Amtrak and LIRR on the East River Tunnel work. A Risk Analysis will be performed to identify project risks and develop effective strategies to mitigate these risks. In May, CPOC will be informed of the re-forecasted project plan including the Risk Analysis.

Capital Program Commitments and Completions

Ms. Kleinbaum noted that the MTA agencies plan a total commitment of \$6.1B in capital projects, 58 major commitments and 55 major completions. The Traffic Light Report supplements the reporting process on a quarterly basis. Ms. Kleinbaum also noted that the Capital Program was resubmitted to the State Legislature for action.

Adjournment

Upon motion duly made and seconded, Chairman Lhota adjourned the December 13, 2010 CPOC meeting at 2:49 P.M.

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

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
- 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 Viaduct 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

- B&T Update
- ESA Readiness Projects
- Red Light project follow-up reports (if needed)

Program Priorities

- Quarterly Update on Minority, Women and Disadvantaged Business Participation

February 2013

Risk-Based Monitoring

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

March 2013

Risk-Based Monitoring

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



Long Island Rail Road

JAMAICA CAPACITY IMPROVEMENTS



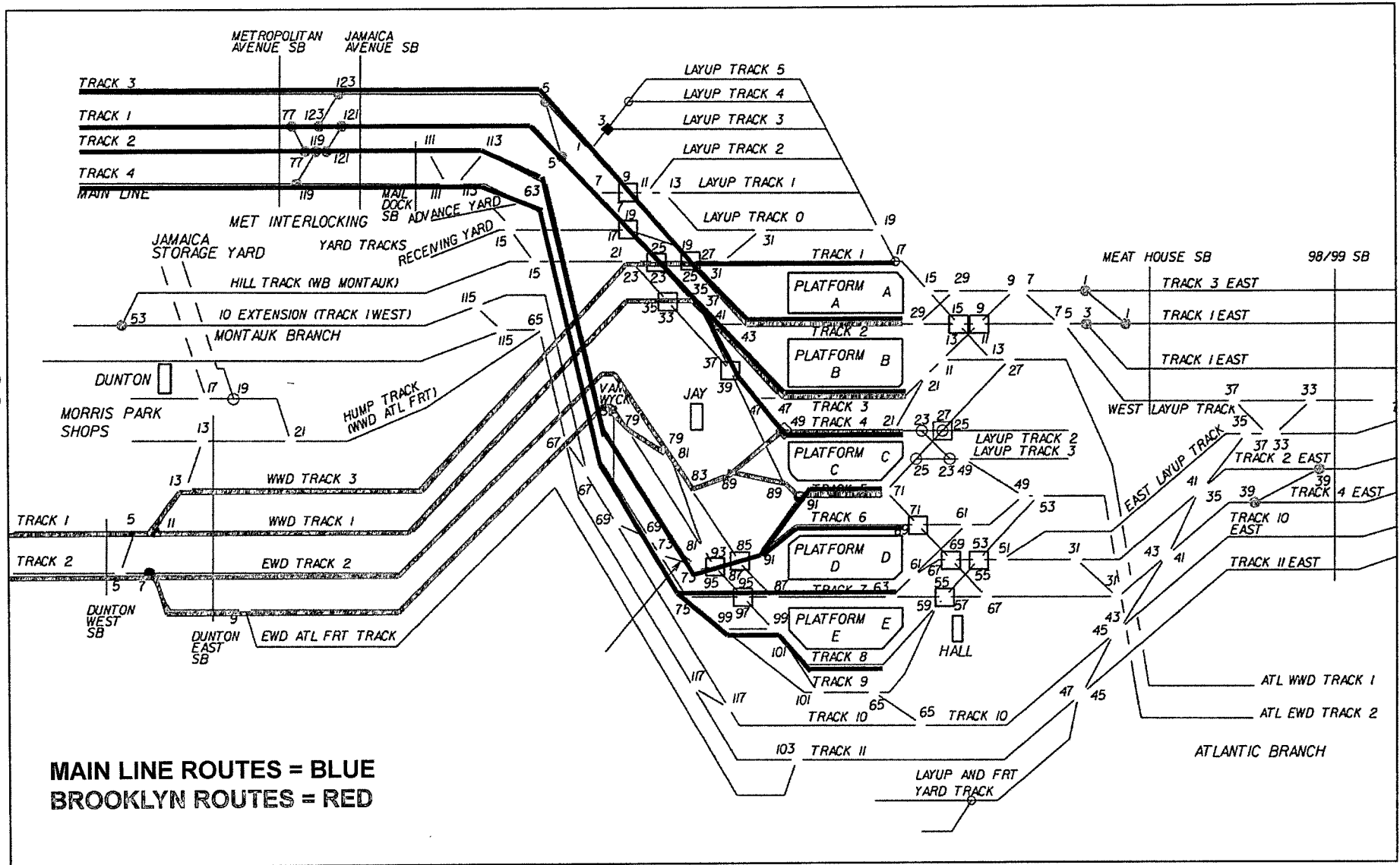
2-1

MTA CPOC – March 26, 2012

JAMAICA TODAY

- Services 10 of LIRR's 11 Branches (all branches except Port Washington)
- 90% of All Passengers Pass Through Jamaica Station (over 600 trains per day)
- The Project area includes 155 switches
- Jamaica was originally designed in the early 1900's as a transfer point for Flatbush Avenue (primary) and Penn Station (secondary) and its configuration has not changed since then.
- Point of Control for LIRR Operations – Branches merge and are redirected to three Western Terminals (Penn Station, Brooklyn and LIC).
- HUB Station (NYCT, Buses and AirTrain to JFK)
 - ❖ Cross-over moves to Brooklyn conflict with moves to Manhattan which limits capacity and the ability to meet ESA Opening Day service.
 - ❖ Major portion of Jamaica's 155 switches are tightly spaced at the entry points of the Station
 - ❖ Jamaica track geometry with multiple grades, structural impediments and sharp curves, makes it challenging for present operations and reconfiguration

JAMAICA TODAY – Brooklyn Crossover Routes



JAMAICA CAPACITY IMPROVEMENTS

- Jamaica improvements are necessary to accommodate ESA service and future ridership growth.

PHASE I

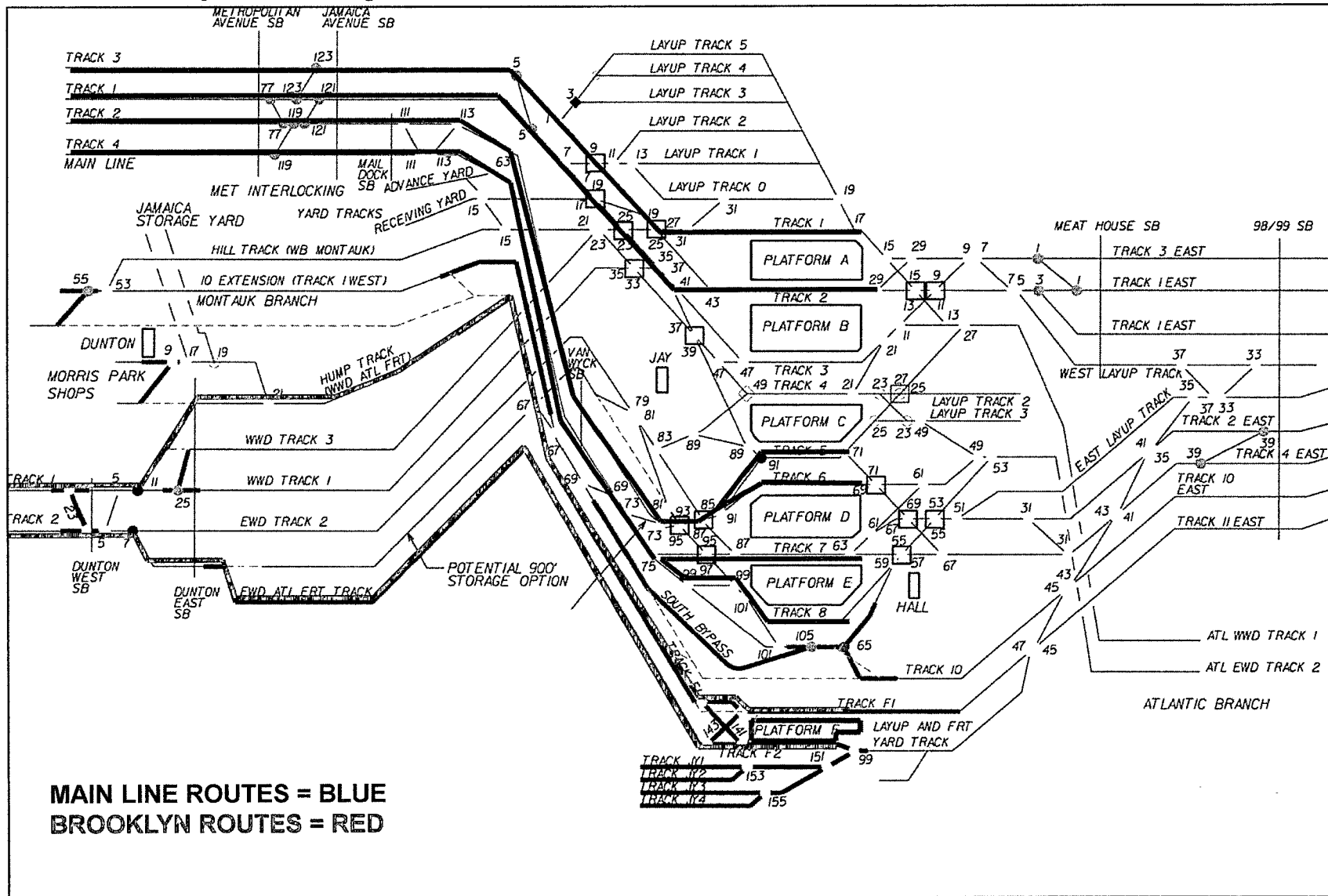
- Increases capacity through Jamaica by 40% to accommodate ESA Opening Day requirements
(from 34 tph to 48 tph AM Peak Westbound Trains to Manhattan)
- Provides One-Seat rides to GCT
- Provides Scoot service to Brooklyn to free up capacity to Manhattan Terminals
- Adds key outer Universal Crossovers for improved access to Station Platforms

PHASE II

- Streamlines Jamaica's configuration to eliminate the "Jamaica Crawl"
- Uses higher speed switches for 30mph routes through Jamaica
- Extends length of Platforms to provide complete 12-car platform access
- Reduces total # of switches by over 15% and thereby reducing future maintenance costs
- Brings Jamaica infrastructure to a state of good repair
- Increases capacity to accommodate future ridership growth

JAMAICA CAPACITY IMPROVEMENTS – PHASE I

(Brooklyn Crossover Routes Eliminated)



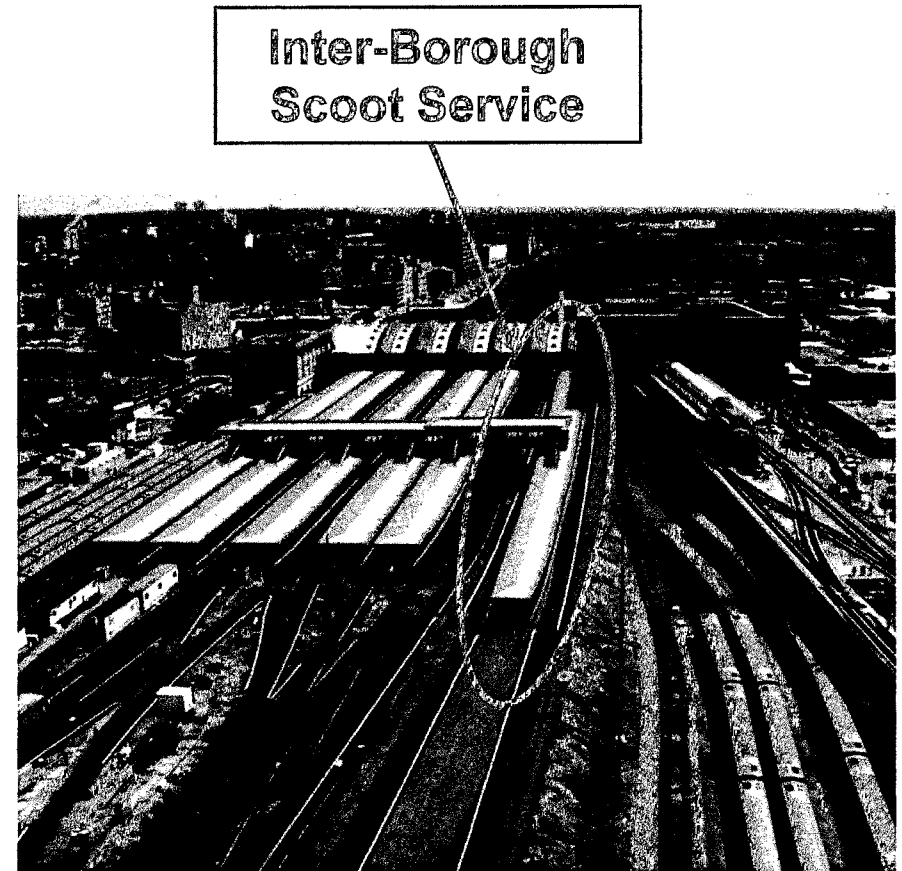
JAMAICA CAPACITY IMPROVEMENTS – PHASE I

2-6



Current

*Existing station and Johnson
Yard tracks reconfigured for a
New Platform providing Scoot
Service to Brooklyn*



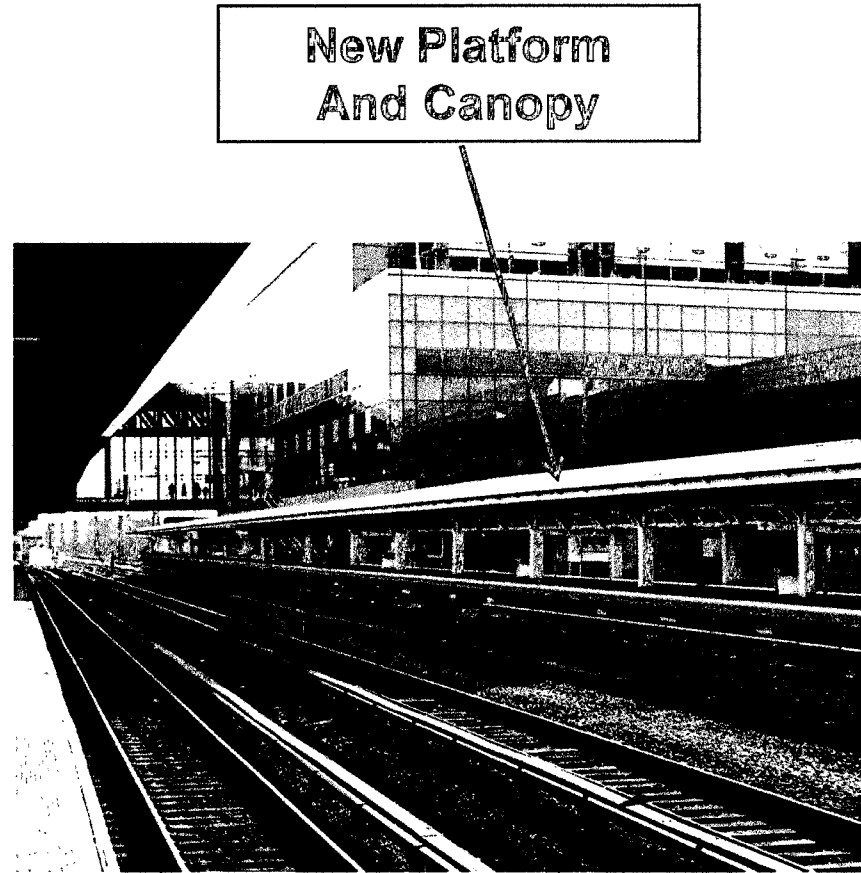
Future

JAMAICA CAPACITY IMPROVEMENTS – PHASE I



Current

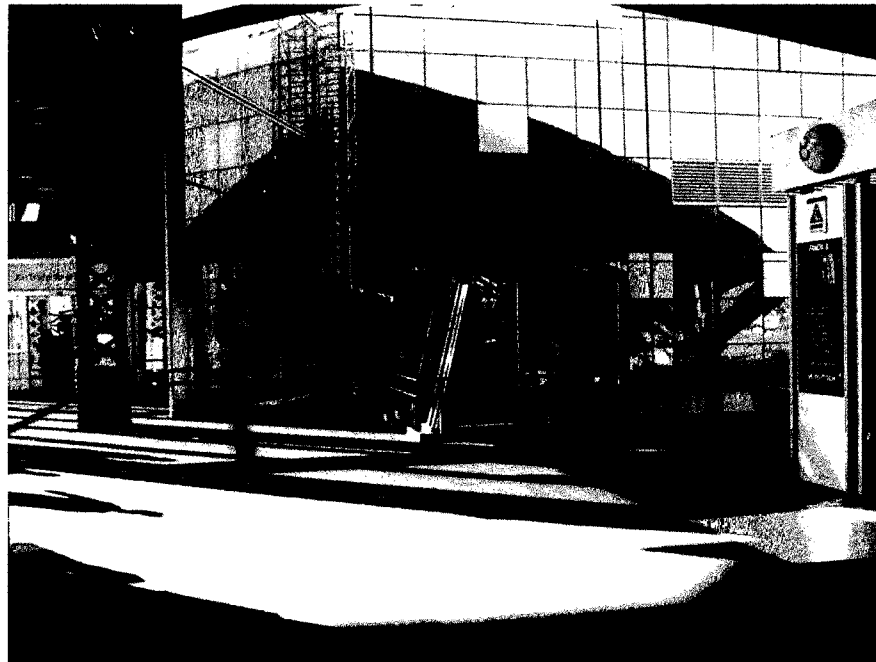
Moving Brooklyn service over to Platform F frees up capacity in Jamaica for Manhattan trains while providing more reliable and frequent service to/from Atlantic Terminal (16 trains per hour)



