



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

June 2014

Committee Members

T. Prendergast, Chair

F. Ferrer

A. Albert

R. Bickford

N. Brown

A. Cappelli

M. Lebow

S. Metzger

J. Molloy

M. Page

M. Pally

A. Saul

J. Sedore

C. Wortendyke

MTA Capital Program Oversight Committee Meeting

347 Madison Avenue
Fifth Floor Board Room
New York, NY
Monday, 6/23/2014
1:45 - 4:00 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES MAY 19, 2014

Minutes from May '14 - Page 3

3. COMMITTEE WORK PLAN

CPOC Work Plan 2014 June '14 - Page 6

4. CAPITAL CONSTRUCTION COMPANY

a. Progress Report on Fulton Center (materials to be distributed at meeting)

b. Independent Engineering Consultant Project Review on Fulton Center (materials to be distributed at meeting)

c. Progress Report on No. 7-Line Extension

MTACC Jun 2014 CPOC Report - Page 7

d. Independent Engineering Consultant Project Review on No. 7-Line Extension

IEC Jun 2014 CPOC Report - Page 17

e. Progress Report on Second Avenue Subway

MTACC Jun 2014 CPOC Report - Page 21

f. Independent Engineering Consultant Project Review on Second Avenue Subway

IEC Jun 2014 CPOC Report - Page 30

g. Progress Report on East Side Access

MTACC Jun 2014 CPOC Report - Page 34

h. Independent Engineering Consultant Project Review on East Side Access

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5. LONG ISLAND RAIL ROAD

a. LIRR ESA Readiness

LIRR ESA Readiness Presentation - Page 49

b. Independent Engineering Consultant Project Review

IEC ESA Readiness Presentation - Page 62

6. CAPITAL PROGRAM STATUS

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7. QUARTERLY TRAFFIC LIGHT REPORTS

1Q 2014 TLRs - Page 76

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
May 19, 2014
New York, New York
1:45 P.M.

MTA CPOC members present:

Hon. Thomas Prendergast, Chairman
Hon. Fernando Ferrer
Hon. Andrew Albert
Hon. Robert Bickford
Hon. Norman Brown
Hon. Susan Metzger
Hon. John Molloy
Hon. Mark Page
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Alan Cappelli
Hon. Mark Lebow
Hon. Mitchell Pally
Hon. Andrew Saul

MTA staff present:

Michael DeVitto
Craig Stewart
Michael Wetherell

LIRR staff present:

Chris Calvagna
Mark Young

MNR staff present:

Sherrol Blackman
Delana Glenn
Todd Lange
Tim McCarthy
Wayne Staley

NYCT staff present:

Craig Cipriano
Sunil Nair

Independent Engineering Consultant staff present:

Gerry Gardvits
Calvin Gordon
Kent Haggas

* * *

Chairman Prendergast called the May 19, 2014 meeting of the Capital Program Oversight Committee to order at 1:55 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 April 28, 2014.

Committee Work Plan

Mr. Stewart reminded the Board that, in order to allow adequate time at the May CPOC, the entire agenda was devoted to presentations by the operating agencies on their Hurricane Sandy Recovery and Resiliency initiatives. As a result of this, as well as other requested changes, selected presentations to the Committee have been re-sequenced in the coming months. While holding unchanged the frequency of Capital Construction Company, Capital Program Security, New Fare Payment System, NYCT Systems and Signals, and All-Agency Sandy briefings, the frequency of several others have been reduced from semi-annual to annual. These modifications are reflected in the revised Work Plan.

MTA Update on New Fare Payment System

Mr. DeVitto provided an update on MTA-wide plans for the New Fare Payment System (NFPS), including the fact that LIRR, MNR and NYCT are currently participating in an MTA Interoperability effort to develop a strategy and roadmap for regional integration. In its Project Review, the IEC generally endorsed the NFPS technology and deployment strategy, but cited the following as being "schedule aggressive": procurement schedule, relative to past programs of this size; schedule for deployment of open payment; and schedule for deployment of closed loop smart card system. The IEC then offered the following recommendations: NYCT should consider a test of barcode faregate readers; and the State of Good Repair for MetroCard should be extended beyond 2019 as part of the program budget. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

NYCT Update on MTA Bus Time

Mr. Nair provided a recap of the key customer benefits of MTA Bus Time, as well as the variety of ways customers will access real-time bus location information through the program. He then announced that city-wide Bus Time rollout has been accomplished a bit ahead of schedule and under budget. Further details of this presentation, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MNR Update on Harmon Shop Replacement Program

Mr. Blackman provided an update on MNR's Harmon Shop Replacement Program, Phase V, Stage I: Consist Shop Facility, including the scope of this design-build project and the budget and schedule information resulting from a risk assessment of the project. In its Project Review, the IEC stated that the project's design phase continues to be on schedule and budget, and the expenditures to date remain within the project's contingency. The IEC then endorsed the risk-related mitigation strategies proposed by MNR. Finally, the IEC offered the following recommendations to MNR: conduct a post-award risk update to the risk assessment; and ensure that the design-build contractor team includes an experienced commissioning agent.

