

AUDIT REPORT

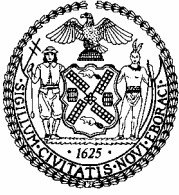


CITY OF NEW YORK
OFFICE OF THE COMPTROLLER
BUREAU OF FINANCIAL AUDIT
WILLIAM C. THOMPSON, JR., COMPTROLLER

Audit Report on the Metropolitan Transportation Authority's Maintenance of Metro-North Railroad Stations within the City

FN06-063A

May 5, 2006



THE CITY OF NEW YORK
OFFICE OF THE COMPTROLLER
1 CENTRE STREET
NEW YORK, N.Y. 10007-2341

WILLIAM C. THOMPSON, JR.
COMPTROLLER

To the Citizens of the City of New York

Ladies and Gentlemen:

In accordance with Chapter 415, § 1277, of the New York State Public Authorities Law, and the Comptroller's audit responsibilities contained in Chapter 5, § 93, of the New York City Charter, my office has examined the Metropolitan Transportation Authority's maintenance of Metro-North Railroad stations within the City. The New York State Public Authorities Law requires that each local governmental unit reimburse the Metropolitan Transportation Authority for the cost of maintenance, use, and operation of passenger stations (including the costs associated with providing police protection) within each local government's boundaries.

This audit reviewed Metro-North Railroad's maintenance operations and the conditions of its City Stations. The Metropolitan Transportation Authority bill for both Metro North Railroad and Long Island Rail Road City Stations for the period April 1, 2004, through March 31, 2005, totaled \$73,879,843. Audits such as this provide a means of ensuring City Stations are properly maintained and are safe for use by the public.

The results of our audit, which are presented in this report, have been discussed with Metropolitan Transportation Authority and Metro-North Railroad officials, and their comments have been considered in preparing this report. We also conducted an audit of Long Island Rail Road City Stations. The results of that audit are covered in a separate report.

I trust that this report contains information that is of interest to you. If you have any questions concerning this report, please contact my audit bureau at 212-669-8929 or e-mail us at audit@Comptroller.nyc.gov.

Very truly yours,

A handwritten signature in cursive script that reads "William C. Thompson, Jr.".

William C. Thompson, Jr.

WCT/fh

Report: FN06-063A
Filed: May 05, 2006

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*The City of New York
Office of the Comptroller
Bureau of Financial Audit*

**Audit Report on the
Metropolitan Transportation Authority's
Maintenance of Metro-North Railroad Stations
Within the City**

FN06-063A

AUDIT REPORT IN BRIEF

The Metropolitan Transportation Authority (MTA) was created in 1965 by the State of New York to maintain and improve commuter transportation and related services within the Metropolitan Transportation Commuter District—the City of New York, as well as Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, and Westchester counties. The New York State Public Authorities Law (NYSPAL) requires that each local government unit reimburse the MTA for the cost of maintenance, use, and operation of passenger stations within its each local government's boundaries.

This audit reviewed Metro-North's maintenance operations and the conditions of its City Stations. The MTA bill for both Metro-North and the Long Island Rail Road (LIRR) City Stations for the period April 1, 2004, to March 31, 2005, totaled \$73,879,843. We are conducting a separate audit—#FN06-062A—of LIRR City Stations. The results of that audit will be covered in a separate report.

Audit Findings and Conclusions

Our review of MTA maintenance operations for Metro-North's City Stations disclosed that three stations—Melrose, Tremont, and Wakefield—were undergoing capital renovations and were therefore not examined, and nine stations—Harlem-125th Street, Botanical Garden, Williams Bridge, Woodlawn, Morris Heights, University Heights, Marble Hill, Spuyten Duyvil, and Riverdale—were in good condition. However, two stations—Grand Central Terminal and Fordham—are not maintained as well as they should be and have many conditions in need of repair. These conditions included: a hole in the ceiling of the Stationmaster's Office waiting room; water leaking from ceiling pipes onto the platforms; a circuit breaker box without its cover and three fuse boxes with opened covers; raised expansion plates on the platforms; cracked and broken glass and missing glass panes at Grand Central Terminal; broken and crumbling concrete at Fordham; and peeling paint at both stations.