Future

JAMAICA CAPACITY IMPROVEMENTS – PHASE I

2-8



Current

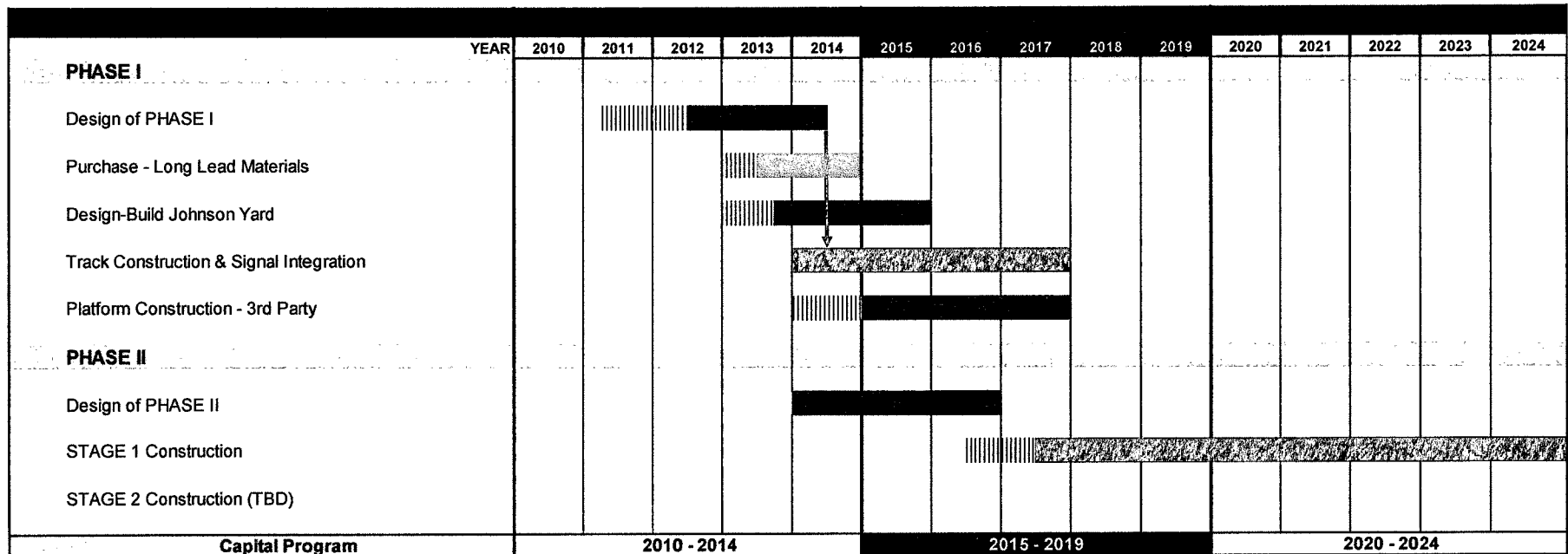
Brooklyn Scoot will be an integral part of Jamaica with full connectivity with:

- *Existing LIRR Platforms*
- *NYCT Subway Services*
- *Local Bus Services*
- *AirTrain*



Future

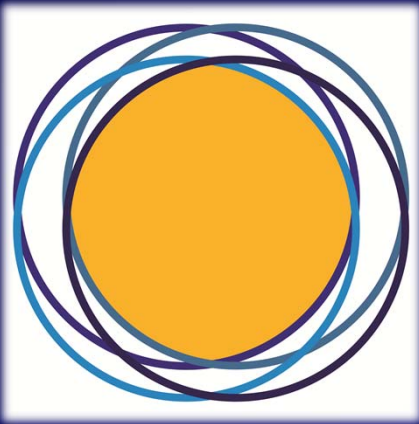
JAMAICA CAPACITY IMPROVEMENTS PHASE I



||||| Advertise & Award
 ||||| 3rd Party Activity
 ||||| Force Account Activity
 ||||| Purchase of Long Lead Materials

PHASE I - ESTIMATED TOTAL COSTS = \$283M

PHASE II DESIGN ONLY - ESTIMATED COSTS = \$62M



3 - 1

Report to CPOC

March 26, 2012

Capital Construction

The Fulton Street Transit Center Lower Manhattan's Next Great Destination

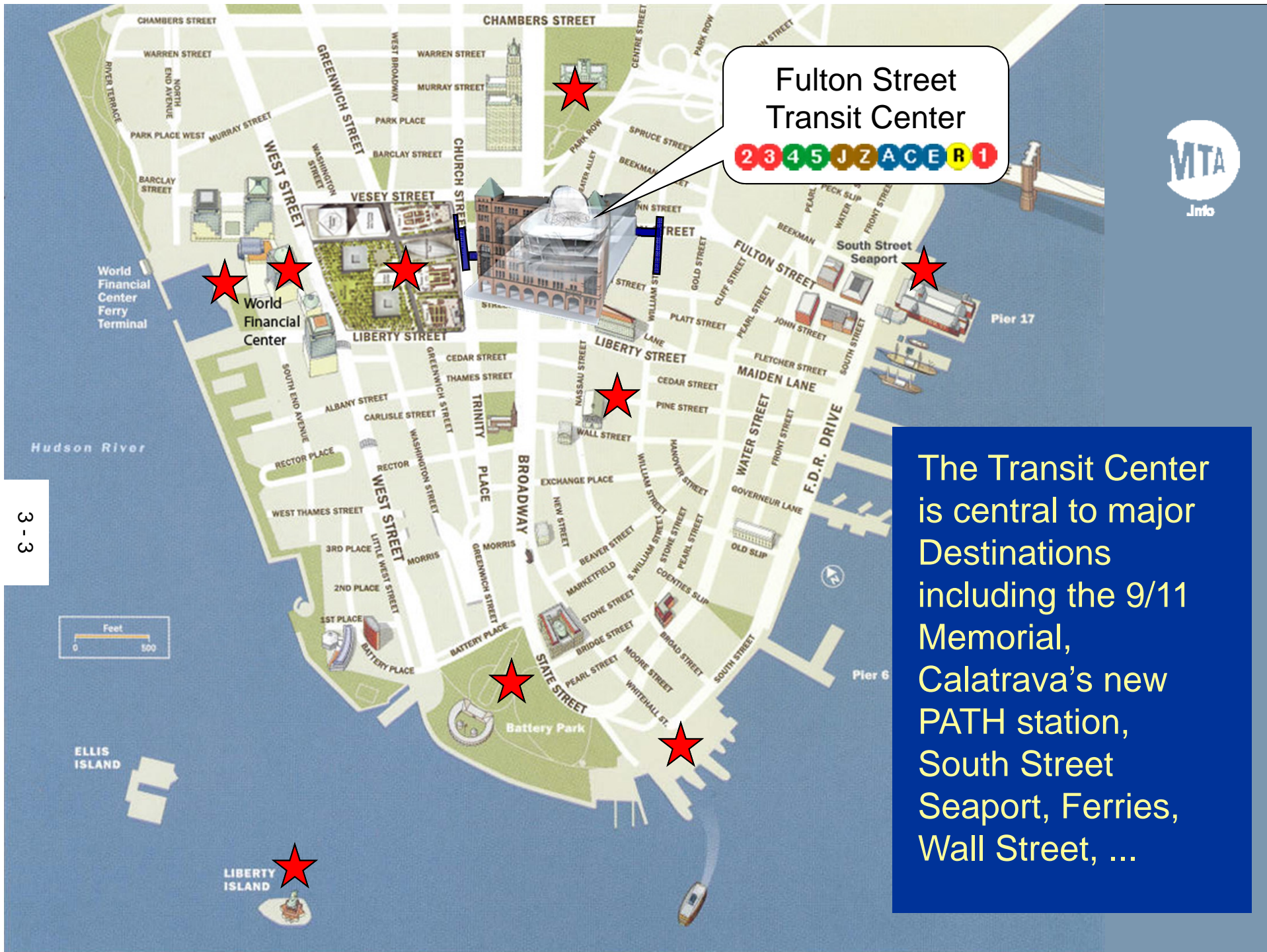


Lower Manhattan: An Area in Transition



- Significant residential growth
- Accelerating tourism sparked by WTC Memorial
- Employment hub





Fulton Street Transit Center

2 3 4 5 J Z A C E R 1

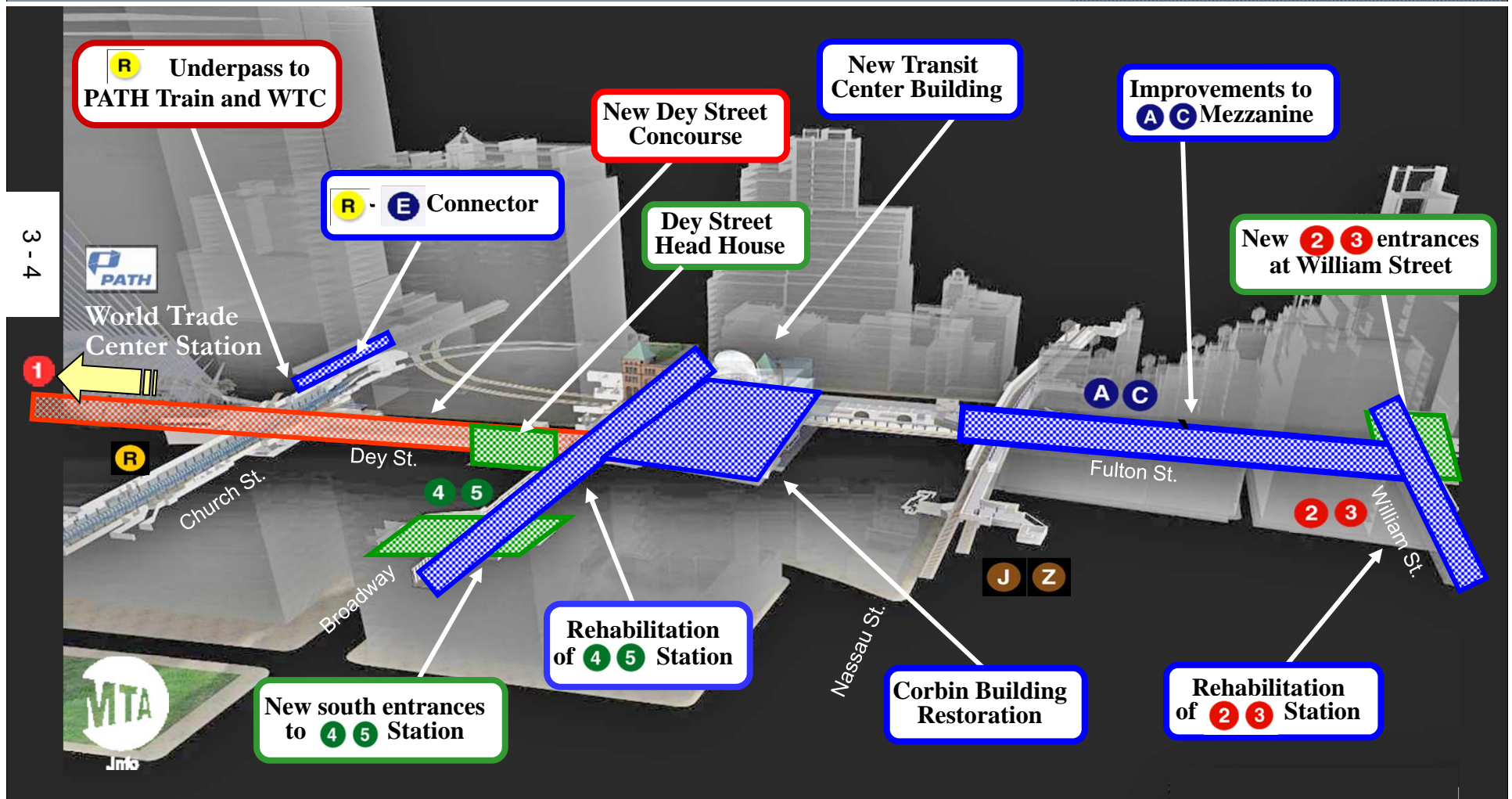


The Transit Center is central to major Destinations including the 9/11 Memorial, Calatrava's new PATH station, South Street Seaport, Ferries, Wall Street, ...

- Direct connection to PATH and WTC
- New street entrances
- Station rehabilitation

FULTON STREET TRANSIT CENTER

Key Transit Elements





FULTON STREET TRANSIT CENTER

Creating a Great Destination



- A Major transportation center as well as a vibrant public space
- Improved connectivity with 11 subway lines and PATH
- Dynamic high-tech LED signage
 - Improved Wayfinding
 - Advertising (over 40 LED signs)
- 70,000 sf of leasable space
- Advertising & Retail to create a revenue stream