LIRR and MNR Update on Positive Train Control

Mr. Calvagna and Mr. Staley provided a general overview of the Positive Train Control (PTC) initiative, including contract, budget, and schedule information, as well as a means by which the current schedule will be improved upon. In its Project Review, the IEC generally concurred with the information provided by the agencies regarding budget and schedule. The IEC then commented that, while the contractor's project end date will not change as a result of the improved implementation plan, there is value to its implementation. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MTA Capital Program Commitments and Completions

Mr. Stewart brought the Board's attention to the MTA Capital Program Commitments and Completions Report and invited Committee Members' questions, of which there was none.

Executive Session

Upon motion duly made and seconded, Chairman Prendergast adjourned the public CPOC meeting at 2:45 PM to go into Executive Session.

Adjournment

Upon motion duly made and seconded, Chairman Prendergast adjourned the Executive Session, reconvened the public session and then immediately adjourned the May 19, 2014 meeting of the MTA Capital Program Oversight Committee.

Respectfully submitted,
Michael Jew-Gerals
Office of Construction Oversight



2014 CPOC Committee Work Plan

I. Recurring Agenda Items

Approval of the Minutes
Committee Work Plan
Commitments/Completions and Funding Report

II. Specific Agenda Items

June 2014

Quarterly MTA Capital Construction Company Update
Annual Update by LIRR on ESA Readiness
Quarterly Traffic Light Reports

July 2014

Semi-Annual Update on NYCT Systems, Signals, Train Control and New Tech Initiatives
Annual Update on MNR/LIRR Rolling Stock
Annual Update on NYCT Rolling Stock
B&T Risk Assessment Update
Semi-Annual Update on Minority, Women and Disadvantaged Business Participation

September 2014

Quarterly MTA Capital Construction Company Update
Quarterly Update on Positive Train Control
Semi-Annual Update on Capital Program Security Projects
Quarterly Traffic Light Report
Quarterly Capital Change Order Report

October 2014

Semi-Annual Update on MTA-wide Sandy-related Projects
Semi-Annual Update on NYCT, LIRR & MNR New Fare Payment Initiatives
Update on MTA-wide Track Program

November 2014

Annual Update on B & T Capital Program
Annual Update on LIRR Main Line Double Track
Annual Update on LIRR Police Radio
Annual Update on MNR Customer Communications
Quarterly Capital Change Order Report
Annual Review of CPOC Charter

December 2014

Quarterly MTA Capital Construction Company Update
Quarterly Update on Positive Train Control
Semi-Annual Update on NYCT Stations Division
Quarterly Traffic Light Report

MTACC Quarterly Progress Report to CPOC

Number 7 Line Extension

June 23, 2014

Project Overview

Overall Status (as per 2011 Plan)

Item	Comments
Schedule	The Revenue Service Date is forecasted to be achieved by Fall 2014/First Quarter 2015. (see issues)
Cost	<ul style="list-style-type: none"> • \$53 Million – PE and EIS (funded by MTA) • \$2.1 Billion - Subway portion of Number 7 Line Construction budget. • \$266 Million - Additional amount budgeted for Non-Subway work. • \$2.420 Billion - Overall Project budget. • Currently the project is forecast to be completed under budget with an estimated \$40 Million in contingency remaining.

Project Overview

Overall Status (as per 2011 Plan)

Highlights

- 97% of Construction (\$1.83 Billion of \$1.89 Billion) required for Revenue Service has been completed (96% complete last report).
- Finishes and Systems contract (C-26505, last contract required for Revenue Service) is 89% complete.
 - 34th Street Station - 95% complete
 - Facility Buildings at Sites A, K, L - more than 90% complete
 - Running tunnels - more than 94% complete
 - Architectural elements –expected to be completed by August.