Moreover, 11 of the 14 City stations had potentially dangerous conditions caused by third rails that lacked protective caps and sleeve covers. Finally, Metro-North did not always correct the problems that were indicated on inspection reports prepared by its own Customer Service and Operations Services Departments at the Botanical Garden, Fordham, and Spuyten Duyvil Stations, and the cracked and missing pieces of the platform edgeboards—the wooden strips at the edge of the platform that protects the platform’s concrete—that we noted at the Spuyten Duyvil Station did not appear on any of inspection reports for that station.

Audit Recommendations

We recommend that the MTA and Metro-North correct all unsafe and dangerous conditions immediately; replace all missing third rail caps and protective sleeve covers immediately; repair the platforms and other deteriorated structures identified in this report; clean and remove the graffiti and debris identified in this report; and, ensure that conditions identified by its inspectors are promptly corrected.

Metro-North officials responded that they agreed with the report’s recommendations and detailed the actions that have or that will be taken to remedy the conditions cited in the report.

INTRODUCTION

Background

The Metropolitan Transportation Authority (MTA) was created in 1965 by the State of New York to maintain and improve commuter transportation and related services within the Metropolitan Transportation Commuter District. This District encompasses the City of New York as well as Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, and Westchester counties. The New York State Legislature determined that a reasonably priced, effective, and efficient commuter rail system was vital to the continued economic viability of the City and its neighboring counties; and that providing such a service was dependent upon the availability of operating subsidies. Chapter 415, §1277, of the New York State Public Authorities Law (NYSPAL) of 1966 requires that each local government unit reimburse the MTA for the cost of operating, maintaining, and using commuter passenger stations within its boundaries.

Metro-North operates 120 passenger stations, 14 of which are within the City’s boundaries (City Stations). The New York State Legislature amended §1277 of NYSPAL in June 2000 to establish an annual fixed billing.¹ The MTA’s bill for both Metro-North’s and the Long Island Rail Road’s City Stations for the period April 1, 2004, to March 31, 2005, totaled \$73,879,843.

¹ Under the amendment, the bill is adjusted annually, based on the Consumer Price Index for Wage Earners and Clerical Workers for the New York, Northeastern-New Jersey Standard Metropolitan Statistical Area.

We are conducting a separate audit—#FN06-062A—of the Long Island Rail Road’s City Stations. The results of that audit will be covered in a separate report.

Objectives

Our audit objectives were to determine whether Metro-North maintained the City Stations in a clean and safe condition and provided maintenance services for City Stations in accordance with its standards and procedures.

Scope and Methodology

This audit covered the period April 1, 2004, to March 7, 2006. We met with Metro-North officials to obtain an understanding of their station maintenance operation. We reviewed Metro-North’s standards and procedures for maintaining Grand Central Terminal and its 13 other City Stations, and examined station maintenance and cleaning records to determine Metro-North’s compliance with those procedures. We inspected all Metro-North City Stations to determine whether they were properly maintained. We documented our inspection results on a checklist and compared them to the conditions listed on Metro-North’s Station Customer Service Exceptions Reports and to its Operation Services Station Inspection Reports for each City Station.

This audit was conducted in accordance with generally accepted government auditing standards (GAGAS) and included tests of the records and other auditing procedures considered necessary. This audit was performed in accordance with Chapter 415, §1277, of NYSPAL, and with Chapter 5, §93, of the New York City Charter, which sets forth the City Comptroller’s audit responsibilities.