Transit Center

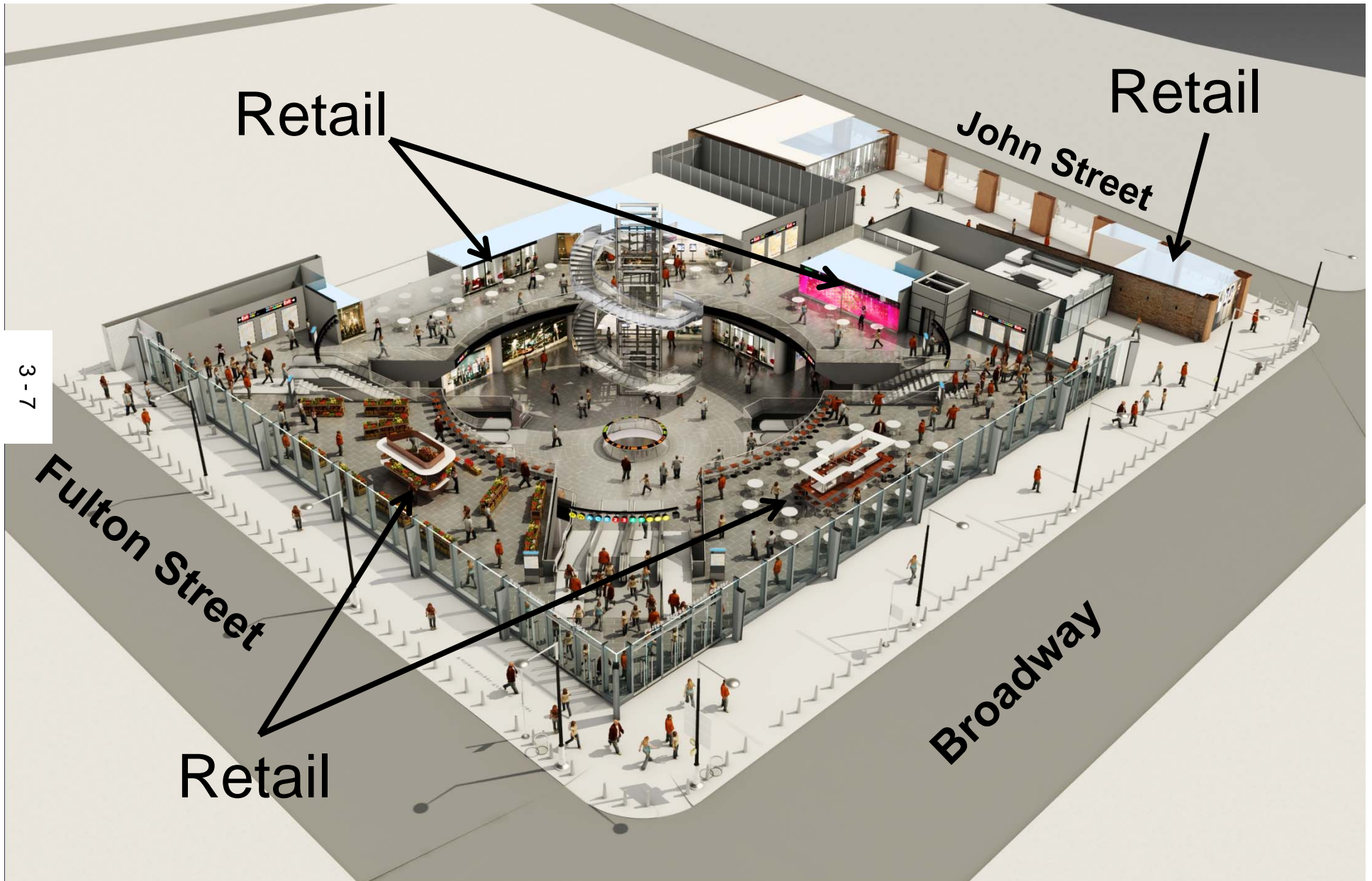
Interstitial Building | Corbin Bldg

Extensive Natural Lighting is part of LEED designed Building

Fulton Street

Broadway

Street Level Retail

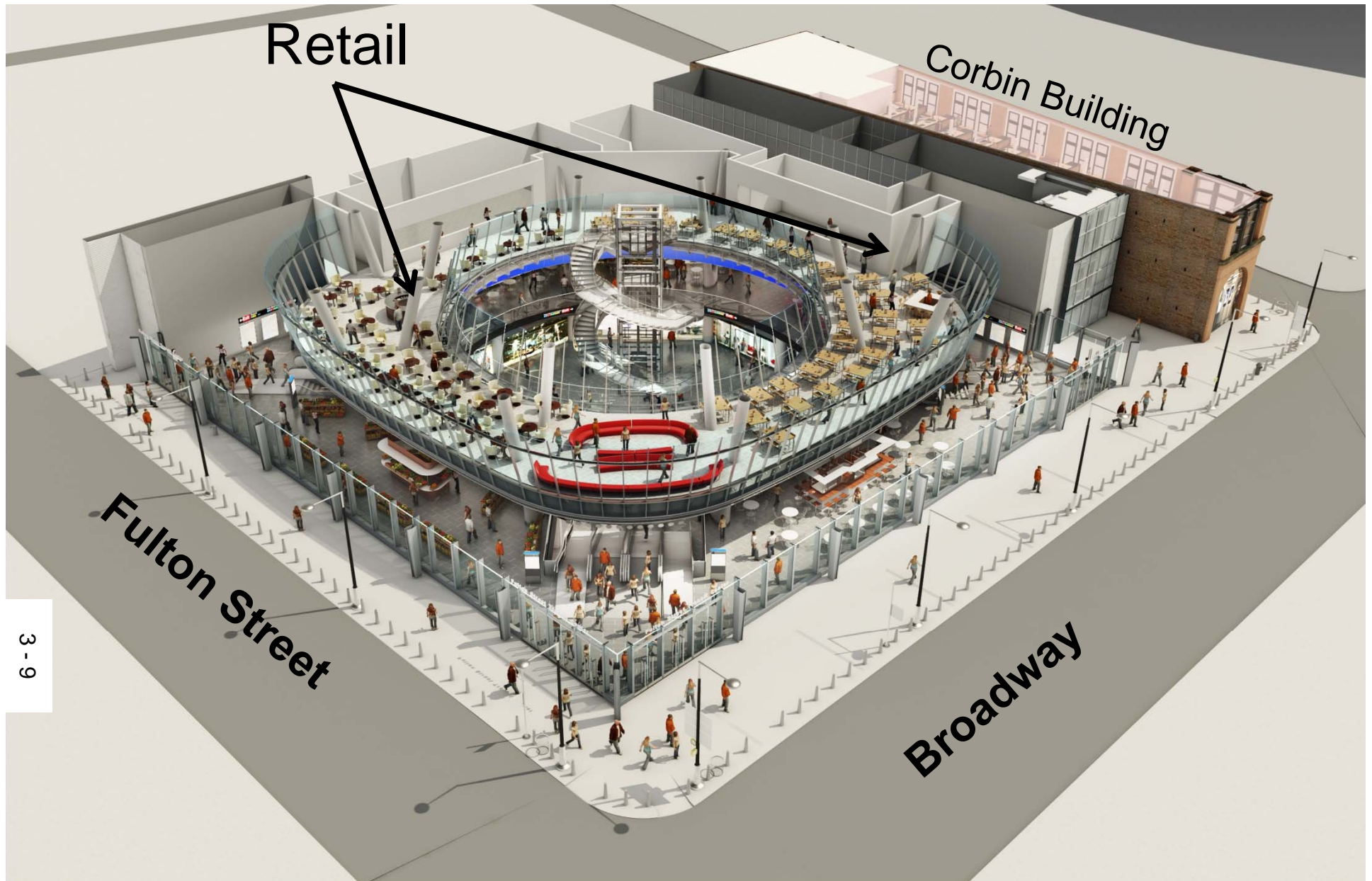




3 - 8



Second Level





Opportunities for “Destination” Retail in Upper Levels

3 - 10



Level 2

Corbin Building



- Incorporate Corbin Building into leasing plans
- Pedestrian Connections between Corbin & Transit Center

Enhanced Dynamic Signage

- Wayfinding Information
- Advertising Revenue





3-13





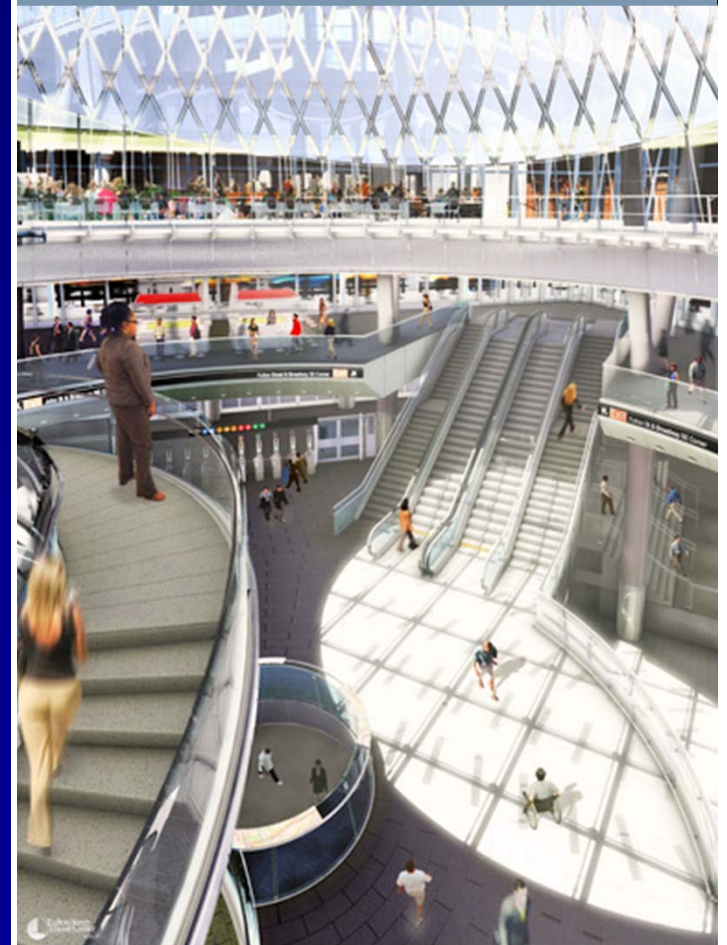
Putting it All Together Through a Master Lease

- Innovative Approach to Leasing, Maintenance & Operations of the Center
- Coordination with MTA Real Estate, NYCT & MTACC
- Private Maintenance and Operation of Public Spaces
- Finding the “Right Mix” of tenants to create vitality and serve community

3 - 15

FULTON STREET TRANSIT CENTER

Master Lease





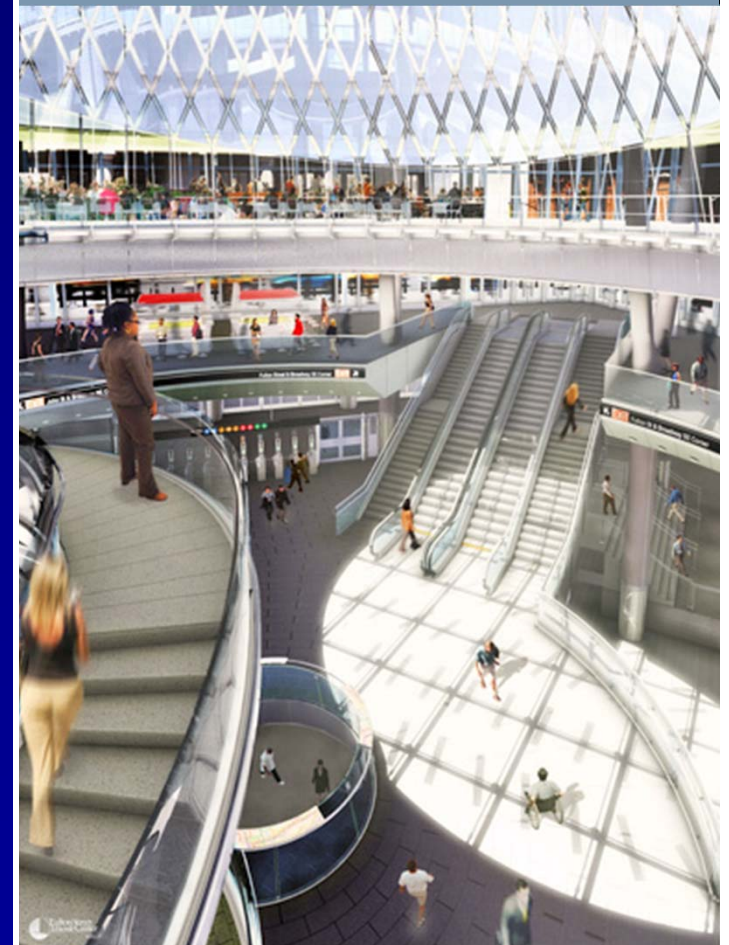
Master Lessee Will:

- Lease the retail and commercial spaces
- Monetize and program the advertising signage
- Maintain and Operate
 - Transit Center from roof down to concourse level
 - Dey Street Concourse and Head House
 - Corbin Building
- NYCT will maintain all platforms and Mezzanines

3 - 16

FULTON STREET TRANSIT CENTER

Master Lease





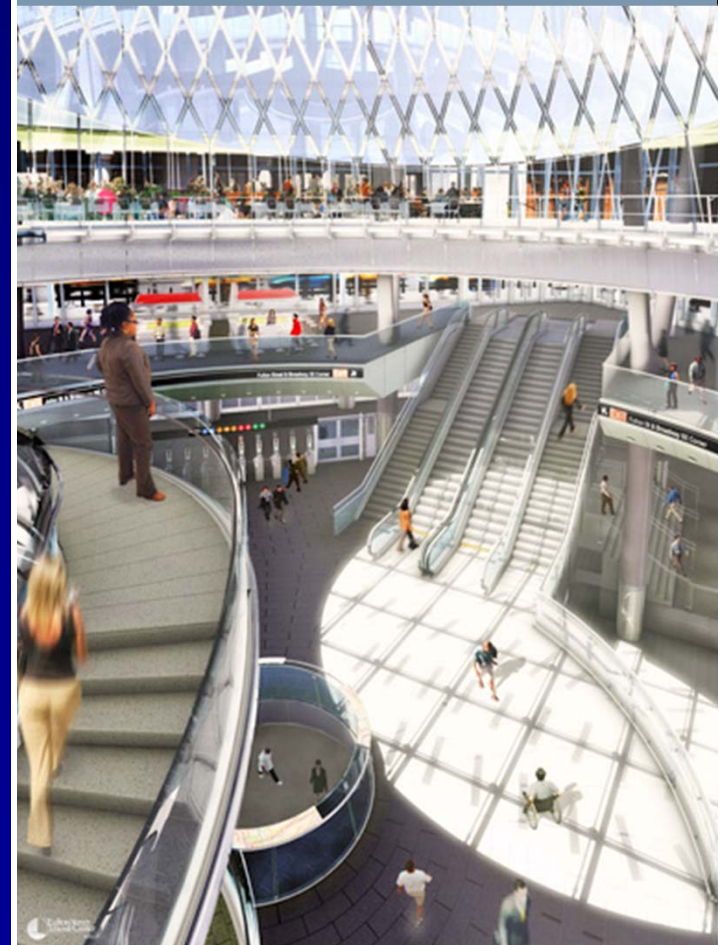
Project Funding & Schedule

- Project Cost: \$1.4 B
- 91% Federal Funding
- Project Completion: June 2014
- Master Lessee On Board: Spring 2013

3 - 17

FULTON STREET TRANSIT CENTER

Master Lease





FULTON STREET TRANSIT CENTER

Creating a Great Destination



3 - 18





MTA Capital Program Commitments & Completions

through

February 29, 2012

4-1



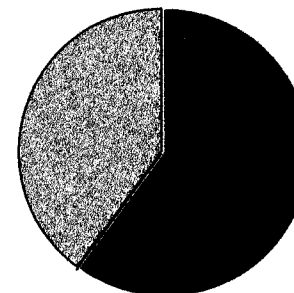
Metropolitan Transportation Authority

Capital Projects – Major Commitments – February 2012

Through February, MTA agencies planned a total of 5 major commitments, of which 3 were achieved on or remain close to goal. 1 notable commitment made in February was NYCT's VHF Upgrade project. The East Side Access project, currently under review, committed \$31M in the project management area which has been added to the annual goal and actuals. 2 projects are now forecast to be made beyond 2 months of Goal: NYCT's 1st Quarter Track Program (of which a significant number of individual commitments are on schedule) and MTA Bus' Fuel Tanks and Bus Wash project. Both delays are discussed on the following page.

To date, agencies have committed \$994 million of the \$1,036 million year-to-date goal. By year-end, Agencies forecast committing the full value of the \$6.1 billion annual goal.

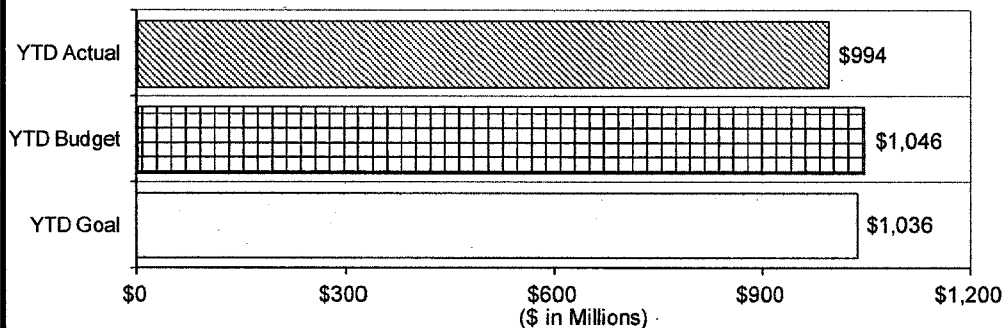
Year-to-Date Major Commitments



	Change from Prior Month
GREEN = Commitments made within 2 months of Goal	3 60% -
YELLOW = Commitments delayed beyond 2 months of Goal (already made)	0 - -
RED = Commitments delayed beyond 2 months of Goal (not yet made)	2 40% ↑ 2
	5 100% ↑ 2

Budget Analysis

2012 Annual Goal	\$6,138	
2012 Annual Forecast	100%	of Annual Goal
Left to Complete	84%	(\$5,147)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – February 2012– Schedule Variances

Actuals Results Shaded

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

2 All-Agency Red Commitments (2 new this month)

NYCT

Track

2012 Track & Switch Program (27 Projects) - 1st Quarter (New Item)	Construction Award	Feb-12	Jun-12
		\$27.2M	\$30.6M

The majority of Track & Switch projects (representing \$219M out of a goal of \$246M) were either committed or will be committed in the first quarter. 3 projects were rescheduled to the 2nd quarter due to track scheduling conflicts that include, GOs that were cancelled by another contract resulting in losing piggybacking opportunities. The value for these delayed projects is now forecast to be \$30.6M. The continuous welded rail value increased to \$9.1M from \$5.7M.

MTA Bus

MTA Bus Projects

Fuel Tanks and Bus Wash: Eastchester Depot (New Item)	Construction Award	Jan-12	Dec-12
		\$12.5M	\$12.9M

Project delayed due to lease issues.