Project Overview

Overall Status (as per 2011 Plan)

Highlights

Ongoing Finishes and Systems contract activities include:

- Inclined Elevators and High Rise Escalators
- Transmission Backbone System (TBS)
- Canopy at Main Station Entrance

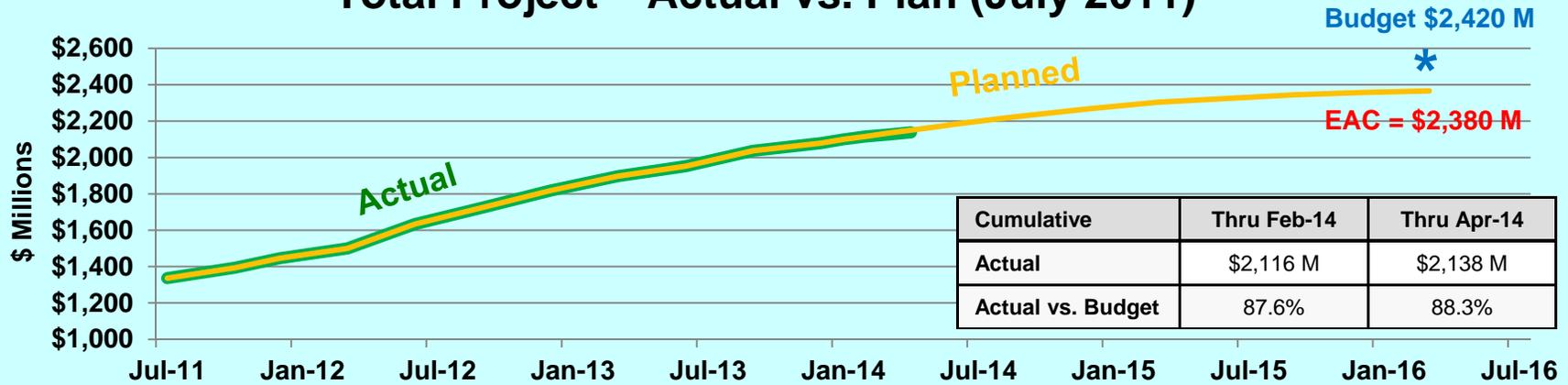
Challenges to schedule include:

- Tunnel Ventilation Fans - Factory Acceptance Tests failed.
- Communications Systems - Initial acceptance tests to be conducted.
- Escalator and Elevators - Initial acceptance tests failed.

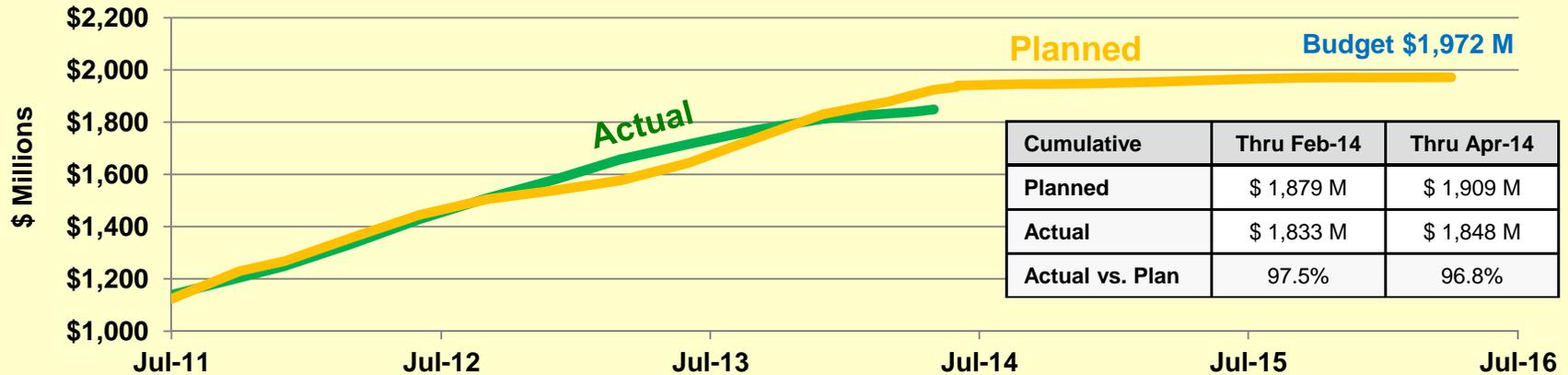
Number 7 Line Ext.