Discussion of Audit Results

The matters covered in this report were discussed with Metro-North officials during and at the conclusion of this audit. A preliminary draft report was sent to MTA and to Metro-North officials and was discussed at an exit conference on February 23, 2006. On March 7, 2006, we submitted a draft report to MTA and to Metro-North officials with a request for comments. We received a written response from Metro-North that was forwarded by the MTA on April 11, 2006, which stated:

“Metro-North concurs with the recommendations made in the audit and has addressed the exceptions identified in the audit.”

Also, in their response, Metro-North officials detailed the actions that have or that will be taken to remedy the conditions cited in the report.

The full text of the MTA and Metro-North comments are included an addendum to this report.

FINDINGS

During our review of MTA's maintenance operations for Metro-North's City Stations, we found that three stations—Melrose, Tremont, and Wakefield—were undergoing capital renovations and were therefore not examined, and nine stations—Harlem-125th Street, Botanical Garden, Williams Bridge, Woodlawn, Morris Heights, University Heights, Marble Hill, Spuyten Duyvil, and Riverdale—were in good condition. However, two stations—Grand Central Terminal and Fordham—are not maintained as well as they should be and have many conditions in need of repair. These conditions included: a hole in the ceiling of the Stationmaster's Office waiting room; water leaking from ceiling pipes onto the platforms; a circuit breaker box without its cover and three fuse boxes with opened covers; raised expansion plates on the platforms; cracked and broken glass and missing glass panes at Grand Central Station; broken and crumbling concrete at Fordham; and peeling paint at both stations.

Moreover, 11 of the 14 City stations had potentially dangerous conditions caused by third rails that lacked protective caps and sleeve covers. Finally, Metro-North did not always correct the problems that were indicated on inspection reports prepared by its own Customer Service and Operations Services Departments at the Botanical Garden, Fordham, and Spuyten Duyvil Stations, and the cracked and missing pieces of the platform edgeboards—the wooden strips at the edge of the platform that protects the platform's concrete—that we noted at the Spuyten Duyvil Station did not appear on any of inspection reports for that station.

These and other conditions are discussed in detail in the following sections of this report.

Exposed Third Rails Due to Missing Protective Caps and Sleeve Covers

During our inspections of Metro-North's City Stations in September and October 2005, we found that 11 stations—Grand Central Terminal, Harlem-125th Street, Fordham, Botanical Garden, Williams Bridge, Woodlawn, Morris Heights, University Heights, Marble Hill, Spuyten Duyvil, and Riverdale—were missing portions of the protective third rail caps and sleeve covers. The uncovered areas of the third rail create the potential for contact with high voltage electricity, a hazardous and dangerous condition.

Grand Central Terminal (42nd Street and Park Avenue, Manhattan).

During our observations of Grand Central Terminal in October 2005, we noted explicit differences in the manner in which the main hub of the terminal was maintained as compared to that of the terminal's commuter sections, which were not maintained as well. Many of Grand Central Terminal's platforms had potentially unsafe conditions, which included loose, cracked and missing platform edges, metal protruding through the platform, and raised and bent expansion joints on the platforms. We also noted cracked and broken window glass panes in some of the doors, and missing and broken floor tiles. There was even a large hole in the ceiling of the Stationmaster's Office waiting room. At the time of our observation, some litter was not collected, and graffiti on two concrete columns was not removed. (Photographs of some of these conditions are on pages 1, 2, and 3 in the Appendix.)

- The ceiling in the Stationmaster Office’s waiting room had a hole (see page 1 in the Appendix).
- A circuit breaker box on the Track 38 platform had no cover.
- The covers for three fuse boxes were unlocked and were opened.
- Water leaked from the ceiling pipes to platform Tracks 11, 14, 16, 17, 20, 29, 35 (see page 1 in the Appendix), 36, 37, 38, 39, 40, 41, 42, 107, 112, and 116.
- There were raised and broken expansion joints on the platforms of Tracks 33, 34, 35, and 41, and broken platform edges on Tracks 11, 13, 16, 17, 19, 20, 21, 23, 24, 25, 26, 28, 29, 30, 32, 33, 34, 37, 38, 103, 107, 109, 110 (see pages 2 and 3 in the Appendix).
- Windowpanes were missing on the entrance gate to Track 25; the entrance gates to Tracks 20, 38, and 40 had cracked glass; and broken glass was not collected at the top of the north staircase to Track 115.
- A section of the handrail at the entrance ramp to Track 23 was missing, and the handrail at the top of the ramp to Track 30 was broken.
- Paint was peeling from a column on the Track 103 platform.
- A third rail cap was missing on Track 28.
- Litter on the Track 20 platform was not collected.
- Graffiti was on concrete columns on Tracks 17 and 112 platforms.