Capital Projects – Major Commitments – February 2012 – Budget Only* Variances

Actuals Results Shaded

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

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

1 All-Agency Budget only variance (1 new this month)

NYCT

Signals & Communications

VHF Radio System Upgrade (New Item)	Construction Award	Feb-12 \$210.7M	Feb-12 (A) \$197.4M
--	--------------------	--------------------	------------------------

The project was awarded in February. Project cost excludes risk assessment reserve.

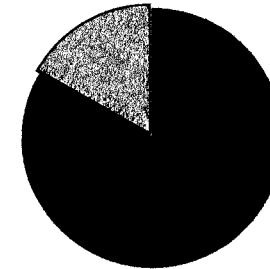
Project	Commitment	Goal	Forecast
---------	------------	------	----------

Capital Projects – Major Completions – February 2012

Through February, MTA agencies had 6 planned major completions. Of these, only the completion of NYCT's Purchase of 90 New Flyer buses has been delayed beyond two months of Goal. This delay is explained on the following page.

To date, agencies completed \$187 million in capital projects versus a goal of \$369 million and are on track to complete 99% of the \$5.8 billion annual goal.

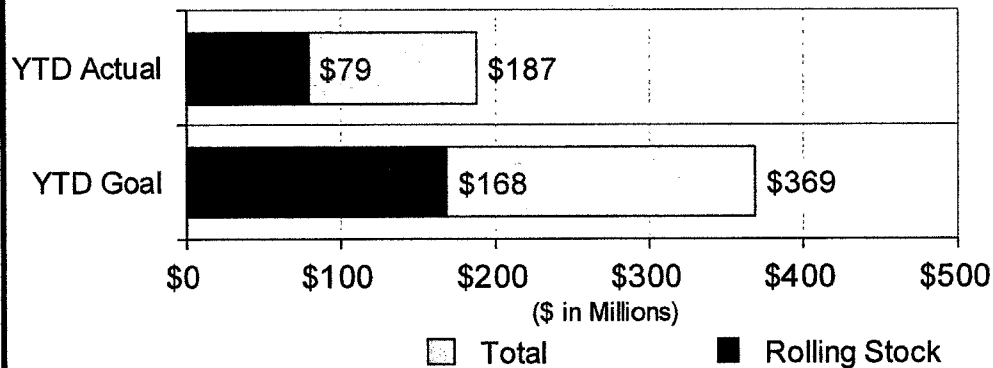
Year-to-Date Major Completions



		Change from Prior Month
GREEN = Completions made within 2 months of Goal	5	83% ↑ 2
YELLOW = Completions delayed beyond 2 months of Goal (already made)	0	- -
RED = Completions delayed beyond 2 months of Goal (not yet made)	1	17% ↑ 1
	6	100% ↑ 3

Budget Analysis

2012 Annual Goal \$5,827
 2012 Annual Forecast 99% of Annual Goal
 Left to Complete 97% (\$5,563)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – February 2012 – Schedule Variances

Actual Results Shaded

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

1 All-Agency Red Completion (1 new this month)

NYCT

Bus Program

Purchase 90 Standard Diesel Buses - New Flyer Pilot (New Item)	Procurement Award	Feb-12	Aug-12
		\$46.2M	\$44.2M

87 of the 90 bus order were accepted. 1 of the remaining 3 buses will be equipped with a different engine and is not scheduled for delivery until August.

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

Status of MTA Capital Program Funding

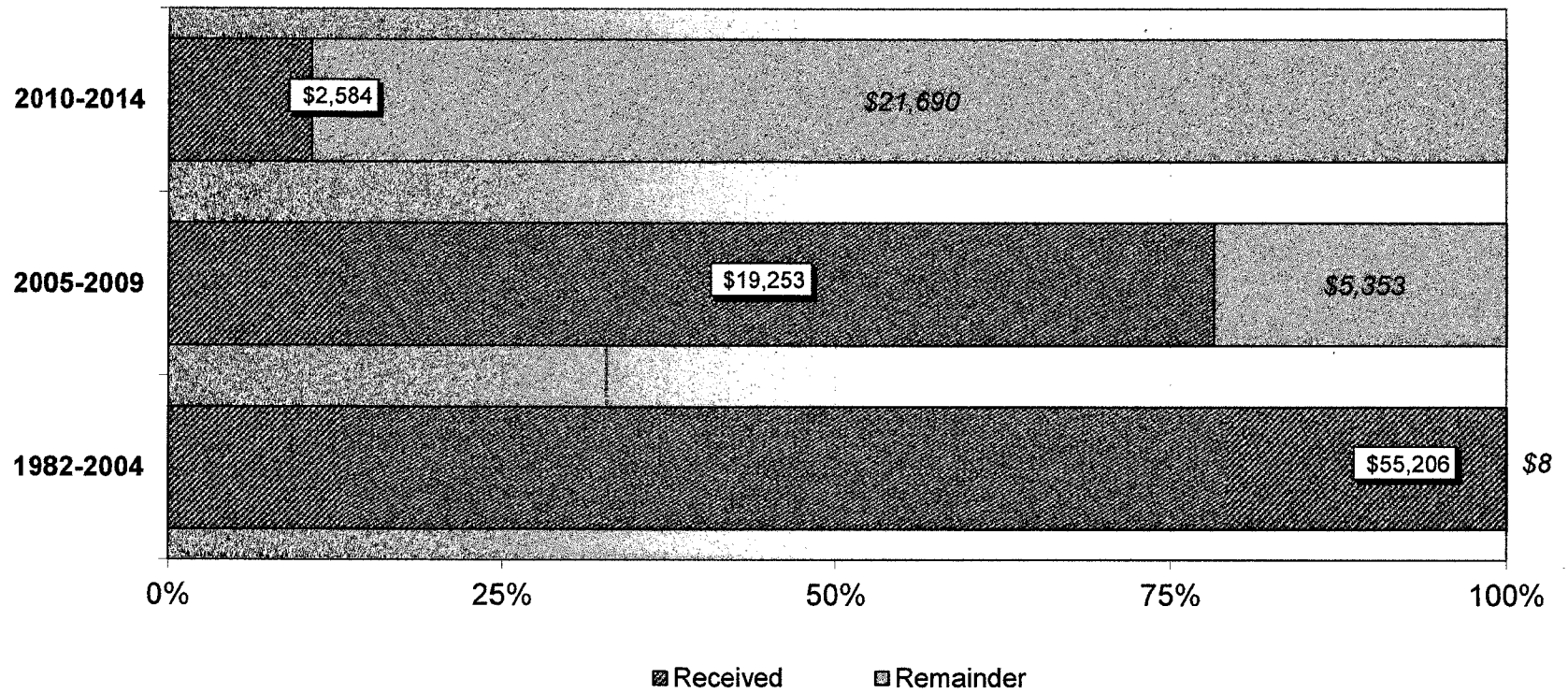
4-7



Metropolitan Transportation Authority

Capital Funding (February 29, 2012)
\$ in millions

Capital Program



Capital Funding Detail (February 29, 2012)

\$ 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		
<u>Current</u>	<u>Receipts thru January</u>	<u>This month</u>	<u>Received to date</u>
\$5,207	\$5,191	-	\$5,191
3,286	1,483	-	1,483
336	222	-	222
7	7	-	7
654	654	-	654
405	405	-	405
2,367	1,366	12	1,378
152	143	-	143
1,038	370	9	379
1,450	480	401	881
3,243	3,039	-	3,039
1,259	1,049	-	1,049
5,078	4,358	(30)	4,327
124	89	6	95
Total	\$24,607	\$398	\$19,253

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

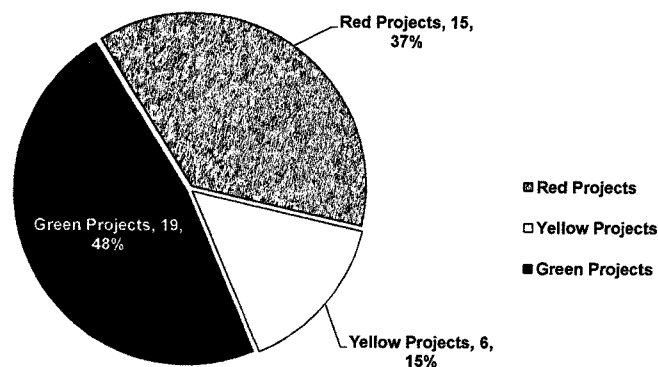
Funding Plan	Receipts			
	Current	Receipts thru January	This month	Received to date
	\$5,783	\$1,180	487	\$1,667
	295	295	-	295
	225	52	-	52
	2,200	-	-	-
	762	180	-	180
	770	0	-	-
	167	-	-	-
	10,503	330	38	368
	1,490	23	0.1	23
	2,079	-	-	-
Total	\$24,274	\$2,060	\$525	\$2,584



4th Quarter 2011 Traffic Light Report on MTA Capital Program Projects

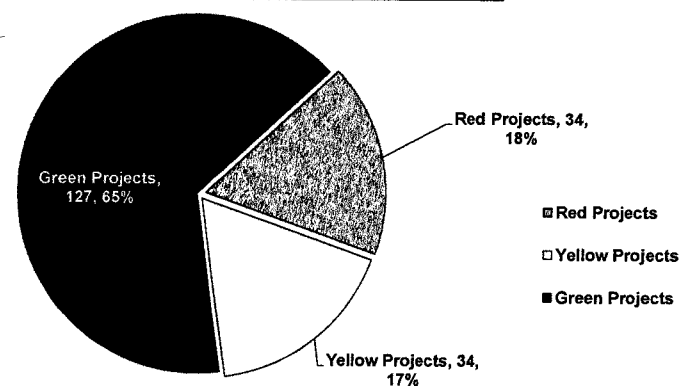
A total of 235 Projects were Reviewed for the 4th Quarter 2011

40 Projects in Design



Projects in Design: 40 projects were reviewed in the design phase, 19 (48%) were designated green, 6 (15%) yellow, and 15 (37%) were red. All the design projects designated red were for schedule variances that ranged from 3 to 24 months. Scope review and redesign necessary to meet the budget were the leading causes for schedule variances for projects in design.

195 Projects in Construction



Projects in Construction: 195 projects were reviewed in the construction phase with 127 (65%) designated green, 34 (17%) yellow and 34 (18%) red. Of the 34 projects designated red, 32 were for schedule variances that ranged from 3 to 12 months, and 2 for cost. As in previous quarters these schedule variances were primarily a result of unforeseen field conditions, site access, and work restrictions.

NYCT	13	6	15	Total Projects 34
MNR	2			Total Projects 2
LIRR	0			Total Projects 0
B&T	3			Total Projects 3
MTA Bus	1			Total Projects 1

NYCT	74	28	29	Total Projects 131
MNR	12	2	1	Total Projects 15
LIRR	20	1		Total Projects 21
B&T	18	1		Total Projects 19
MTA Bus	3	2		Total Projects 9



4th 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	—	2	—	Y
Rehabilitate Avenue M Station - Brighton Line	05 - 09	Construction	\$43,698,445	92	.89	▼	1.07	—	0	—	Y
Rehabilitate Avenue H Station - Brighton Line	05 - 09	Construction	\$46,111,135	92	.96	▼	1.05	▲	0	—	
Rehabilitate Avenue J Station - Brighton Line	05 - 09	Construction	\$44,803,663	95	.65	▼	1.03	—	0	—	
Rehabilitate Bleecker Street Station - Lexington Avenue Line	05 - 09	Construction	\$31,869,486	68	1.47	▲	1.02	—	5	▲	Y
Kings Highway Station - Brighton Line	05 - 09	Construction	\$29,706,857	96	.67	▼	1.02	—	0	—	Y
Newkirk Avenue Plaza Station Phase 2 - Brighton Line	05 - 09	Construction	\$40,652,232	93	.76	▼	.99	—	0	—	Y
Rehabilitate Morrison-Sound View Avenue Station - Pelham Line	05 - 09	Construction	\$24,926,917	95	.30	▼	1.00	—	-1	▼	G
Rehabilitate Parkchester-E 177th Street Station - Pelham Line	05 - 09	Construction	\$34,348,698	94	.96	▼	1.00	▼	-1	▼	G
Rehab St Lawrence Av PEL	05 - 09	Construction	\$26,303,018	93	.59	▼	1.01	▲	-1	▼	G
Rehabilitate Elder Avenue Station - Pelham Line	05 - 09	Construction	\$25,653,722	91	.17	▲	.99	▼	-1	▼	G
Rehabilitate Whitlock Avenue Station - Pelham Line	05 - 09	Construction	\$23,772,702	96	.42	▼	1.00	—	-1	▼	G
Rehabilitate Beach 67th Street Station - Far Rockaway Line	05 - 09	Construction	\$22,080,331	79	.52	▼	1.01	—	6	▲	RF
Rehabilitate Beach 60th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,176,495	70	.82	▲	1.01	—	6	▲	
Rehabilitate Beach 44th Street Station - Far Rockaway Line	05 - 09	Construction	\$17,802,293	78	.55	▼	1.00	—	6	▲	
Rehabilitate Beach 36th Street Station - Far Rockaway Line	05 - 09	Construction	\$16,646,056	74	.82	▲	.99	▲	6	▲	
Rehabilitate Beach 25th Street Station - Far Rockaway Line	05 - 09	Construction	\$18,239,394	74	.60	▲	1.00	—	6	▲	
Rehabilitate Mott Avenue Station - Far Rockaway Line	05 - 09	Construction	\$11,076,497	95	.32	▲	1.00	▲	3	▲	RF
Rehabilitate Beach 90th Street Station - Rockaway Line	05 - 09	Construction	\$19,127,364	84	.71	▼	.99	—	2	—	Y
Rehabilitate Beach 98th Street Station - Rockaway Line	05 - 09	Construction	\$20,362,934	94	.75	▼	1.01	—	2	—	
Rehabilitate Beach 105th Street Station - Rockaway Line	05 - 09	Construction	\$18,080,277	82	.79	▼	.99	—	2	—	
Rehabilitate East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$46,379,161	88	1.07	▼	1.01	▲	2	—	Y
Station Accessibility (ADA) - Bleecker-Broadway/Lafayette Street Station Complex	05 - 09	Construction	\$17,506,338	77	.60	▼	1.06	—	5	▲	Y
Station Accessibility (ADA) Kings Highway Station - Brighton Line	05 - 09	Construction	\$10,640,810	95	.82	▼	1.12	▼	0	—	Y

**4th 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) 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	\$10,669,812	82	.86	▲	1.00	▼	3	▲	R
Station Accessibility (ADA) East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$9,938,224	87	.55	▲	1.00	—	2	—	G
ADA 45 Rd-Court House Sq: FLS	05 - 09	Construction	\$17,678,407	12	.00	—	1.04	—	0	—	G
Rehabilitate 71st Street Station - West End Line	05 - 09	Construction	\$9,771,656	89	.40	▼	1.00	▼	1	—	G
Rehabilitate 18 Avenue Station - West End Line	05 - 09	Construction	\$9,502,707	69	.43	▼	1.00	▼	1	—	G
Rehabilitate 20 Avenue Station - West End Line	05 - 09	Construction	\$9,127,476	88	.04	▼	.99	▼	1	—	G
Rehabilitate 25 Avenue Station - West End Line	05 - 09	Construction	\$11,144,007	81	.34	▼	1.10	▼	1	—	Y
Rehabilitate Bay 50th Street Station - West End Line	05 - 09	Construction	\$9,288,806	77	.26	▼	1.00	▼	1	—	G
Rehabilitate Bay Parkway Station - West End Line	05 - 09	Construction	\$22,733,434	72	.94	▼	1.00	▼	1	—	Y
Station Accessibility (ADA) Bay Parkway Station - West End Line	05 - 09	Construction	\$13,173,842	37	1.44	▼	.99	▼	1	—	G
Install Induction Loops for 642 Station Booths	05 - 09	Construction	\$11,353,440	65	.35	▼	.85	—	0	—	G
Vent Plant Rehabilitation - Jackson Avenue - Queens Boulevard Line	05 - 09	Construction	\$76,021,543	87	.14	▲	1.00	—	0	—	G
Overcoat Bronx Park East to 241st Street - White Plains Road Line	05 - 09	Construction	\$37,399,259	94	.60	▲	1.00	—	1	—	G
Overcoat Whitlock Avenue Portal to Pelham Bay Park - Pelham Line	05 - 09	Construction	\$28,158,438	91	.00	—	1.00	—	8	▲	R
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	\$88,989,708	98	.02	—	.99	▼	0	—	G
Overcoat Portal -S.27th St AST	05 - 09	Construction	\$14,199,694	95	.61	▼	1.00	—	0	—	G
Structural Rehabilitation 63rd Street to Bay 50th Street - West End Line	05 - 09	Construction	\$38,519,392	74	1.09	▲	.93	▼	1	—	G
Structural Rehabilitation 9th Avenue to 63rd Street - West End Line	05 - 09	Construction	\$16,136,865	83	.00	—	1.01	▲	3	▲	R
Signal Control Modifications Phase 3	05 - 09	Construction	\$35,253,595	100	.00	—	.82	▼	0	—	G
ATS B - Prep Work	05 - 09	Construction	\$15,281,374	96	.00	—	1.02	▲	0	—	Y
Signal Key-By Circuit Modifications Phase 2	05 - 09	Construction	\$26,758,520	59	.00	—	1.00	—	0	—	G