Cost & Schedule Performance

Total Project – Actual vs. Plan (July 2011)



3rd Party Construction – Actual vs. Plan (July 2011)

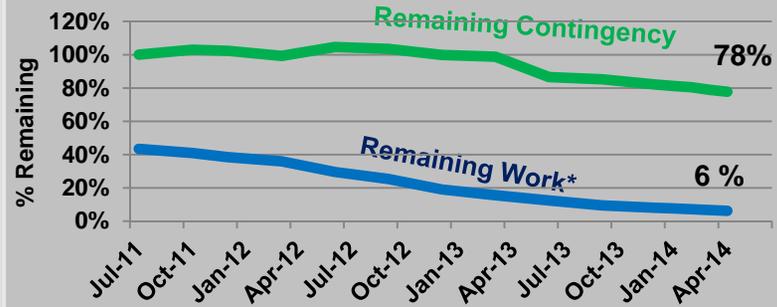


Cost & Schedule Contingency Status

Project Schedule Contingency

- As requested by HYDC, the Project schedule was developed with ZERO allocated schedule contingency.
- MTACC is working with the Contractor and NYCT to develop mitigation/acceleration measures to achieve a forecasted Revenue Service by Fall 2014/First Quarter 2015.

Project Cost Contingency



* Remaining work starts in July 2011

- Original project budget of \$2.1 Billion included \$100M (5%) unallocated contingency.
- In 2011, HYDC added additional scope of \$266M. The revised project budget of \$2.366 Billion included \$104.6M (4.5%) contingency.
- Currently the project has \$81.3M in remaining contingency, a decrease of \$2.9M from the last report (\$84.2M)
- Currently the project forecasts a remaining contingency balance \$40M at completion, a decrease of \$13M from the last report (\$53M).

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Testing & Acceptance of Tunnel Ventilation Fans at Site K and Site J (Contract C-26505)	Re-Start Testing June 2014	<p>Issue: Factory Acceptance Test (FAT) of Site K fans failed.</p> <p>Impact: Site J fans to be tested at factory after Site K fans. Failure of Site K fans FAT has pushed Site J fans to the critical path.</p> <p>Mitigation: Contractor has identified a method of modification that will be considered by MTACC/NYCT.</p> <p>Current Status: Contractor is performing a pre-test to ensure the corrective measures work. Contractor to provide a pre-test report and revised FAT procedure.</p>

Legend

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

June 23, 2014

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Testing & Acceptance of High Rise Escalators at 34th Street Station Entrance (Contract C-26505)	July 2014	<p>Issue: Initial Factory Acceptance Test (FAT) failed (June 21, 2013).</p> <p>Impact: Potential delay to Revenue Service Date.</p> <p>Mitigation: Contractor proposed to conduct the Initial Acceptance Testing in the field with full height escalator. It was agreed by MTACC/NYCT.</p> <p>Current Status: Installation of all five (5) escalators are in progress. Initial Acceptance Testing is projected for July.</p>

Legend

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June 23, 2014

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Testing & Acceptance of Inclined Elevators at 34th Street Station Entrance (Contract C-26505)	July 2014	<p>Issue: Initial Factory Acceptance Test (FAT) for inclined elevator failed twice.</p> <p>Impact: Ongoing delay in FAT has put inclined elevators on the near critical path, which could impact Revenue Service.</p> <p>Mitigation: Contractor proposed to conduct Initial Acceptance Testing in the field. It was agreed by MTACC/NYCT. Contractor has reduced installation duration to 3 months from original duration of 6 months.</p> <p>Current Status: Initial Acceptance Testing is projected for July.</p>

Legend

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June 23, 2014

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Testing & Acceptance of Transmission Backbone System (TBS) (Contract C-26505)	Currently off critical path but will continue to monitor	<p>Issue: Delay in timely submission of various testing procedures by the contractor delayed the Factory Acceptance Test (FAT) of the TBS.</p> <p>Impact: Integration testing of all systems depends upon completion of TBS. Delay in testing of TBS will impact all major systems such as escalators, elevators, fire alarm, fans, HVAC system, etc.</p> <p>Mitigation: MTACC/NYCT expedited the review of FAT testing procedures. FAT completed successfully, ahead of the revised schedule.</p> <p>Current Status: Cabinets have been delivered to site and are being installed. Initial Acceptance Testing is projected for July</p>

Legend

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June 23, 2014

June 2014 IEC Project Review



Number 7 Line Extension

June 23, 2014



Budget Review

- The overall project budget remains at \$2.42B, which includes \$266M to cover HYDC funded non-subway work.
- IEC currently forecasts an estimate at completion of \$2.38B, which includes potential acceleration costs.