Harlem-125th Street Station (East 125th Street and Park Avenue, Manhattan).

- Many sleeve covers and third-rail caps were missing from the northbound and southbound tracks adjacent to the platform, exposing sections of the live third-rail.
- The handrail on the northbound staircase leading to 125th Street was loose.
- There was a raised expansion joint on the Track 3 northbound platform (see page 3 in the Appendix).
- An edge board on southbound platform was cracked.

Harlem Line

Melrose Station (East 162nd Street and Park Avenue, Bronx).

This station is currently undergoing capital renovations.

Tremont Station (East Tremont Avenue and Park Avenue, Bronx).

This station is currently undergoing capital renovations.

Fordham Station (Fordham Road and Webster Avenue, Bronx).

- Third-rail caps and sleeve covers were missing from the northbound and southbound tracks adjacent to the platform, exposing sections of the live third-rail.

- There was broken and crumbling concrete by the staircase on northbound platform that exposed large holes and a metal rod (see page 4 in the Appendix).
- Litter (mostly bottles and cans) behind the fence on the northbound platform was not collected.
- Paint was peeling and wood was rotting from the ceiling of the ticket office building.
- Paint was peeling from the support beams of the canopy on the northbound platform.
- The metal chairs in the front of the northbound platform were loose and not properly secured.

Botanical Garden Station (Southern Blvd. and Bedford Park Blvd., Bronx).

- Third-rail caps and sleeve covers were missing from the northbound and southbound tracks adjacent to the platform, exposing sections of the live third-rail.
- Uncollected litter accumulated at the rear of the southbound platform.
- The lamppost on the northbound platform had exposed electrical wiring due to a missing protective cover plate.

Williams Bridge Station (Gun Hill Road and Webster Avenue, Bronx).

- Third rail protective caps and sleeve covers were missing from the northbound and southbound tracks adjacent to the platform.

Woodlawn Station (E. 233rd St., between Webster Avenue and Bronx Boulevard, Bronx).

- Third-rail sleeve covers were missing from the southbound track adjacent to the platform.

Wakefield Station (E. 241st St., between Bronx River Road and Bronx Boulevard, Bronx).

This station is currently undergoing capital renovations.

Hudson Line

Morris Heights Station (West 177th Street and Sedgwick Avenue, Bronx).

- A third rail protective cap was missing from the northbound track adjacent to the platform (see page 5 in the Appendix).

University Heights Station (West Fordham Road and Major Deegan Expressway, Bronx).

- Third-rail caps were missing along the northbound and southbound tracks adjacent to the platform.
- The station's elevator, which is controlled from Grand Central Terminal, did not respond when its call button was pressed.

Marble Hill Station (West 225th Street, west of Broadway, Bronx).

- A third rail protective cap and sleeve cover were missing from the northbound track adjacent to the platform (see page 5 in the Appendix).

Spuyten Duyvil Station (Edsell Avenue, off Johnson Avenue, Bronx).

- The middle of the southbound platform was missing an edgeboard.
- The northbound platform had cracked and splintered edgeboards.
- Third rail protective caps were missing along the tracks at the middle of the northbound and southbound platforms. (see page 6 in the Appendix).

Riverdale Station (West 254th Street, near the Hudson River, Bronx).

- Third rail protective sleeve covers were missing by the tracks at rear of the southbound platform and at the front of the northbound platform.