**4th 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											
Fire Suppression Ph 1	05 - 09	Construction	\$20,212,295	86	1.11	▼	1.12	▼	2	—	Y
Relay Replacement	05 - 09	Construction	\$10,817,410	94	.00	—	1.00	—	0	—	G
Copper Cable Replacement: Various locations	05 - 09	Construction	\$10,973,734	100	.00	—	1.05	—	-4	▼	G
Antenna Cable Replacement Phase 2	05 - 09	Construction	\$65,863,607	21	.96	▼	1.06	▼	7	▲	R
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$45,776,694	73	1.00	▼	1.93	▲	11	▲	R
Heating, ventilation and Air-conditioning: Station Communication Rooms	05 - 09	Construction	\$27,313,438	92	.97	▲	1.00	—	2	—	G
Rehabilitate Underground Substation Hatchways	05 - 09	Construction	\$20,259,887	100	1.00	▼	1.00	▼	0	—	Y
Modernize Greeley Substation	05 - 09	Construction	\$30,810,976	58	.10	▲	1.00	—	0	—	Y
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,853,500	66	1.26	▼	1.00	▼	3	▲	Y
Control Cables 4 Substation Control Zones	05 - 09	Construction	\$48,455,261	86	.00	—	1.00	—	0	—	G
Repl Negative Cables RKY	05 - 09	Construction	\$13,117,490	30	.00	—	1.00	—	0	—	G
Circuit Breaker House East 180th Street	05 - 09	Construction	\$14,454,007	98	1.02	▼	1.00	—	0	—	G
Manhole Repairs 2 Locs	05 - 09	Construction	\$7,726,762	92	1.05	▲	1.04	▼	0	—	G
Jay Street Substation, DC Feeders, Circuit Breaker House # 579	05 - 09	Construction	\$31,734,072	55	.19	▼	1.00	▼	4	▲	Y
Yard Fencing Priority 1: 8 Locations	05 - 09	Construction	\$27,377,221	82	.66	▼	.92	▼	-1	▼	Y
Yard Fencing Priority 2: 5 Locations	05 - 09	Construction	\$21,417,783	65	.41	▲	.79	—	0	—	G
East New York Depot Repairs	05 - 09	Construction	\$17,192,000	58	.00	—	1.00	—	12	▲	R
Lifts: Stengel, Manhattanville	05 - 09	Construction	\$5,700,164	26	.00	—	1.00	—	5	▲	R
Bus Lifts Various Locations	05 - 09	Construction	\$8,800,030	60	.00	—	1.00	—	3	▲	R
Depot Equipment	05 - 09	Construction	\$9,880,197	20	.00	—	1.00	—	12	▲	R
Priority Repairs: 3 Depots	05 - 09	Construction	\$19,730,517	13	.00	—	1.00	—	12	▲	R
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	—	0	—	Y
Purchase 19 Diesel-Electric Locomotives	05 - 09	Construction	\$72,372,636	40	.00	—	1.00	—	0	—	G



4th 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											
Fire Alarm/Sprinklers at 5 Locations	05 - 09	Construction	\$36,804,333	82	.74	▼	1.08	▼	4	▲	Y
Employee Facilities Rehabilitation Parkchester-East 177th Street Station - Pelham Line	05 - 09	Construction	\$5,270,909	75	.71	▲	1.00	—	-1	▼	G
Employee Facilities Rehabilitation East 180th Street Station - White Plains Road Line	05 - 09	Construction	\$6,544,045	88	1.08	▼	1.00	—	2	—	Y
DOS Roof Replacement Ph 2	05 - 09	Construction	\$19,655,812	81	1.03	▲	1.00	▲	0	—	G
Passenger Transfer: Bleecker-Broadway/Lafayette Streets	05 - 09	Construction	\$77,536,335	76	.70	▲	.99	▲	5	▲	Y
Rehabilitate 79th Street Station - West End Line	05 - 09	Construction	\$11,103,369	86	.48	▼	1.16	▲	1	—	IR
Rehabilitate Fort Hamilton Parkway Station - West End Line	05 - 09	Construction	\$22,686,014	74	.57	▼	1.00	▲	3	▲	IR
Rehabilitate 62nd Street Station - West End Line	05 - 09	Construction	\$19,136,743	69	1.27	▼	.96	▼	3	▲	
Rehabilitate 9 Avenue Station - West End Line	05 - 09	Construction	\$21,545,836	90	.99	▼	.98	▼	3	▲	
Station Work 50th Street Station - West End Line	05 - 09	Construction	\$9,442,144	66	.69	▲	1.00	—	3	▲	
Station Work 55th Street Station - West End Line	05 - 09	Construction	\$9,503,251	66	.65	▲	.99	▼	3	▲	
Replace Canopies 5 Stns BW7	05 - 09	Construction	\$14,143,827	70	.00	—	1.00	—	0	—	G
Station Component Repairs	05 - 09	Construction	\$82,080,926	65	-.43	▼	1.06	▲	0	—	G
Tun Ltg Lex Av-5th Av QBL	05 - 09	Construction	\$10,426,980	96	1.00	—	.87	▼	0	—	G
Fan Wrap-up work - Archer Avenue Line	05 - 09	Construction	\$67,842,116	96	.60	▲	1.00	—	1	—	Y
Replace 3 Escalators in Southern Manhattan	10 - 14	Construction	\$12,560,452	0	.00	—	1.00	▲	0	—	G
Station Work at 4th Avenue Station on the Culver Line	10 - 14	Construction	\$10,867,667	45	.61	▲	1.00	—	0	—	G
Improvements at the Dyckman Street Station on the Broadway/7th Avenue Line	10 - 14	Construction	\$43,424,701	49	.41	▲	1.00	—	0	—	G
Rehabilitation of Smith-9th Station on the Culver Line	10 - 14	Construction	\$29,772,299	12	1.90	▼	1.00	—	0	—	G
Station Component Work	10 - 14	Construction	\$337,369,852	0	.00	—	1.01	▲	0	—	G
Replacement of Platform Edges at 3 Stations on the Eastern Parkway Line	10 - 14	Construction	\$7,085,909	100	-.17	▼	1.00	▲	0	—	G

**4th 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											
ADA Accessibility at Forest Hills-71 Av Station on the Queens Blvd Line	10 - 14	Construction	\$19,788,402	3	.25	▲	.91	—	0	—	G
Water Condition Remedy	10 - 14	Construction	\$7,047,600	17	.00	—	.97	▼	0	—	G
Platform Replacement at 45 Rd-Court House Square on the Flushing Line	10 - 14	Construction	\$16,150,578	4	.00	—	1.00	—	0	—	G
2011 Mainline Track Replacement	10 - 14	Construction	\$174,177,287	85	.00	—	1.60	▲	6	▲	RL
2011 Mainline Switch Replacement	10 - 14	Construction	\$56,713,084	90	.00	—	1.53	▲	3	▲	RL
2012 Mainline Switch Replacement	10 - 14	Construction	\$11,369,800	0	.00	—	.24	▼	0	—	G
Replace Tunnel Lighting from 4 Av-Church Ave on the Culver Line	10 - 14	Construction	\$31,292,219	59	.00	—	1.01	—	0	—	G
Rehabilitation of Deep Wells on the Crosstown Line	10 - 14	Construction	\$10,219,823	46	.28	▼	1.00	▼	0	—	G
Structural Rehabilitation / Flood Wall at the 148 St Yard	10 - 14	Construction	\$22,530,059	5	.00	—	1.00	▼	0	—	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$11,300,000	92	.00	—	.39	—	0	—	G
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$40,381,843	7	.00	—	1.00	—	0	—	G
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,766,541	6	-.76	▼	1.00	—	0	—	G
Structure Repair from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$20,992,819	67	.00	—	1.15	▲	0	—	RL
Overcoat Painting of 15 Bridges on the Brighton Line	10 - 14	Construction	\$8,162,361	89	.51	▲	1.00	—	0	—	G
Overcoat Painting from Cypress Hills-130 St on the Jamaica Line	10 - 14	Construction	\$19,221,339	0	.00	—	1.00	▼	0	—	G
Modification of Signal Control Lines - Phase 4	10 - 14	Construction	\$25,334,078	0	.00	—	.99	▼	0	—	G
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$34,285,881	1	.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
Replace Stop Cables for Signals - Phase 4	10 - 14	Construction	\$4,458,891	0	.00	—	.20	▲	0	—	G
Modifications to Signal Control Lines - Phase 5	10 - 14	Construction	\$10,000,000	7	.00	—	1.00	—	0	—	G
Upgrade Police Radio System	10 - 14	Construction	\$7,756,215	0	.00	—	.28	—	0	—	G
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,235,527	75	.00	—	.96	—	6	▲	RL
Replacement of Copper Communications Cable	10 - 14	Construction	\$8,974,470	2	.00	—	1.00	—	0	—	G

**4th 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											
Rehabilitate 5 Substation Enclosures	10 - 14	Construction	\$15,165,038	14	-.97	▲	1.00	—	0	—	G
Modernize 10th Street Substation on the Culver Line	10 - 14	Construction	\$17,369,667	42	.24	▼	1.00	—	0	—	G
Repair/Replace Underground Substation Hatchways - Phase 2	10 - 14	Construction	\$4,893,748	7	.00	—	.31	▲	0	—	G
Repair Power System Duct Bank from 141st Street to 148th Street on the Lenox Avenue Line	10 - 14	Construction	\$19,818,512	32	.05	▼	1.00	—	0	—	G
Rehab Circuit Breaker Houses #292/#293 on the Nostrand Av Line	10 - 14	Construction	\$6,252,065	44	.91	▲	1.00	—	0	—	G
Reserve for Power Cable Duct Rebuilding	10 - 14	Construction	\$15,224,435	70	.00	—	.65	—	3	▲	IR
Upgrade 207 St Overhaul Shop Electrical System	10 - 14	Construction	\$20,824,771	28	.89	▲	1.11	▲	6	▲	IR
Upgrade 207 St Overhaul Shop Heating Plant	10 - 14	Construction	\$15,887,185	18	1.05	▼	1.01	▲	7	▲	IR
Rehab East New York Maintenance Shop Ventilation	10 - 14	Construction	\$4,441,242	10	.00	—	.86	—	0	—	G
Rehabilitate Coney Island Power Centers #2 & #3	10 - 14	Construction	\$8,385,761	0	.00	—	1.03	▲	0	—	G
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$8,996,531	3	.00	—	.36	▲	0	—	G
2011 Track Force Account	10 - 14	Construction	\$35,000,000	100	.00	—	1.00	—	0	—	G
Replace 2 Escalators at Roosevelt Av on the Queens Blvd Line	10 - 14	Design	\$11,543,644	90	.00	—	.81	—	2	—	G
Station Renewal Work at 25 Stations	10 - 14	Design	\$361,637,691	0	.00	—	1.00	▲	0	—	G
Station Work at Pelham Bay Park on the Pelham Line	10 - 14	Design	\$21,348,244	85	.00	—	2.29	▼	1	—	Y
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Design	\$13,478,684	85	.00	—	.64	▼	1	—	
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Design	\$13,445,419	85	.00	—	.67	▼	2	—	
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Design	\$13,432,637	85	.00	—	.67	▼	2	—	
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Design	\$29,828,844	85	.00	—	1.45	▼	2	—	
Rehabilitation of 20 Avenue Station on the Sea Beach Line	10 - 14	Design	\$35,942,200	90	.00	—	1.00	—	24	▲	IR
Rehabilitation of 8 Avenue Station on the Sea Beach Line	10 - 14	Design	\$43,702,200	90	.00	—	1.00	—	24	▲	
Rehabilitation of Fort Hamilton Parkway Station on the Sea Beach Line	10 - 14	Design	\$49,942,200	90	.00	—	1.00	—	24	▲	
Rehabilitation of 18th Avenue Station on the Sea Beach Line	10 - 14	Design	\$46,062,200	90	.00	—	1.00	—	24	▲	
Rehabilitation of Kings Highway Station on the Sea Beach Line	10 - 14	Design	\$45,562,200	90	.00	—	1.00	—	24	▲	



4th 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 New Utrecht Avenue Station on the Sea Beach Line	10 - 14	Design	\$48,262,200	90	.00	—	1.00	—	24	▲	R
Rehabilitation of Bay Parkway Station on the Sea Beach Line	10 - 14	Design	\$52,302,200	90	.00	—	1.00	—	24	▲	
Rehabilitation of Avenue U Station on the Sea Beach Line	10 - 14	Design	\$48,762,200	90	.00	—	1.00	—	24	▲	
Rehabilitation of 86 St Station on the Sea Beach Line	10 - 14	Design	\$37,292,200	90	.00	—	1.00	—	24	▲	
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Design	\$38,500,000	0	.00	—	1.01	—	2	—	Y
ADA Accessibility at 68 St-Hunter College Station on the Lexington Av Line	10 - 14	Design	\$52,500,149	40	.00	—	.78	—	5	▲	R
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Design	\$2,675,842	30	.00	—	.07	▲	1	—	G
2012 Mainline Track Replacement	10 - 14	Design	\$190,000,000	100	.00	—	1.00	—	0	—	G
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Design	\$59,517,083	42	.00	—	.96	▲	0	—	G
Overcoat Painting from Portal-E 180 St on the White Plains Road Line	10 - 14	Design	\$34,226,200	90	.00	—	.95	▼	4	▲	R
Rehabilitation of Retaining Wall on the Sea Beach Line	10 - 14	Design	\$42,110,000	90	.00	—	1.00	—	24	▲	R
Overcoat Painting from Dyckman St-215 St on the Broadway-7th Av Line	10 - 14	Design	\$17,546,059	20	.00	—	.93	▲	0	—	G
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Design	\$264,425,200	12	.00	—	1.00	—	-1	▼	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Design	\$229,154,000	23	.00	—	.99	—	2	—	G
Cabling Central Substation - 6th Avenue Line	10 - 14	Design	\$19,482,135	35	.00	—	1.00	—	11	▲	R
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Design	\$24,239,100	46	.00	—	1.00	—	5	▲	R
Rehab Circuit Breaker House #146 on the Brighton Line	10 - 14	Design	\$1,012,420	70	.00	—	.14	▲	2	—	G
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Design	\$18,050,020	26	.00	—	.92	▲	3	▲	R
Fire Sprinkler/Alarm Systems at 12 Employee Facilities	10 - 14	Design	\$18,242,135	73	.00	—	.61	▲	0	—	G
Disposition of Jay Street Systems Phase 1	10 - 14	Design	\$10,000,000	100	.00	—	1.00	—	2	—	G
Maspeth Warehouse Repairs	10 - 14	Design	\$1,395,200	57	.00	—	.15	—	2	—	G

**4th 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											
Perimeter Hardening at the Rail Control Center and 130 Livingston Plaza	10 - 14	Design	\$12,107,952	75	.00	—	1.01	—	1	—	ⓖ
St. George Terminal Improvmnts	05 - 09	Construction	\$8,339,299	73	1.19	▼	1.00	▼	1	—	Ⓨ
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$11,530,172	0	.00	—	1.00	▼	0	—	ⓖ
Rehabilitation of 8 Bridges and 1 Culvert on the Staten Island Railway.	10 - 14	Construction	\$26,491,800	10	.00	—	1.00	▼	1	—	ⓖ
LIRR - Long Island Rail Road Program											
New Elevators-Queen Village St	05 - 09	Construction	\$8,450,000	0	.00	—	1.00	—	0	—	ⓖ
Escalator Replacement Program	05 - 09	Construction	\$5,770,042	99	.55	▼	1.00	—	-4	▼	ⓖ
PS Third Rail & Signals	05 - 09	Construction	\$9,629,124	94	.00	—	1.00	—	2	—	ⓖ
Junction Blvd Abutment PW	05 - 09	Construction	\$30,203,753	100	24.26	▲	1.00	—	0	—	Ⓨ
Queens Blvd Bridge Rehabilitation	05 - 09	Construction	\$23,086,847	0	.00	—	1.00	—	0	—	ⓖ
ERT Fire & Life Safety	05 - 09	Construction	\$116,229,355	100	.00	—	1.00	▼	0	—	ⓖ
Rolling Stock Support Equipmnt	05 - 09	Construction	\$8,007,496	100	.00	—	1.00	—	0	—	ⓖ
Life Cycle Maintenance Shop - Design and Construction	05 - 09	Construction	\$46,509,838	99	.30	▲	1.00	—	2	—	ⓖ
Babylon Car Wash	05 - 09	Construction	\$25,500,000	92	.64	▲	1.00	—	0	—	ⓖ
Demolish / Construct 6 Substations	05 - 09	Construction	\$61,336,283	88	.10	▼	1.00	▲	2	—	ⓖ
Substations Environmental Reme	05 - 09	Construction	\$10,227,000	50	.00	—	1.00	—	2	—	ⓖ
Morris Park Environmental Stud	05 - 09	Construction	\$8,594,501	88	.00	—	1.00	—	2	—	ⓖ
2011 Annual Track Program	10 - 14	Construction	\$55,100,000	100	.00	—	1.00	—	-1	▼	ⓖ
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	\$22,391,647	5	.00	—	1.00	—	0	—	ⓖ
Bridge Painting Program	10 - 14	Construction	\$5,200,000	0	.00	—	1.00	—	0	—	ⓖ
Communication Pole / Copper Plant Replacement systemwide	10 - 14	Construction	\$7,000,000	42	.00	—	1.00	—	0	—	ⓖ
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	45	.00	—	1.00	—	0	—	ⓖ