Schedule Review

- A December 2014 RSD is contingent on the success of the contractor's proposed accelerated schedule and NYCT's ability to support the compressed activities. Considering these challenges, the IEC forecasts a February 2015 RSD.
- Tunnel Ventilation fans remain on the critical path along with multiple critical systems such as, high rise escalators, Transmission Backbone system, fire alarm, and other communication systems (CBDS, PMRS).
- The proposed acceleration schedule has no schedule contingency and shows a compression of the T&C schedule. Significant schedule risk remains.
- A detailed schedule of the proposed acceleration is being reviewed by MTACC and NYCT to determine if:
 - the contractor can achieve the acceleration in the remaining time
 - the schedule adequately represents the appropriate level of testing of systems required to begin operator training
 - NYCT resources will be available to support the compressed schedule



Recommendation

- As a result of recent changes to project schedules competing for NYCT resources, the IEC recommends MTACC conduct a coordinated review of all mega projects (FC, SAS) and other NYCT projects in order to ensure resources can support the proposed acceleration schedule.
- Prior to an acceleration commitment, the results of the analysis to determine whether the contractor can achieve acceleration in the remaining time and whether NYCT can support these efforts through prioritization of this work are required.
- Continue to closely monitor remaining schedule risks to ensure timely mitigations are implemented.



MTACC Quarterly Progress Report to CPOC

Second Avenue Subway

June 23, 2014

Project Overview

Overall Status (as per 2009 Plan)

Item	Comments
Schedule	On schedule to meet the December 2016 revenue service date
Cost	On budget

Highlights

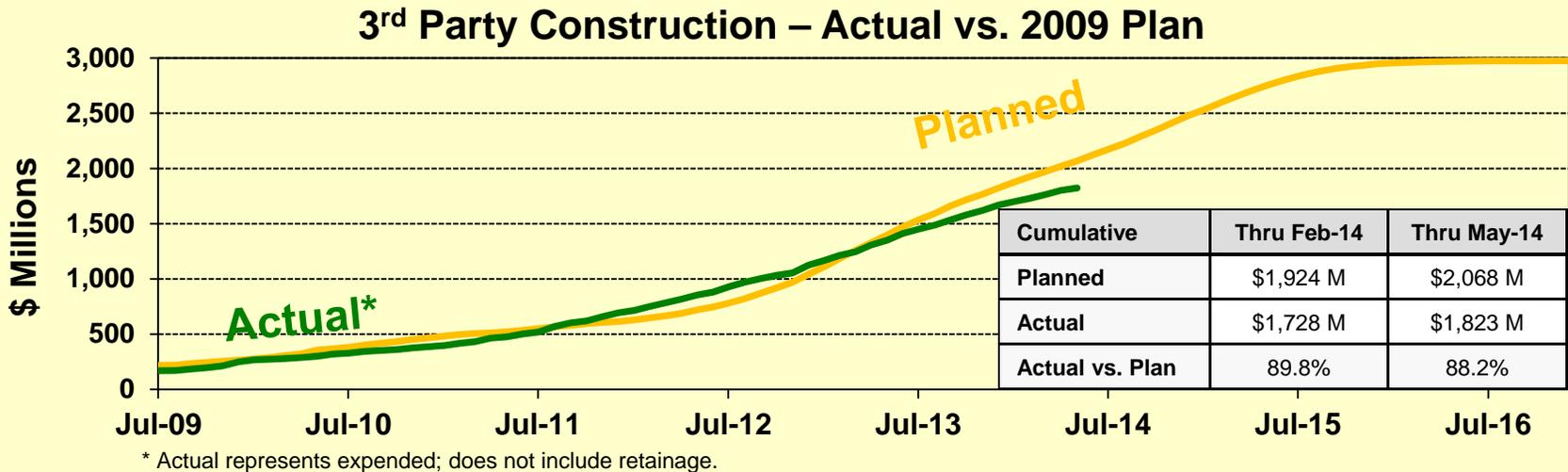
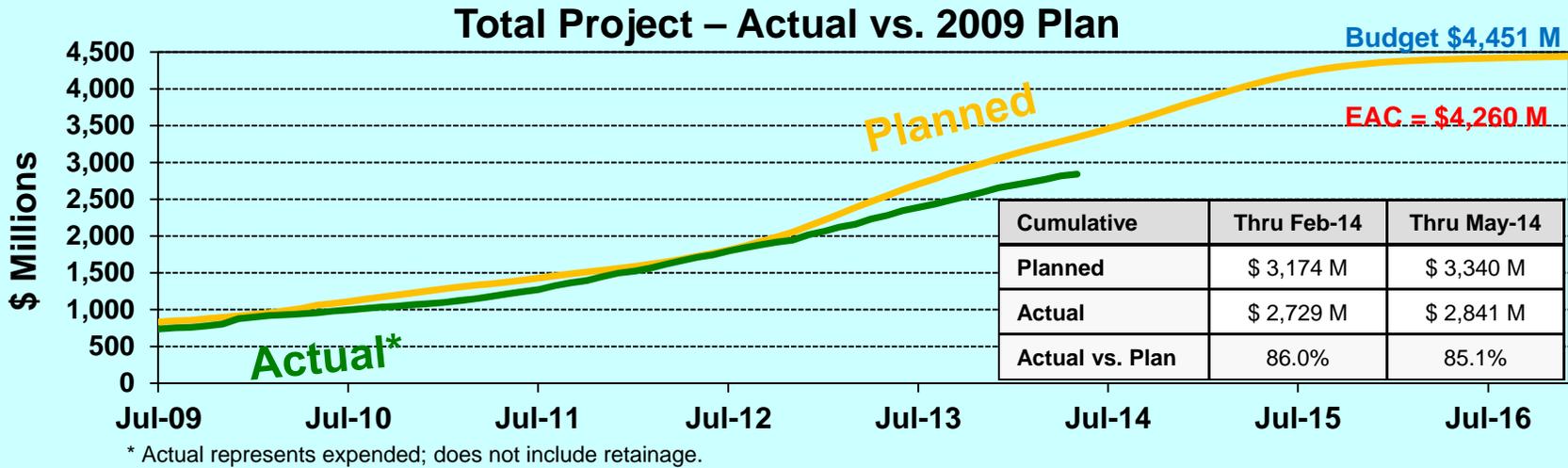
Progress