Conditions Cited During Metro-North's Own Inspections Of City Stations Were Not Always Addressed

Conditions noted by Metro-North inspectors as far back as March 2004 at the Botanical Garden and Fordham Stations were not always corrected. Specifically:

Botanical Garden Station

During routine inspections conducted at the Botanical Garden Station from March 2004 through May 2005, Metro-North's Operations Services Department reported that litter was on the overpass, in the fenced in area, and on the embankment. These conditions were not addressed and corrected when we observed this station in September 2005. Further, the November 2004 inspection by the Customer Services Department cited grounds and floor/walk litter buildup around the platform. We observed these same conditions during our inspections of the Botanical Garden Station in September 2005. We also noted that uncollected litter had accumulated at the rear of the southbound platform.

Fordham Station

Inspectors from Metro-North's Customer Services Department reported in their October 2004 inspection of the Fordham Station that the platform and floor/walk were cracked. Moreover, inspectors from the Operation Services Department stated in their reports from April 2004 to May 2005 that the northbound platform's concrete was spalling, and reported from July 2004 to January 2005 that litter had accumulated on the northbound platform and behind the stairs, and that the ground area needed cleaning. During our observations of the Fordham Station in September 2005, we noted that there was uncollected litter and that the station's platform was in need of repair.

**MetroNorth Inspection Reports Did Not Mention
Poor Conditions That We Found**

Metro-North inspection reports did not mention the poor conditions that we found at the Fordham and Spuyten Duyvil Stations. Inspectors reported only that these stations had minor conditions in need of repair. Not once in their reports had Metro-North's inspectors mention that paint was peeling and there was rotting wood in the ceiling of the ticket office building and the peeling paint on the support beams of the canopy on the northbound platform at the Fordham Station; and that both edgeboards of both platforms were either missing sections or were splintered and cracked at the Spuyten Duyvil Station.

RECOMMENDATIONS

MTA and Metro-North should:

1. Correct all unsafe and dangerous station conditions immediately.
2. Replace all missing third rail caps and protective sleeve covers immediately.
3. Repair the platforms and other deteriorated structures identified in this report.
4. Clean and remove the graffiti and debris identified in this report.
5. Ensure that conditions identified by its inspectors are promptly corrected.

Metro-North Response: In their response, Metro-North officials agreed with the report's five recommendations and detailed the actions that have or that will be taken to remedy the conditions cited in the report.

Photographs of Metro-North Stations with Unsafe or Poor Conditions

GRAND CENTRAL TERMINAL Hole in the ceiling of the Stationmaster Office's waiting room. Observed: October 11, 2005.



GRAND CENTRAL TERMINAL Water leaking from the ceiling pipes to Track 35. Observed: October 11, 2005.



Photographs of Metro-North Stations with Unsafe or Poor Conditions

GRAND CENTRAL TERMINAL Broken platform edges at the south end of Track 16. Observed: October 6, 2005.



GRAND CENTRAL TERMINAL Piece of metal protruding from the Track 11 platform. Observed: October 6, 2005.



Photographs of Metro-North Stations with Unsafe or Poor Conditions

GRAND CENTRAL TERMINAL Loose and missing edgeboard on Track 38 platform. Observed: October 11, 2005.



HARLEM-125th STREET Raised expansion joint on the Track 3 northbound platform. Observed: September 20, 2005.



Photographs of Metro-North Stations with Unsafe or Poor Conditions

FORDHAM Broken and crumbling concrete exposing a large hole by the Track 3 staircase. Observed: September 20, 2005.



FORDHAM Broken and crumbling concrete exposing metal rods, and paint peeling from pole on the Track 3 of the northbound platform. Observed: September 20, 2005.



Photographs of Metro-North Stations with Unsafe or Poor Conditions

MORRIS HEIGHTS Broken third-rail cap on the northbound track at the rear of the platform. Observed: September 20, 2005.