**4th 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
LIRR - Long Island Rail Road Program											
Shop Reconfiguration and Reliability Centered Maintenance Infrastructure Improvements	10 - 14	Construction	\$10,400,000	51	1.05	▼	1.00	▼	0	—	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	27	.00	—	1.00	—	0	—	G
3rd Rail - Aluminum Rail replacement	10 - 14	Construction	\$10,900,000	49	.00	—	1.00	—	0	—	G
MNR - Metro-North Railroad Program											
Vital Processor System (GCT)	05 - 09	Construction	\$3,804,592	100	.00	—	.59	—	0	—	Y
Croton-Harmon and Peekskill Station Improvements	05 - 09	Construction	\$15,322,478	39	.00	—	.99	▲	0	—	G
Cortlandt Parking and Access Improvements	05 - 09	Construction	\$33,640,221	93	.80	▼	.97	—	1	—	G
Tarrytown Station Improvement	05 - 09	Construction	\$35,737,582	83	.52	▼	.98	▼	2	—	G
Replace/Repair Undergrade Brid	05 - 09	Construction	\$25,851,450	91	.00	—	.98	▼	9	▲	IR
Tagging Relays - H&H	05 - 09	Construction	\$12,366,708	93	.00	—	.98	▲	0	—	Y
GCT Leaks Remediation	05 - 09	Design	\$1,981,461	81	.00	—	.83	▲	1	—	G
Bronx Stations/Capacity Imp	05 - 09	Design	\$13,753,856	13	.00	—	1.02	—	0	—	G
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$69,812,000	25	.00	—	1.00	▲	0	—	G
Grand Central Terminal Turnout / Switch Renewal	10 - 14	Construction	\$13,531,400	40	.00	—	.99	▼	0	—	G
Annual Track Program	10 - 14	Construction	\$13,000,000	65	.00	—	1.00	—	0	—	G
Employee Welfare and Storage Facility Rehabilitations	10 - 14	Construction	\$10,000,000	0	.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
Renewal of Harlem and Hudson Substation switchgear	10 - 14	Construction	\$7,605,227	0	.00	—	.95	▼	0	—	G
Replace 3rd rail infrastructure in the Park Avenue Tunnel	10 - 14	Construction	\$5,600,000	0	.00	—	1.00	—	0	—	G
Harmon Shop Replacement program	10 - 14	Construction	\$289,758,606	1	.00	—	1.00	—	1	—	G
B&T - Bridges and Tunnels Program											
Concrete Anchorage Repairs	05 - 09	Construction	\$9,240,306	85	.94	▼	.83	▼	0	—	Y
Structural Steel Repairs at The Suspended Spans and Tower Spans of the Throgs Neck Bridge	05 - 09	Construction	\$40,427,776	8	12.50	▲	.61	▼	0	—	G



4th 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											
Anchorage and Tower Protection	05 - 09	Construction	\$11,807,782	78	.81	▼	1.00	—	0	—	G
Elevated and on Grade Approach Deck Replacement - Whitestone Bridge	05 - 09	Construction	\$212,269,160	86	-.19	▼	1.01	▲	0	—	G
Cable and Anchorage Investigat	05 - 09	Design	\$8,178,426	90	.00	—	1.05	▲	0	—	G
Service & FE Building Rehab	05 - 09	Design	\$17,964,490	99	.00	—	1.04	▲	0	—	G
Rehabilitation of the Concrete Substructure and Underwater Work - Cross-Bay Bridge	10 - 14	Construction	\$20,114,140	31	.06	▼	1.00	—	0	—	G
Structural Rehabilitation - Phase I - Henry Hudson Bridge	10 - 14	Construction	\$8,578,850	1	.00	—	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	\$166,058,112	7	.18	▲	.57	▼	-6	▼	G
Replacement of the Upper Level Sidewalk, Curb Stringers, and Roadway Lighting - Henry Hudson Bridge	10 - 14	Construction	\$41,996,754	25	.60	▲	1.07	▲	0	—	G
Replacement of the wearing course on the orthotropic deck sections of the Robert F. Kennedy Bridge	10 - 14	Construction	\$12,595,804	100	.20	▼	1.00	—	-7	▼	G
Phase B of the Rehabilitation of the Orthotropic Deck - Throgs Neck Bridge	10 - 14	Construction	\$25,368,124	17	.00	—	.49	▼	0	—	G
Toll Plaza Improvements: Eastbound and Westbound Ramps, Eastbound Mainline Rehabilitation - Verrazano-Narrows Bridge	10 - 14	Construction	\$73,584,446	2	.00	—	.70	▼	2	—	G
Second Generation E-ZPass In-Lane Subsystem Evaluation and Modernization	10 - 14	Construction	\$34,999,059	55	.00	—	1.00	▲	0	—	G
Replacement of the Electrical Switchgear and Equipment - Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,736,825	39	.38	▼	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	\$5,751,246	0	.00	—	.79	▼	0	—	G



4th 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											
Paint - Bronx Approach, Throgs Neck Bridge	10 - 14	Construction	\$46,240,750	17	.00	—	.73	▼	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	70	.80	▲	1.00	—	0	—	G
Substructure and Underwater Scour Protection - Marine Parkway Bridge	10 - 14	Design	\$17,102,440	30	.00	—	1.00	—	0	—	G
MTA Bus Program											
Roof/Ventilation LaGuardia	05 - 09	Construction	\$7,005,130	80	.50	▲	1.00	▲	7	▲	Y
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$13,367,829	24	.51	▲	1.00	▲	0	—	G
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,764,776	32	1.72	▲	1.00	—	3	▲	RI
Roof/Ventilation Far Rockaway	05 - 09	Construction	\$6,930,900	81	.73	▲	1.00	—	6	▲	RI
Roof/Ventilation Baisley Park	05 - 09	Construction	\$8,504,840	74	1.18	▲	1.00	—	4	▲	RI
Roof/Ventilation JFK	05 - 09	Construction	\$9,542,474	23	.00	—	1.00	—	7	▲	RI
Fueling Lane & Bus Wash LG	05 - 09	Construction	\$2,392,439	0	.00	—	1.00	—	0	—	G
Addnl Fuel Capacity BP JFK LG	05 - 09	Construction	\$3,627,169	2	.00	—	.42	▼	0	—	Y
Fire Protection JFK LG BP ECH	05 - 09	Construction	\$8,624,855	10	.00	—	1.00	▼	0	—	G
Environmental Remediation Rsrsv	05 - 09	Design	\$17,389,000	74	.00	—	1.00	—	0	—	G



4th Quarter 2011 Traffic Light Report on MTA Capital Program Projects

The following Terms and Definitions used to identify "red light projects" are based on three performance indicators: cost, contingency and schedule. A project is designated a "red light project" when one or more of the three indicators exceed a specified threshold. Agencies are required to produce follow-up one-page reports for all red light projects. Following this page are one-page agency summaries (on pink paper stock) of issues associated with each project showing a red indicator.

Traffic Light Report Project Terms and Definitions

Projects in Design: 40

- ☒ Green: No indices 115% or more and no index movement 15% or more
- ☒ Red-Cost Index: An EAC increase of 15% (or index movement of 15% or more since last Traffic Light Report)
- ☒ Red-Schedule Variance: An increase of 3 months or more to substantial completion or since last Traffic Light Report
- ☐ Yellow: Previously indicated as red with no new substantial change since last Traffic Light Report

Projects in Construction: 195

- ☒ Green: No indices 110% or more and no index movement 10% or more
- ☒ Red-Cost or Contingency Index: An increase of 10% (or index movement of 10% more since last Traffic Light Report)
- ☒ Red-Schedule Variance: An increase of 3 months or more to substantial completion or since last Traffic Light Report
- ☐ Yellow: Previously indicated as red with no new substantial change since last Traffic Light Report

Report Index Formulas and Criteria:

- > Cost Index = Total Project EAC / Current Approved Budget
- > Schedule Variance = Number of months of change in schedule since last Traffic Light Report
- > Contingency Index = % Contingency used / % 3rd Party Contract Completion contingency used includes expended & pending AWOs). Triggered when project has reached 50% or higher. Threshold for NYCT is \$15M or more, other agencies \$5M or more
- > Excludes projects in CPOC's Risk-Based Monitoring Program listed at end of report
- > Only projects with budgets of \$5M or greater are included in the report
- > Projects in design must be at a 30% level or greater



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Rehabilitation of Five Stations–Far Rockaway Line	Budget at Award: \$ 92.51 M
	Project EAC: \$93.66 M
	Substantial Completion Date at Award: Sep 2011
Project No: A36018/19/20/21/22	Current Substantial Completion Date: Jun 2012
Project Phase: Construction	Phase Complete: 85 %

Project Description

This project is for the rehabilitation of 5 stations on the Far Rockaway Line. The project includes the reconstruction of the platforms and associated windscreens, installation of new lighting, and repair/replacement of mezzanines, stairs and employee facilities. The stations will also receive progressive ADA elements and artwork.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: There is a six month schedule variance identified since the Third Quarter 2011 Traffic Light Report. The contract has not met its original substantial completion date of 9/20/11; the current forecast is 6/30/12. This is a result of 33,000 volt high tension feeder cables owned by Long Island Power Authority (LIPA) that are attached to the geographical north side of the railroad line structure at all five stations. LIPA imposed a restriction requiring that no work be performed within 10 ft of these cables unless they are de-energized, that is granted on a day to day basis based on load demands and weather conditions. LIPA does not grant power outages on their cable during the warm season of May 31st to September 30th.

What is Being Done

Schedule: These outages, caused by LIPA restrictions, have been inconsistent with construction phasing and have prevented the completion of contract work on the north side platforms thereby requiring the contract to be extended beyond 9/20/11, to a forecasted substantial completion of 6/2012.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Mott Ave. Station Rehab / ADA Accessibility – Far Rockaway Line	Budget at Award: \$ 22M
	Project EAC: \$22M
	Substantial Completion Date at Award: Oct 2011
Project No: T5041160, T5041317	Current Substantial Completion Date: Feb 2012
Project Phase: Construction	Phase Complete: 98 %

Project Description

The work to be performed under this contract includes station rehabilitation and provision of ADA accessibility at the Mott Ave. Station on the Far Rockaway Line. The rehabilitation work will bring the station elements to a State-of-Good Repair. The ADA work includes the installation of two elevators that will take passengers from the control house to the platform level.

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

Schedule: The Fourth Quarter 2011 Traffic Light Report identifies a 3 month schedule variance, slipping from November 2011 to February 2012. NYCT now forecasts slippage of one additional month to March 2012. A change order to the contract was issued for the replacement of corroded stainless steel cladding on the façade of the station house. In addition, new telephone lines were required for operation of the Fire Alarm System and elevators.

What is Being Done

Schedule: The systems have now been installed with inspections/testing scheduled for early March 2012.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Overcoat painting of the Pelham Line, south of Whitlock Ave. to the Pelham Bay Station in the Bronx	Budget at Award: \$28.2 M
	Project EAC: \$28.2M
	Substantial Completion Date at Award: Apr 2011
Project No: C33268	Current Substantial Completion Date: Jun 2012
Project Phase: Construction	Phase Complete: 95 %

Project Description
<p>This project will paint a portion of the elevated steel structure on the Pelham Line, beginning at south of Whitlock Ave. to the Pelham Bay Station in the Bronx. The scope of this project will include the removal of lead-based paint, dirt, grease, and grime from the elevated steel structure followed by the application of three coats of alkyd-based paint on all of the steel surfaces. All lead paint chips and debris will be handled and disposed in accordance with federal regulations.</p>
Problem Since Last Quarterly Report
<p>Index Trigger (s) : Schedule</p> <p>Schedule: The Substantial Completion date slipped 8 months during the Fourth Quarter 2011 due to peeling paint issues, and the contractor repainting areas that have failed.</p>
What is Being Done
<p>Schedule: The contractor continues with "base" contract work, repainting all of the areas that have failed. Work will continue until all of the failed areas are repaired and repainted while the cause of the problem is being investigated.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Station Rehabilitation, 5 Stations and elevated Line Structure rehab, West End D Line	Budget at Award: \$105M
	Project EAC: \$105 M
	Substantial Completion Date at Award: January 2012
Project No: A35784, A35801, A35887, A36099, A36100, C33234	Current Substantial Completion Date: April 2012
Project Phase: Construction	Phase Complete: 80%

Project Description
<p>This project will rehabilitate and repair 5 stations and the elevated line structure from 9th Avenue to 63rd Street Station. The worst structural deficiencies will be eliminated and electrical, mechanical, fire alarm and lighting systems will be upgraded. ADA progressive elements are being incorporated. The stations will be painted and art work installed. Stations include; 9th Ave, Fort Hamilton, 62nd St, 55th St, 50th St and the structural rehab from 9th Ave to 63rd St.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: The Substantial Completion of the project has been delayed by 3 months, slipping from January 2012 to April 2012 for this project. The reason for the delay is the repair and replacement of additional corroded steel on the 62nd Street Stations bridge and line structure column bases.</p>
What is Being Done
<p>Schedule: Several Additional Work Orders (AWOs) have been issued for repair and replacement of the corroded steel and modification to the type of repairs required for the column bases, extending the construction completion until April 2012. There are sufficient contingency funds in the 5 stations and elevated line structure project for these AWOs.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency to the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Antenna Cable Replacement PRS-TDI & coverage in system 27 as a pilot project, to establish scope of work for their system-wide implementation	Budget at Award: \$ 10M
	Project EAC: \$14.7M
	Substantial Completion Date at Award: Oct. 2009
Project No: T5080608	Current Substantial Completion Date: July 2013
Project Phase: Construction	Phase Complete: 15 %

Project Description
<p>This is an extension of contract W32622-2, Police Radio Communication System (PRS). The base contract construction was completed in October 2006. However, NYPD requested that NYCT address the issue of Time Domain Interference (TDI) and radio coverage. Per request from NYPD, NYCT is pursuing acceptable solutions to address the TDI issue and radio coverage with series of pilot studies. This project also supports maintenance of existing PRS equipment to support FDNY operations.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: The forecast Substantial Completion slipped 7 months, from December 2012 to July 2013 due to the following: This contract is tied with NYPD acceptance of the pilot solution. All previous proposed solutions were rejected by NYPD. Currently, NYPD has agreed to test another pilot solution in the Bronx, beginning on March 5, 2012. If the solution is acceptable to NYPD, this solution will be implemented throughout 4 boroughs and NYCT expects to complete the project by the new projected date.</p>
What is Being Done
<p>Schedule: The completion schedule will depend upon NYPD acceptance of pilot testing in the Bronx. NYCT is ready to implement throughout four boroughs as soon as NYPD accepts the test results. MTA/NYCT Senior Management is working with City Hall to expedite testing and acceptance.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency to the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Station Communication Rooms HVAC	Budget at Award: TBD (based on award of C-43038)
	Project EAC: \$45.8 M
	Substantial Completion Date at Award: Feb 2013
Project No: T5080616	Current Substantial Completion Date: Jan 2014
Project Phase: Design / Construction	Phase Complete: 80%

Project Description

This report provides the status of two of the nine projects in a program that provides HVAC (Heating, Ventilation, and Air Conditioning) for a number of communications rooms that house SONET/ATM and other critical communications equipment that are sensitive to excessive temperature fluctuations. The original intent was to install standard "off-the-shelf" AC units in order to cope with increased heat loads from the communication room equipment. After award, NYCT revised heat load calculations for the existing and anticipated communication equipment. Thus, the project became an installation of more powerful split units instead of standard "off-the-shelf" units.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: The current substantial completion for one of the 9 projects (C-43038, HVAC Comm. Rooms at 6 locations) has slipped from February 2013 to January 2014. Design is complete and the project was placed on hold in order to advance other priority Communication Room locations.