- Facilities power equipment for 96th and 72nd Street Stations was released early for fabrication. Final Submission to ConEd was made on June 23, 2014 for 96th Street Station.
- Completed all mezzanine walls in the Launch Box area at 96th St Station.
- Completed roof placement at 96th St Station.
- Completed placement of 21 of 24 arch concrete sections for 86th St Station.
- Access was provided to 86th Street Finishes contractor to begin construction on April 15, 2014.
- Completed all lower mezzanine slabs for 72nd Street Station.
- Completed temporary shoring installation and underpinning work at Entrance 1 at 63rd St Station.
- Installed 2,880 linear feet of track out of 22,000 linear feet of track.

90 Day Look Ahead

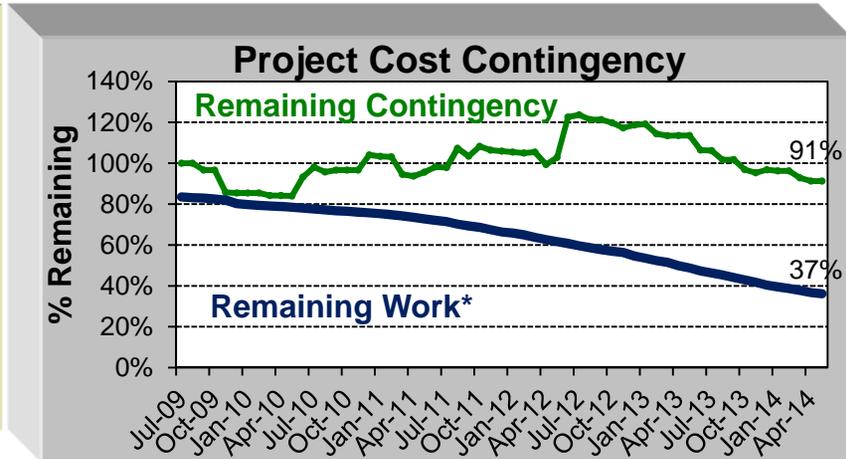
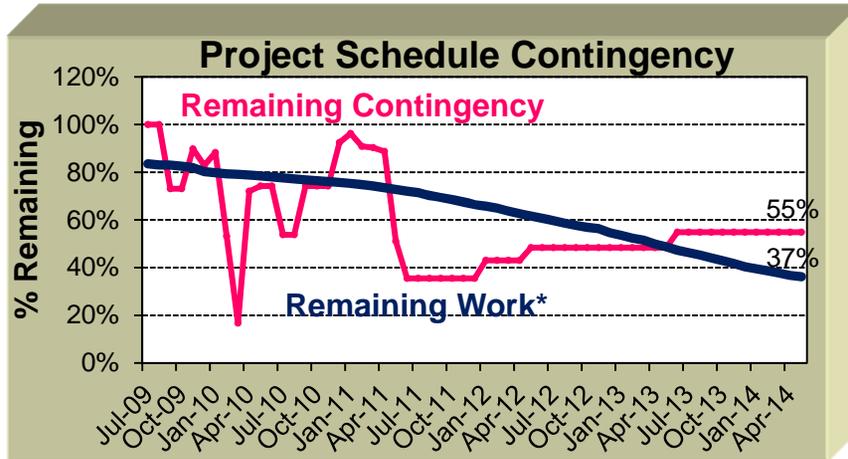
- Release facility power equipment at 86th Street Station for fabrication.
- Complete roof arch concrete sections at 86th Street Station.
- Continue placement of mezzanine slab at 86th Street.
- Complete work in Signal Rooms at 72nd Street Station.
- Continue Communication and Signal Room Work at 63rd Street Station.
- Continue electrical and mechanical work at 96th and 72nd Streets.