MARBLE HILL Missing third-rail sleeve cover on northbound track at the front of the northbound platform. Observed: September 20, 2005.



Photographs of Metro-North Stations with Unsafe or Poor Conditions

SPUYTEN DUYVIL Broken third-rail cap on the northbound track by the front of the northbound platform. Observed: September 20, 2005.



SPUYTEN DUYVIL Broken third-rail cap on the southbound express track by the front of the southbound platform. Observed: September 20, 2005.



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Katherine N. Lapp
Executive Director



Metropolitan Transportation Authority

State of New York

April 11, 2006

Ms. Gayle M. Horwitz
Deputy Comptroller
The City of New York Office of the Comptroller
1 Centre Street
New York, New York 10007-2341

NEW YORK CITY
COMPTROLLER'S OFFICE
06 APR 19 PM 3:23

Re: Report #FN 06-063A Audit Report on the Metropolitan Transportation Authority's Maintenance of Metro-North Railroad Stations Within the City

Dear Ms. Horwitz:

This is in reply to your letter requesting a response to the above-referenced draft audit report.

I have attached for your information the comments of Mr. Peter A. Cannito, President, MTA Metro-North Railroad, which address this report.

Sincerely,

Attachment

The agencies of the MTA, Peter S. Kalikow, Chairman

MTA New York City Transit
MTA Long Island Rail Road

MTA Long Island Bus
MTA Metro-North Railroad

MTA Bridges and Tunnels
MTA Capital Construction

347 Madison Avenue
New York, NY 10017-3739
212 340-3000

Peter A. Cannito
President



April 4, 2006

Honorable Peter S. Kalikow
Chairman
Metropolitan Transportation Authority
347 Madison Ave.
New York, New York 10017-3739

**Re: Audit Report on the Metropolitan Transportation Authority's Maintenance
of Metro-North Railroad Stations Within the City : FN06-063A**

Dear Chairman Kalikow:

We have reviewed the Draft Audit Report by the New York City Comptroller's Office on the Metropolitan Transportation Authority's Maintenance of Metro-North Railroad Stations Within the City: FN06-063A. Metro-North concurs with the recommendations made in the audit and has addressed the exceptions identified in the audit.

Water leaks within Grand Central Terminal remain an area of concern by both Metro-North and the City. There are continuing leaks throughout areas of Grand Central Terminal, which have been cited in audits conducted by the New York City Comptroller's Office. Metro-North has a capital project for Leak Remediation in GCT and the first phase has been completed by Metro-North, which included design. The major leaks around the station are the result of surface issues that need to be coordinated with New York City's Department of Transportation, as they require street repairs by the DOT. A tentative draft agreement in the form of a Memorandum of Understanding with the NYC DOT has been drafted jointly by Metro-North Counsel and NYC DOT Legal Department. The memorandum provides for shared funding of the project costs and specific elements of the scope of work. This includes replacement or rehabilitation of expansion joints on the viaduct, 42nd Street, Vanderbilt Ave., various sidewalks, and NYC DOT added work for traffic signals. We are presently working with the NYC DOT updating the agreement with the NYC DOT and working out the funding specifics. In the interim, Grand Central Building Maintenance will continue to make leak repairs as possible.

Metro-North's actions in response to issues raised in the report are as follows:

- Metro-North's Power Department repaired all third rail covers in February 2006 and addressed areas identified in the report. The Power Department inspects the mainline quarterly and effects repairs as required.
- Metro-North's Track and Structures has made repairs at 125th Street Station, Fordham, Botanical Gardens, University Heights, and Spuyten Duyvil Station. Edgeboards were inspected and no repairs are required at this time. Missing edgeboards at Spuyten Duyvil Station were replaced.
- With regard to the recommendation concerning cleaning at stations and debris identified in this report, the areas where uncollected litter was observed at Botanical Gardens and Fordham stations were cleaned numerous times before and since the audit. These areas also routinely cleaned on a 28 day cycle as they tend to be areas where trash continually accumulates. Graffiti is dealt with as identified.
- Attached is an update on the status of Capital Work at New York City Stations. It summarizes capital construction at all New York City stations. Fordham Station work is underway and the Fordham Station building will be completely rehabilitated as part of our Capital Program. The scope is currently under development. In GCT, expansion joint replacements and platform edge replacements will commence in 2007.
- The ceiling in the Stationmaster's Office in GCT is in the process of being repaired.
- Circuit Breaker box issues in GCT were taken care of on the day the inspection was performed.
- GCT windowpanes are in process of being repaired.
- GCT handrails have been repaired.
- Litter on Track 20 in GCT was addressed the day of the inspection
- Graffiti on columns in GCT has been removed.
- In GCT, water leaks as well as platform edges cannot be repaired via routine maintenance. As discussed in the conference these repairs are part of capital projects designed to address expansion joints and deteriorating platforms. This also is causing peeling paint. Leaks that are not due to leaking expansion joints have been repaired. The water leaks in GCT will be addressed with the Capital Project with the NYC DOT.

Metro-North continues to perform cyclical and unscheduled maintenance at all Metro-North Stations. All Metro-North Stations are maintained in a state of good repair and safe conditions. Many improvements have been realized at most New York City Stations and have resulted in significantly enhanced station facilities as well as improved maintenance. Metro-North's Structures Department will continue to make temporary repairs in the interim at stations not yet under construction and will continue until capital rehabilitation commences.

If you require any additional information concerning this matter, please contact my office.

Yours truly,



Peter A. Cannito

CAPITAL PROJECTS
(3/06 Update on Stations)

HARLEM LINE

LOWER HARLEM STATION PROJECT (Total Project Value \$15.8 million): The construction contract was awarded (to Stonewall Const.) in February of 2005 for \$10,484,000. Construction is well underway and all work should be completed by July of 2006. This project covers work at the following stations:

Melrose: Work includes re-construction of the inbound and outbound platforms and new stairs. Currently the inbound and outbound platform decks are complete.

Tremont: Includes complete tear down and replacement of the existing inbound and outbound platforms, stairs, and removal of the old station structure (all underway). The concrete retaining wall on both sides has been patched and repaired adjacent to the platforms.

Fordham: Construction includes replacement of the concrete on the underside of the overpass (complete). Any leaks will be repaired. Inbound and outbound platform decks have been repaired and the edge boards and tactile warning strips have been replaced. The concrete retaining wall on the outbound side will be patched and repaired. The existing outbound canopy will be extended to a total of 6 car lengths.

Accelerated On Call Contract Work and FA work: In order to expedite work on some specific concerns raised at Melrose, Tremont, and Fordham the following was performed by OCC or Force Account and has been completed.

Melrose: Force account replaced stair treads.

Tremont: OCC has installed temporary stairs and removed the existing stairs.

Fordham: OCC has removed spalling concrete from the underside of the station building and has replaced it with new galvanized steel panels, this was completed in Nov. 2003.

Woodlawn: OCC New shelter installation (one new shelter at Woodlawn). Construction was completed in the 4th quarter of 2004.

STATION BUILDING PROJECT:

Fordham Station Building will be completely rehabilitated as part of this project in the new 05-09 program. Scope development /schedule/budget and master plan preparation is underway.

MID-HARLEM STATION PROJECT (includes Wakefield construction value of approximately \$5.8 million): The design-build contract award (to ECCO III) was made in January of 2004, and construction is complete at Wakefield. Beneficial use was obtained in September of 2005, with substantial completion reached at the end of October 2005.

Wakefield: The completed scope includes tear down and replacement of the existing inbound and outbound platforms, including new lighting, canopy, shelters, and enclosed stairs.