The other project among the nine that experienced a schedule slip was Contract C-43034, HVAC Comm. Rooms at 2 Locations, which slipped five months during the Fourth Quarter 2011. This project was issued as an AWO to the Bleecker Street Station project and will have the same substantial completion date as the Bleecker St. project (June 2012).

What is Being Done

Schedule:

Contract C-43038 - The new forecast reflects delayed award schedule pending availability of funding for these locations.

Contract C-43034 - The duration of Bleecker St. Station project, as indicated in the Third Quarter Traffic Light Report, 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 and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

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



MTA Agency: New York City Transit	Status as of December 31, 2011
Project Name: East New York Depot Rehab	Budget at Award: \$25.0M
	Project EAC: \$17.2M
	Substantial Completion Date at Award: February 2012
Project No: T5120307	Current Substantial Completion Date: February 2013
Project Phase: Construction	Phase Complete: 58%

Project Description

This project will rehabilitate the East New York depot located in Brooklyn. Work includes; removal of in-ground bus lifts, installation of concrete floors and portable lifts, abatement and removal of existing wood floors in the small parts shop, rehabilitation of small parts shop, upgrade maintenance and parts shop lighting, installation of a rapid roll-up door at the Bushwick entrance, installation or upgrade of HVAC units, replacement of roof-mounted equipment, locker rooms and bathroom upgrades, and replacement of the roof on Jamaica Avenue.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: The Fourth Quarter 2011 Traffic Light Report identifies a twelve-month schedule variance. The expected completion date in the third quarter report was February, 2012. However, the date was revised to February, 2013. Subsequently, the current completion date is now expected by September, 2014.

The delay is attributed to the redesign of the ductwork layout for proposed HVAC units. Redesign is required in order to reduce the impact on occupied sections of the depot.

What is Being Done

Schedule: Redesign of the ductwork is in progress and the project schedule will be revisited to assess the award and completion milestones. However, at this time the anticipated substantial completion date is September, 2014.

IEC Comment

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

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



MTA Agency: New York City Transit	Status as of December 31, 2011
Project Name: Lifts: Casey Stengel and Manhattanville Depots	Budget at Award: 8.5M
	Project EAC: 5.7M
	Substantial Completion Date at Award: April 2009
Project No: T5120407	Current Substantial Completion Date: November 2012
Project Phase: Construction	Phase Complete: 44%

Project Description

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

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

Schedule: The Fourth Quarter 2011 Traffic Light Report identifies a five month schedule variance. The prior expected completion date in the third quarter report was June 2012. However, the date was revised to November, 2012. Subsequent to the Fourth Quarter Report, the completion date slipped and is now expected by March, 2013.

This project is being delayed to due to MTA Bus re-phasing work at these depots and re-packaging contract to be executed through the Small Business Mentoring Program (SBMP) to expedite completion.

What is Being Done

Schedule: Bid documents for the replacement of two in-ground lifts with platform parallelogram lifts in the Chassis Wash Area have been developed for the Small Business Mentoring Program. The anticipated completion date is December, 2012. The replacement of 10 in-ground lifts with portable lifts in the Maintenance Work Area, along with the conversion of two underground pits to portable lifts, is anticipated to be complete by March 2013.

IEC Comment

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

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



MTA Agency: New York City Transit	Status as of December 31, 2011
Project Name: Bus Lifts at Various Locations	Budget at Award: \$8.8M
	Project EAC: \$8.8M
	Substantial Completion Date at Award: June 2009
Project No: T5120411	Current Substantial Completion Date: September 2012
Project Phase: Construction	Phase Complete: 60%

<p>Project Description</p> <p>This project will replace and upgrade portable lifts at various locations. The scope includes removing some underground lifts, and replacing them with portable lifts.</p> <p>Work remaining is the purchase of 450 portable lift posts.</p>
<p>Problem Since Last Quarterly Report</p> <p>Index Trigger (s) : Schedule</p> <p>Schedule: The Fourth Quarter 2011 Traffic Light Report identifies a three-month schedule variance. The prior completion date in the third quarter report was June, 2012. However, the date was subsequently revised to September, 2012.</p> <p>As the result of changes in the technical specifications for portable lifts (to address both operational and economic efficiencies), there was a delay by the proposed lift manufacturer(s) to provide an acceptable and qualified lift.</p>
<p>What is Being Done</p> <p>Schedule: An acceptable lift has been provided by the manufacturer, therefore, this contract is expected to be awarded by April 2012. Manufacturing and complete receipt of the 450 columns is anticipated by September 2012.</p>
<p>IEC Comment</p> <p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problems and actions taken by the Agency.</p> <p>All Agency Contractor Evaluation: Construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>



MTA Agency: New York City Transit	Status as of December 31, 2011
Project Name: Depot Equipment and Machinery	Budget at Award: 10.0M
	Project EAC: 9.9M
	Substantial Completion Date at Award: June 2009
Project No: T5120413	Current Substantial Completion Date: June 2013
Project Phase: Construction	Phase Complete: 20%

Project Description

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

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

Schedule: The Fourth Quarter 2011 Traffic Light Report identifies a twelve-month schedule variance. The prior expected completion date in the third quarter report was June, 2012. However, the date has subsequently been revised to June, 2013.

The delay is the result of completing the final designs for the emergency generator replacements, for both Casey Stengel and Yukon Bus Depots.

What is Being Done

Schedule: Final designs for the emergency generator replacements for both Casey Stengel and Yukon Bus Depots are now complete. However, due to an expected shortfall in funds of about \$2 million, NYCT is investigating the possibility of funding a portion of the work at Yukon Bus Depot through operating efficiency credits via the New York Power Authority (NYPA). If unsuccessful, NYCT will request additional capital funds from system-wide contingency in order to proceed with this project.

IEC Comment

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

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



MTA Agency: New York City Transit	Status as of December 31, 2011
Project Name: Priority Repairs at Three Depots	Budget at Award: \$19.6 M
	Project EAC: \$19.7 M
	Substantial Completion Date at Award: February 2012
Project No: T5120416	Current Substantial Completion Date: February 2013
Project Phase: Construction	Phase Complete: 15%

Project Description

This project will rehabilitate the Ulmer Park, Flatbush, and Jamaica Bus Depots. Scope of work may include, but it is not limited to the following: refurbish/repair sections of deteriorated exterior walls, rehabilitation of facilities at Transportation and Storeroom Areas, replacement of windows and doors, replacement of roof, boiler replacement and new gas services, extension of offices and employee amenities, in-ground lift replacement, and safety compliance work.

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

Schedule: The Fourth Quarter 2011 Traffic Light Report identifies a twelve month schedule variance. The expected substantial completion date in the third quarter report was February, 2012. However, the date was revised to February, 2013. Subsequent to the Fourth Quarter Report, the current completion date is now expected to be December, 2013.

The project was delayed due to lack of resources in packaging the work. Work originally to be performed by a combination of in-house forces and third party contractors will now be primarily performed by contractors from the Small Business Mentoring Program and CPM's On-Call contractors.

What is Being Done

Schedule: There are currently 8 contract bid documents that are being developed including; five for the Small Business Mentoring Program, one for CPM On-Call, and two, through Open-Competitive IFB.

All third party contract work is expected to be completed by December 2013.

IEC Comment

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

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



TA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Station Rehabilitation, 7 Stations & ADA at Bay Parkway & Elevated Line Structure Rehab, West End D Line	Budget at Award: \$139.8 M
	Project EAC: \$139.8 M
	Substantial Completion Date at Award: March 2012
Project No: A35785-88, A35797, A35802, A35803, A35886, C34794	Current Substantial Completion Date: April 2012
Project Phase: Construction	Phase Complete: 80%

Project Description

This project will rehabilitate and repair 7 stations and the elevated line structure from 63rd Street to Bay 50th Street Station. It will also provide full ADA Accessibility at the Bay Parkway Station. Worst structural deficiencies will be eliminated and electrical, mechanical, fire alarm and lighting systems will be upgraded. ADA progressive elements are incorporated. The stations will be painted and art work installed.

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

Cost: Since the last Traffic Light Report the EAC for 79th Street Station portion has increased from \$10.36 million to \$11.10 million, vs. a current budget of \$9,603,369.

What is Being Done

Cost: The 79th Street rehabilitation is part of this 7 stations, ADA Accessibility and line structure repair project. Interproject adjustments in TA Labor and construction contingency tasks EAC were necessary based on current expenditure and remaining work through completion of the project. Total project EAC remains unchanged.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 2011
Project Name: I/H Mainline Track Rehabilitation (2011)	Budget at Award: \$ 186.4
	Project EAC: \$174.2
	Substantial Completion Date at Award: 12/31/11
Project No: M31792	Current Substantial Completion Date: 06/30/12
Project Phase: Construction	Phase Complete: 92%

Project Description

The 2011 Mainline Track Program consists of type I-IIM (1,960 track feet), type II-IIM (21,155 track feet included GreenRock Solid Cast Polymer & Scheduled Component Replacement Program), type III (589 panels), type VI (361 panels) throughout the system by in-house forces.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule and Budget

Schedule: All projects that comprise the Track Program were in beneficial use on 12/31/11. In prior years the Track Program was based on a calendar year cycle, however starting with 2011 the program was segmented into several individual projects. Although these projects were in beneficial use at the end of 2011, the substantial completion date was revised to include a Track Geometry Car inspection and completion of punch list work. Completion work on certain projects cannot be scheduled until Track access and other resources become available and this is currently projected to be 6/30/12 with a final closeout date of 8/31/12.

Budget: During the Fourth Quarter 2011, the Current Budget was reduced from \$186.4 million to \$108.5 million. The amount reduced was reallocated to 10 segmented track projects by location. The overall budget of the I/H Track Capital Program (2011) was not reduced; however, the method of tracking and reporting the program was modified in order to provide improved manageability and greater transparency.

What is Being Done

Schedule: Completion work on the Jamaica, Flushing, Lenox, Broadway lines is being scheduled in conjunction with other projects on these lines to minimize costs. This will result in a six-month delay in closing out the 2011 program.

Budget: Beginning in 2012, all projects in NYCT's Track and Switch program will be tracked individually, based upon the specific location of work.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 2011
Project Name: I/H Mainline Switch Rehabilitation (2011)	Budget at Award: \$41.84M
	Project EAC: \$43.22 M
	Substantial Completion Date at Award: Dec 2011
Project No: M31793	Current Substantial Completion Date: Mar 2012
Project Phase: Construction	Phase Complete: 100%

Project Description

This project will provide for the replacement of 28 mainline switches in 2011 by in-house forces throughout the system.

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

Schedule: A total of 30 switches were installed at various locations as part of the Main Line Switch program. All switches are in service and in beneficial use as of 12/31/11. However, beginning in 2011 the substantial completion date was revised to include a TGC inspection and any punch list work that remains to be completed on these projects.

What is Being Done

Schedule Completion work on switches on the Jamaica, Flushing, Broadway lines is being scheduled in conjunction with other projects on these lines to minimize costs. This will result in a three month delay in closing out the 2011 Main Line Switch program.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Elevated Line Structure Rehab Cypress Hills -130 Street, Jamaica Line	Budget at Award: \$ 19.152M
	Project EAC: \$ 21.843M
	Substantial Completion Date at Award: April 2013
Project No: C34790	Current Substantial Completion Date: April 2013
Project Phase: Construction	Phase Complete: 31%

Project Description
<p>This project will make comprehensive structural repairs to the elevated Jamaica Line in Queens between Cypress Hills and 130 Street. Work will include rehab of longitudinal girders, reconnection of existing braces, repair of column bases, and repair or replacement of mezzanine hangers at all stations.</p>
Problem Since Last Quarterly Report
<p>Index Trigger (s) : Cost</p> <p>Cost: EAC increased from \$19.3M to \$21.8M. Additional project contingency is required to cover the cost of an AWO to perform priority steel repair of top flanges of longitudinal girders at an additional 18 locations, requiring repair or replacement of approximately 70,000 lbs of additional steel. This additional work was determined through the contractually required pre-construction condition survey performed by the contractor and NYC Transit engineers.</p>
What is Being Done
<p>Cost: After meeting with all parties it was agreed to include priority steel repair of top flanges of longitudinal girders under this contract without requiring additional TA Labor available in the contract. However, to cover the steel repair/replacement, a budget modification was submitted and approved at the February 2012 MTA Board meeting to increase the total construction budget by \$2.6M. This funding increase will come from the 2005-09 Authority-wide contingency.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: RTO Portable Radio Replacement	Budget at Award: \$ 6.9M
	Project EAC: \$6.9M
	Substantial Completion Date at Award: March 31, 2011
Project No: W 32555	Current Substantial Completion Date: June 30, 2012
Project Phase: Construction	Phase Complete: 75%

Project Description

This project replaces approximately 8000 portable radios with accessories and ancillary equipment system wide for use with the NYCT subway radio system and to comply with the FCC mandate to transmit and receive using "narrow band" transmission by January 1, 2013.

In addition, this project will provide identification of the radio operator and display his/her name on the dispatcher's desk by decoding the Automatic Number Identification feature of the radio. To accomplish this there is a design and build effort to provide hardware and software.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

The award of the associated VHF base station replacement has been delayed pending NYS Comptroller review. The re-solicitation and subsequent successful award required a waiver request to the FCC and the need to re-program the RTO portable radios to assure full functionality with both wide and narrow band operation with the Base Stations.

The project schedule slipped 6 months since these new requirements were not anticipated in the original radio purchase project plan, along with delays in being able to obtain prototype equipment for the decoding of the Automatic Number Identification since BSC/People Soft was not configured to process capital reimbursable type transactions. This was not corrected until fourth quarter 2011.

What is Being Done

The reprogramming of the 8000 RTO portable radios are being implemented to assure full functionality and ease of the operator to switch between either wide or narrow transmitting base stations as required.

In parallel the equipment is being procured to provide the identification of the portable radio operator to the Rail Control Center dispatcher's desk.

IEC Comment

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

All Agency Contractor Evaluation: Equipment purchased and then adapted by in-house labor. Agency ACE evaluation is not applicable.



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Replacement of Negative Cable System of Central Substation in Manhattan 6 th Ave – Phase I	Budget at Award: \$ 7.99M
	Project EAC: \$10M
	Substantial Completion Date at Award: Aug. 2012
Project No: T6090410	Current Substantial Completion Date: Nov. 2012
Project Phase: Construction	Phase Complete: 70 %

Project Description

This project will replace the deteriorated negative cables at the Central Substation on an emergency basis in order to maintain safe and reliable railroad operations. Design was done under T6090204/P-36328.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: Forecast Substantial Completion has slipped 3 months from Aug. 2012 to November 2012 due to the following: The project was on hold from August 15, 2011 to February 17, 2012 due to collapsed manholes on 53rd Street. The manholes 5N3 and 5N4 contain critical communication circuits which are necessary for the daily operation of railroads: the circuits consist of RTO Radio, Emergency Booth Communication System, Control and Indication of all Traction Power substations, Emergency Alarms/Telephones, ATS, and CBTC etc.

In House Cable Section and EMD Fiber Optic Group's temporarily rerouted all the traffic from those fiber optic cables. Subsequent to the December 2011 Traffic Light Report, the repair work was completed on February 17, 2012 and construction was resumed.

What is Being Done

Schedule: NYCT's In-House contractor will complete the rebuilding of two collapsed manholes 5N3 and 5N4 approximately May 31, 2012. In-House cable section will complete pulling old negative cables and installations of new cables by the end of August 2012. Connections of negative cables to negative bus in track manholes will be finished by October 2012. All the pre-final and final inspections including punch list will be completed in November 2012.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Electrical Service Upgrade, 207 th Street Overhaul Shop, 207 th Street Yard	Budget at Award: \$18.73 M
	Project EAC: \$20.82 M
	Substantial Completion Date at Award: Jul 2012
Project No: C-34782	Current Substantial Completion Date: Jan 2013
Project Phase: Construction	Phase Complete: 35%

Project Description

This project is for the rehabilitation of the electrical distribution system at the 207th Street Overhaul Shop in Manhattan, which includes new Con Edison 460V service, construction of two new electrical distribution rooms (EDRs) and new feeders to existing panels.

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

Schedule: Substantial Completion slipped 6 months during the Fourth Quarter 2011 due to need to address various field conditions, the future power requirement for the boiler room, relocation of EDR#1, and from the delay in Con Edison Vault Construction.