Cost & Schedule Performance



SAS

Cost & Schedule Contingency Status



* Remaining work starts in 2009

- 2009 schedule contingency: 186 days
- Current schedule contingency remains at 102 days, after successful mitigation of track installation delay.
- Project continues pursuing efforts to add program contingency by accelerating specific work activities in affected contracts.

* Remaining work starts in 2009

- 2009 budget contingency: \$322 million
- Current budget contingency is \$294 million, \$16 million less than the last report (\$310 million).
- This reduction in contingency is due to forecasted AWOs pending negotiations including facility power equipment and design changes.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Construction of Entrance #1 (at 69th Street) of 72nd St. Station is currently delayed (Contract 4C)	Complete Mitigation Plan by Sep 2014	<p>Issue: There is an increase in the duration of Entrance #1 work due to re-design of the entrance from inside the building to the sidewalk in order to address owners concern. As a result, a number of change orders are needed to progress the work.</p> <p>Impact: Possible delay for Contract 4C completion. At this time, Entrance #1 is not on project critical path.</p> <p>Mitigation: Project is expediting the change order process. Change order priority has been established. Project is working with the contractor to identify additional means to minimize schedule impact as a result of this change.</p>

Legend

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	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	63rd Street/ Lexington Avenue Station Reconstruction Milestone #3 (Mezzanine Levels and Comm Rooms) (Contract 3)	Milestone #3 Completed June 20, 2014	<p>Issue: Turnover of systems areas from Stations Contract to Systems contract did not happen as scheduled.</p> <p>Impact: Possible access delay to Systems Contract; however, the 63rd St Station portion of Systems contract is not on Systems contract critical path.</p> <p>Mitigation: Systems Contractor has delivered communications equipment and started communications cable work. Milestone #3 (Mezzanine Levels 1-5 and Communication Rooms) was completed on June 20, 2014.</p>

Legend

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June 23, 2014

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	63rd Street/ Lexington Avenue Station Reconstruction Milestone #4 Lower and Upper Platforms and Signal Rooms (Contract 3)	Milestone #4 September 30, 2014	<p>Issue: Turnover of systems areas from Stations Contract to Systems contract did not happen as scheduled.</p> <p>Impact: Possible access delay to Systems Contract; however, the 63rd St Station portion of Systems contract is not on Systems contract critical path.</p> <p>Mitigation: Systems Contractor has delivered signal equipment. Milestone #4 (Lower and Upper Platforms and Signal Rooms) is on schedule for completion in September 2014.</p>

Legend

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	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

June 23, 2014

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Delivery of Station Facility Power Equipment (Contract 2B, 4C and 5C)	96th Street October 2014 72nd Street January 2015 86th Street April 2015	<p>Issue: Station Facility Power may not be available in time to support planned Testing and Commissioning Activities.</p> <p>Impact: Project schedule contingency could be reduced, if not mitigated.</p> <p>Mitigation:</p> <ul style="list-style-type: none"> Expedite design and shop drawing approval and release facility power equipment early for fabrication. <ul style="list-style-type: none"> Facility power equipment for the 96th and 72nd Street Stations have been released early for fabrication. The 86th Street Station will be released early for fabrication in July. Schedule for facility power developed and meetings held to resolve any issues/delays.