HUDSON LINE

HUDSON LINE STATION IMPROVEMENTS (MORRIS HEIGHTS – GREYSTONE (Includes Bronx stations construction value of approximately \$35 million): This project includes the following stations, with all work completed by June 2005:

Morris Heights: Work included a complete tear down, reconstruction, and extension of the platform. A new four-car length platform, with canopy, enclosed stair, plaza area and an elevator were constructed.

University Heights: Construction included complete tear down and replacement of the existing platform and stairs, new canopy, and elevator rehabilitation.

Marble Hill: The scope included tear down and replacement of the existing platform and stairs, new canopy, and rehabilitation of the overpass.

Spuyten Duyvil: The work included construction of a new outbound platform and canopy, and the rehabilitation of the inbound platform and canopy. The existing overpass and stairs were completely rehabilitated.

Riverdale: Construction included new platforms, canopies, stairs, overpass, and elevators. Additionally, landscaping and a riverfront park were constructed.

GRAND CENTRAL TERMINAL EXTERIOR REPAIRS AND CLEANING (Total project cost combined of all phases approximately \$26 million.)

This project consists of a three-phase construction scope, including the rehabilitation and re-pointing of the west façade and the north & south light courts, replacing windows, masonry cleaning and installing new roofing under Phase I, which achieved substantial completion in May 2005. Exterior cleaning, masonry repairs and window repairs on the south and east façades will continue under Phases II and III, respectively. The repairs (of these three phases) includes: the exterior granite and limestone masonry, building cornice, sculptural elements, parapets, interior light court masonry, remedial window repairs, repainting the monumental façade window frames, re-roofing the interior court flat roofs, replacement of the main shed roof, and the monitor standing seam roofing (located over GCT's main hall). The three phase exterior rehabilitation is addressing existing water infiltration and areas of the building facade that have been compromised due to deferred maintenance and typical weather and age related deterioration, thus providing a sound building envelope.

MNR awarded both the Phase I and Phase II construction contracts to Kafka Construction, Inc. (KCI) in the amount of \$9,280,510 and \$4,249,100, respectively. The combined construction duration was 22 months. The completion date for Phase I was May 23, 2005. The Phase II substantial completion was reached in September 2005. Phase III, addressing the restoration work for the east façade of GCT, was awarded to Kafka Construction in June 2005, for the amount of \$3,703,000. Substantial completion of Phase III is projected for August/September 2006.

GRAND CENTRAL TERMINAL PLATFORM REPAIR PROJECT

The platform conditions (of a structural nature) noted in the NYC audit were observed during the inspection of the platforms and bulkheads which was conducted between May and June of 2004 and were reported in the "Grand Central Terminal Platform and Bulkhead Inspection, Assessment, Prioritization and Estimate" Report. This project was funded by the 2000-2004 Capital Program.

Based on the recommendations in the Report, a GEC was retained to design repairs to the platforms and expansion joints. This design is currently at the 60% phase. The budgeted amount in the current Capital Program will pay for the construction of the following:

1. Expansion joints replacement on platforms: 37/38 (1st joint from the bulkhead/terminal), 34/35 (1st joint from the bulkhead/terminal), 32/33 (1st joint from the bulkhead/terminal), 25/26 (1st joint from the bulkhead/terminal), 11/13 (1st joint which is separated by the stairs leading from the terminal to the platform.)

Expansion joint filler replacement on platforms: 41/42 (4th joint from the bulkhead/terminal), 37/38 (2nd joint from the bulkhead/terminal).

2. Partial Platform edge replacement (measured from the platform edge to the edge of the warning tactile strip) of the following:
 - Platform edge adjacent to track 33
 - Platform edge adjacent to track 32
 - Platform edge adjacent to track 30
 - Platform edge adjacent to track 29
 - Platform edge adjacent to track 26
 - Platform edge adjacent to track 23

Upon completion of the design, the consultant shall review and analyze the remaining work. This analysis shall determine the priority for future work in the upcoming capital programs.

It is anticipated that the above mentioned construction shall commence in the beginning of 2007.