Cost: During the Fourth Quarter 2011, EAC increased \$2.1 M. An Additional Work Order for EDR#1 relocation was issued and construction of EDR#1 is in progress.

What is Being Done

Schedule: The contractor has been granted extension of time due to Con Edison related delays until January 2013. NYC Transit has issued amplifying drawings addressing issues related to field conditions and boiler power.

Cost: As a result of the conditions noted above that require a time extension, a budget modification has been approved, and a WAR request is in progress.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Replacement of Piping for Heating System at the 207th Street Overhaul Shop, 207th Street Yard	Budget at Award: \$15.7M
	Project EAC: \$15.7M
	Substantial Completion Date at Award: Feb 2012
Project No: C-34780	Current Substantial Completion Date: Sep 2012
Project Phase: Construction	Phase Complete: 25 %

Project Description
<p>This project will partially rehabilitate the heating system at the 207th Street Overhaul Shop in Manhattan. The project includes replacement of all high pressure steam pipes, low pressure steam pipes, condensate lines and Pressure Reducing Valve (PRV) stations within Overhaul shop area.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: Substantial Completion slipped 7 months during the Fourth Quarter 2011 because pipe installation could not start as scheduled due to the time required to complete complex pipe stress calculations. Also delivery of PRV assemblies for the project were delayed due to lack of availability of some components.</p>
What is Being Done
<p>Schedule: NYC Transit Construction Manager's office has been in direct contact with PRV assembly manufacturer to avoid further delays. The contractor has continued working on high pressure and low pressure steam lines throughout the heating season to minimize the delay.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Station Rehabilitation, 9 Stations Sea Beach Line	Budget at Award: N/A
	Project EAC: Under Review
	Original Design Completion Date: Jun 2012
Project No: A-36090-98, C30142 & C43745	Current Design Completion Date: Jun 2014
Project Phase: Design	Phase Complete: 90%

Project Description

This project will rehabilitate 9 stations and will repair the retaining wall of the line structure in Sea Beach Line in Brooklyn. The stations worst structural deficiencies will be repaired, and station platform edges, stairs, roof canopies will be replaced/repared. Electrical, mechanical, fire alarms communication systems will be upgraded. All ADA progressive elements will be incorporated. The stations will be painted and art work will be installed.

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

Schedule: The schedule for achieving the Design Completion has shifted to June 2014. The design is currently on hold while NYC Transit reviews the scope and construction phasing for the project in order to reduce the cost to the budget level.

What is Being Done

Schedule: The construction award for this project has been postponed until 2014. A design consultant contract modification will be issued for redesign based on revised scope with new design completion milestone.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of September 30, 2011
Project Name: ADA: 68th Street Hunter College Lexington Avenue 6 Line	Budget at Award: \$ 72M
	Project EAC: \$72M
	Original Design Completion Date: Mar 2012
Project No: T6041307	Current Design Completion Date: Aug 2012
Project Phase: Design	Phase Complete: 40%

Project Description

This project will provide full ADA Accessibility at the 68th Street Hunter College Station on the IRT Lexington Avenue Line. This station has been identified as ADA Key Station.

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

Schedule: The schedule for achieving the Preliminary Engineering milestone has shifted to June 2012 with Final Design slipping to August 2012.

What is Being Done

Schedule: Added time is to evaluate and prepare an engineering assessment that was necessitated by the community objections to the location of station entrance stairs. A modification is being issued to the design consultant contract to perform the engineering assessment thereby extending the duration of the Preliminary Engineering phase of the project until June 2012.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Line Structures Overcoating Portal- East 180th Street, White Plains Road Line	Budget at Award: \$ 36.4M
	Project EAC: \$ 35.8M
	Original Design Completion Date: Nov 2011
Project No: C34793	Current Design Completion Date: March 2012
Project Phase: Design	Phase Complete: 90%

Project Description

This project will paint a portion of the elevated steel structures of the IRT White Plains Road line, located in the Bronx between Portal -180th Street. The scope of this project will include the removal of lead-based paint, dirt, grease, and grime from the elevated steel structure followed by the application of three (3) coats of alkyd paint on all of the steel surfaces. All lead paint chips and debris will be handled and disposed in accordance with federal regulations.

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

Schedule: The Third Quarter 2011 Traffic Light Report identifies 4 months schedule slippage on design completion, from November 2011 to March 2012. The design completion date was changed to coincide with the anticipated availability of funding, and painting season limitations, typically between Spring and Fall.

What is Being Done

Schedule: The design completion date and project award date was changed to match anticipated availability of funding and painting season limitations.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Replacement of Negative, Battery & Control Cables at Central Substation Manhattan 6th Ave – Phase II.	Budget at Award: \$ 19.4M
	Project EAC: \$20.4M
	Original Design Completion Date: Jun. 2012
Project No: T6090204	Current Design Completion Date: May 2013
Project Phase: Design	Phase Complete: 35 %

Project Description

This project will make repairs to the cables associated with the Central Substation located in Manhattan. This is the second phase of the full modernization of the substation. Work will include the replacement of traction power cables that connect the substation to the subway lines. This phase is further broken to phases 1D to 1E to address the emergency situation at Central Substation.

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

Design Schedule: Final design substantial completion has slipped 11 months since the previous reporting period reflecting a delay in completion of the preliminary engineering documents. Preliminary engineering design, which was scheduled to be completed by January, 2011, was subsequently completed in November 2011.

The schedule delay was due to design modifications required after several items of work were removed from the design scope and prioritized in order to address an emergency situation at the substation. Due to recurring cable fires, a portion of the work was taken out of the project and given to in-house forces for construction to take advantage of the G.O.'s available, another portion of the project was transferred to the S32731-Signal Project. The preliminary engineering design has been modified to reflect these changes.

What is Being Done

Schedule: Subsequent to the December 31, 2011 project update, reported in the Fourth Quarter Traffic Light Report, the Preliminary Engineering Estimate, Schedule and Coordination Summary were signed off by CP&B on February 15, 2012.

Final Design WAR request was made on February 21, 2012.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: Rehab. CBH 74 & 74A Jamaica Line	Budget at Award: \$ 24.2M
	Project EAC: \$24.2M
	Original Design Completion Date: Apr 2012
Project No: P 36418	Current Design Completion Date: Sep 2012
Project Phase: Design	Phase Complete: 46 %

Project Description

This project will rehabilitate existing Circuit Breaker House (CBH) #74 and construct a new CBH #74A on the BMT Jamaica Line in Brooklyn. Work includes installation of new circuit breakers, cables, and ducts.

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

Design Schedule: Final Design completion slipped 5 months during the 4th Quarter 2011. The preliminary engineering design was scheduled to be completed by May 2011. The location of CBH #74A was changed from the original Master Plan location, because the NYC Transit Emergency Response unit was building a facility at the same site. A new location was identified and D.O.T. approval was requested and denied. A third location was identified and D.O.T. approval is pending. Preliminary Engineering Design was completed on February 15, 2012.

What is Being Done

Design Schedule: Final Design WAR request was made on Feb.21, 2012 and final design is scheduled to start in March 2012, after D.O.T's site approval.

IEC Comment

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

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



MTA Agency: NYC Transit	Status as of December 31, 2011
Project Name: DC Power, 207th Street Overhaul Shop, 207th Street Yard	Budget at Award: \$19.7M
	Project EAC: \$18.1M
	Design Completion Date at Award: Mar 2012
Project No: C-34906	Current Design Completion Date: Jul 2012
Project Phase: Design	Phase Complete: 55%

Project Description

This project will replace the existing DC Power distribution system within the 207th Street Maintenance Shop at the 207th Street Yard in Manhattan. Work will include replacement of the DC feeders to the shop, replacement of the trolley distribution systems, and installation of control and alarm systems for improved safety and reliability.

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

Schedule: Design Completion slipped 3 months during the Fourth Quarter 2011 due to time required for the Department of Subways to reevaluate TA labor prior to final sign-off of Preliminary Engineering (PE). The effort produced a 24% reduction to the TA labor estimate and PE was signed off on 12/29/11. The delay impacted the forecasted Final Design start and completion dates.

What is Being Done

Schedule: Actual Final Design started on 01/27/12, with Design Completion scheduled for 05/30/12, two months earlier than NYCT's forecast.

IEC Comment

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

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



MTA Agency: Metro-North Railroad	Status as of December 31, 2011
Project Name: Replace/Repair Undergrade Bridges	Budget at Award: \$ 26.4M
	Project EAC: \$25.8M
	Substantial Completion Date at Award: Sep 2012
Project No: M5030201	Current Substantial Completion Date: Jun 2013
Project Phase: Construction	Phase Complete: 91 %

Project Description

This project provides for the continuation of rehabilitation of select undergrade bridges located in New York State Elements in the project: Design, Inspection, Force Account Construction and Third Party Construction.

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

Schedule: The project completion was delayed from September 2012 to June 2013. Bridge drainage and waterproofing work at the Hamilton Ave. Bridge HA22.47 to be done by MNR Forces was re-evaluated, and it was determined to use a 3rd party contractor to perform the work due to manpower availability. Therefore, a supplemental agreement was executed with PB Americas to revise the construction documents.

What is Being Done

Schedule: Plans and specifications are being revised for bidding process. The time required to revise the construction document, procure a 3rd party contract and complete the work, project completion was moved to June 2013. At this time it's expected to have no impact on the project budget.

IEC Comment

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

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



MTA Agency: MTA Bus	Status as of December 31, 2011
Project Name: Upgrade Parking: Baisley Park and JFK	Budget at Award: \$ 9.8M
	Project EAC: \$9.8M
	Substantial Completion Date at Award: August 2011
Project No: U5030209	Current Substantial Completion Date: September 2012
Project Phase: Construction	Phase Complete: 29%

Project Description
<p>This project will improve parking at the JFK and Baisley Park Depots. Both depots are currently leased by MTA Bus.</p> <p>At JFK, MTA Bus has two parcels that will become a secure parking area for buses, service vehicles, and employee parking. The scope of work includes a security booth, grading, paving, drainage, fencing, painting, striping, and lighting.</p> <p>At Baisley Park, there is a drainage problem within the existing bus parking area. This outdoor parking area will be upgraded to resolve flooding problems. The scope of work includes grading, paving, drainage, fencing, security booth, painting, striping, landscaping, lighting, a new storm water detention system, and a new oil water separator.</p>
Problem Since Last Quarterly Report
Index Trigger (s) : Schedule
<p>Schedule: The Fourth Quarter 2011 Traffic Light Report identifies a three month schedule variance. The expected completion date in the third quarter report was June, 2012. However, the date was revised to September, 2012 during the fourth quarter.</p> <p>Subsequently, the project completion date was revised to May, 2013. The contract duration was extended due to issues with the terms and conditions in the current lease agreement that impact excavations. Certain activities that require excavation should not be performed until the lease issues are clarified. Additionally, the DEP notified MTABC that it will require additional storm water detention piping in two sections of the parking lots due to limitations of the city sewers.</p>
What is Being Done
<p>Schedule: The lease agreement is currently being reviewed by MTA Legal and MTA Real Estate. In addition, MTA Bus completed negotiations with the contractor regarding additional work required by DEP. This additional work will cost approximately \$430k, and may add up to six months to the contract duration.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the agency</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>



MTA Agency: MTA Bus	Status as of December 31, 2011
Project Name: Roof/Ventilation: Far Rockaway Depot	Budget at Award: \$6.9M
	Project EAC: \$6.9M
	Substantial Completion Date at Award: Dec 2010
Project No: U5030211	Current Substantial Completion Date: May 2012
Project Phase: Construction	Phase Complete: 87%

Project Description

This project will replace approximately 30,000 square feet of roof. The existing roof has exceeded its useful life. The scope includes the replacement of a 12,500 square foot wooden roof framing structure, new masonry walls and new windows. This portion of the building is scheduled to receive a green roof, which will reduce energy consumption. The scope of work includes non-federally funded asbestos abatement of the entire roof. A new bulkhead and staircase will be installed to allow safe access to the roof.

This project will also include a new ventilation system that is needed to provide a safe and secure work place. The general specification for the new ventilation system in the maintenance area and offices include required air changes, carbon monoxide, carbon dioxide, and temperature monitors, as well as, a building management system. The ventilation system includes electrical terminations to provide adequate power for the new HVAC system.

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

Schedule: The Fourth Quarter 2011 Traffic Light Report identifies a six month schedule variance. The expected completion date in the third quarter report was November, 2011. However, the date was subsequently revised to May, 2012. The contract duration was extended due to insufficient pressure at the existing natural gas service. This was discovered during start-up testing of the Heat Recovery Units (HRUs).

What is Being Done

Schedule: Using non-FTA funds, a booster system is being installed to provide natural gas to the HRUs at the pressure recommended by the manufacturer. The current completion date is projected for May, 2012.

IEC Comment

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

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

MTA Agency: MTA Bus	Status as of December 31, 2011
Project Name: Roof/Ventilation: Baisley Park Depot	Budget at Award: \$ 8.5M
	Project EAC: \$8.5M
	Substantial Completion Date at Award: October 2011
Project No: U5030212	Current Substantial Completion Date: April 2012
Project Phase: Construction	Phase Complete: 69%

Project Description

This project will replace approximately 80,000 square feet of roof at the Baisley Park Depot, which is currently leased by MTA Bus. The new roof will have a minimum warranty of 20 years. The scope of work includes non-federally funded asbestos abatement on the entire roof. This project will also install a new ventilation system that is needed to provide a safer and more secure work place. The general specifications for the new ventilation system include tempered air, required air changes, building management system, and carbon monoxide, carbon dioxide, and temperature monitors to control the speed of the fans. The ventilation system includes all electrical terminations to provide adequate power for the new HVAC system.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule and Contingency

Schedule: The Fourth Quarter 2011 Traffic Light Report identifies a four month schedule variance. The expected completion date in the third quarter report was December, 2011. However, the date was revised to April, 2012 during the fourth quarter. Subsequently, the project completion date was revised to October, 2012. The contract duration was extended due to issues with the terms and conditions in the current lease agreement that impact excavations. Certain work should not be performed until the lease issues are clarified.

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

What is Being Done

Schedule: The lease agreement has been reviewed by MTA Legal and MTA Real Estate, and the lease issues clarified. MTABC is reviewing the remaining work and contingency to determine potential impacts on the total project cost and schedule.

IEC Comment

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

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



MTA Agency: MTA Bus	Status as of December 31, 2011
Project Name: Roof/Ventilation: JFK Depot	Budget at Award: \$ 9.5M
	Project EAC: \$9.5M
	Substantial Completion Date at Award: May 2012
Project No: U5030214	Current Substantial Completion Date: Dec 2012
Project Phase: Construction	Phase Complete: 20%

Project Description

This project will replace approximately 132,500 square feet of roof. The existing roof has exceeded its useful life. The scope of the work includes removal of existing roofing systems to the concrete deck and installation of new roofing systems. The scope also includes non-federally funded asbestos abatement. A new bulkhead and staircase will be installed to allow for safe access to the roof.

This project will also include a new ventilation system that is needed in the Main Building, to provide a safe and secure work place. The general specification for the new ventilation system include tempered air, required air changes, a building management system, and carbon monoxide, carbon dioxide and temperature monitors to control the speed of the fans. The ventilation system includes electrical terminations to provide adequate power for the new HVAC system. All windows on the roof level will be abated and where applicable, replaced.

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: The Fourth Quarter 2011 Traffic Light Report identifies a seven month schedule variance. The expected completion date in the third quarter report was May, 2012. However, the date was subsequently revised to December, 2012. The contract duration was extended due to issues with the proposed steel subcontractors. The first proposed steel subcontractor was rejected by MTABC due to discovery of significant adverse information, and the second was found not qualified. As a result the heat recovery units cannot be installed until the steel dunnage is fabricated and assembled on the roof.

What is Being Done

Schedule: The third proposed subcontractor is being reviewed by Vendor Relations. MTABC will review any potential impact on cost and schedule, after the determination by Vendor Relations on the third proposed subcontractor has been completed.

IEC Comment

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

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



Projects in CPOC's Risk-Based Monitoring Program (Not Included in Fourth 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 directions 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.

- 1. Second Avenue Subway**
- 2. East Side Access**
- 3. East Side Access Readiness**
- 4. No.7 Line Extension**
- 5. Fulton Street Transit Center**
- 6. Signals & Communications**
 - Positive Train Control
 - PA/CIS, SONET
 - CBTC
 - VHF Radio
- 7. New Subway Car Procurement**
- 8. New Bus Procurement**
- 9. CRR Rolling Stock / Procurement**
- 10. NYC Transit Infrastructure / Culver Line Viaduct-Phase 2**
- 11. Bus Depots / Mother Clara Hale**