Legend

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Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Impact of Surveys on Track Installation (Contract 6)	Mitigated	<p>Issue: The start of track installation was delayed due to the resolution of the clearance issues in the existing tunnel north of 96th Street.</p> <p>Impact: Potential delay of up to 58 calendar days (40 work days) to project critical path.</p> <p>Mitigation:</p> <ul style="list-style-type: none"> Recovery Plan has been implemented and recovered 58 calendar days due to late start of track installation. Contractor installed 2,880 linear feet of track out of 22,000 linear feet and is currently ahead of schedule.

Legend

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June 2014 CPOC IEC Project Review



Second Avenue Subway



June 23, 2014

Schedule & Budget Review

- **SCHEDULE** - The IEC is unable to verify the Project's reported 102 days of schedule contingency. The revisions to the Project's schedule logic recommended in March are incomplete. The IEC's concerns that impact schedule contingency include:
 - The finish of critical equipment rooms at the 72nd St Station site has slipped 2-3 months since our last report in March.
 - The substantial delay to the provision of permanent power at all station sites is only partially recovered.
- **BUDGET** - Project is on budget and cost contingency is consistent with remaining risks.

Recommendation

- **Complete mitigation plans for major program level schedule risks to improve confidence in December 2016 target revenue service date:**
 - Late turnover of equipment rooms & conduit
 - Realistic testing & commissioning scheduling
 - Prolonged change order negotiations

These major risks were reconfirmed by the Project's recent update of its program-wide risk assessment.



Recommendations

Recommendation	Agency Action	Status
<p>December 2012</p> <p>Address E/O issues and resolve with Designer.</p>	<p>MTACC continues to work with NYCT Procurement on E/O issues.</p>	<p>OPEN</p>
<p>March 2013</p> <p>Improve contract turnover management</p>	<p>In March 2013, MTACC held the first of several meetings to develop a more specific process for handling “access turnovers” between the MEP/Finishes contracts and the Systems Contract. Key issues needing further adjustment include (i) the submittal coordination process, (ii) identification of support staff, and (iii) development and adoption of a formal process.</p>	<p>CLOSED</p>
<p>March 2014</p> <p>Expedite current efforts to resolve key schedule variances with contractors and complete a full update of the Integrated Project Schedule.</p>	<p>The April IPS Update incorporated additional details, revised systems testing logic, better replication of contractor’s logic, new facility power logic, contractor’s baseline for 86th St Station Finish and new signal completion milestones.</p>	<p>IN-PROGRESS</p>



MTACC Quarterly Progress Report to CPOC

East Side Access Budget and Schedule

June 23, 2014



January 2014 CPOC Review

- MTA, Independent Engineer Consultant and Supplemental Independent Review Consultant presented an analysis of the ESA program at the January 2014 CPOC Meeting, including:
 - Preliminary budget (\$9.693B to \$10.772B*) and schedule (September 2021 to September 2023) ranges
 - Level of Complexity
 - Project Status Update
 - Supplemental Independent Review
 - Initial findings/recommendations

* FTA figure includes \$463 M in rolling stock reserve



Development of New Budget & Schedule

- ESA worked with various stakeholders on the following:
 - Program-wide risk assessment
 - Contract specific risk assessments
 - Other independent studies & estimates
 - Review of the Integrated Systems Testing schedule by the Supplemental Independent Review consultant
- Stakeholders: ESA, MTACC, IEC, OCO, PMOC, FTA, Supplemental Independent Review Consultant



Improved Budget and Schedule Certainty

- Greater Cost Certainty: Additional contracts have been awarded and previously active contracts achieved substantial completion
 - Committed dollars increased by \$1.7B from \$4.9B to \$ 6.6B – Key contract awards include Manhattan Southern (CM005) and North Structures (CM006) and Facilities Systems (CS179)
 - Approximately \$5.0B (or 50%) of overall work completed
 - Approximately \$3.5B of construction work completed - this includes key civil/mining construction worth \$2.3B completed (including Manhattan Tunnel Excavation & Structures (CM009/19), Queens Bored Tunnels and Structures (CQ031), Northern Boulevard Crossing (CQ039), 50th St. Ventilation Facility (CM013))
- Greater Schedule Certainty: Performed multiple Risk Assessment Workshops to evaluate potential risks of schedule delays
- Overall Construction Risk Profile Change: Work has shifted from underground mining excavation to civil/systems

Future Risks

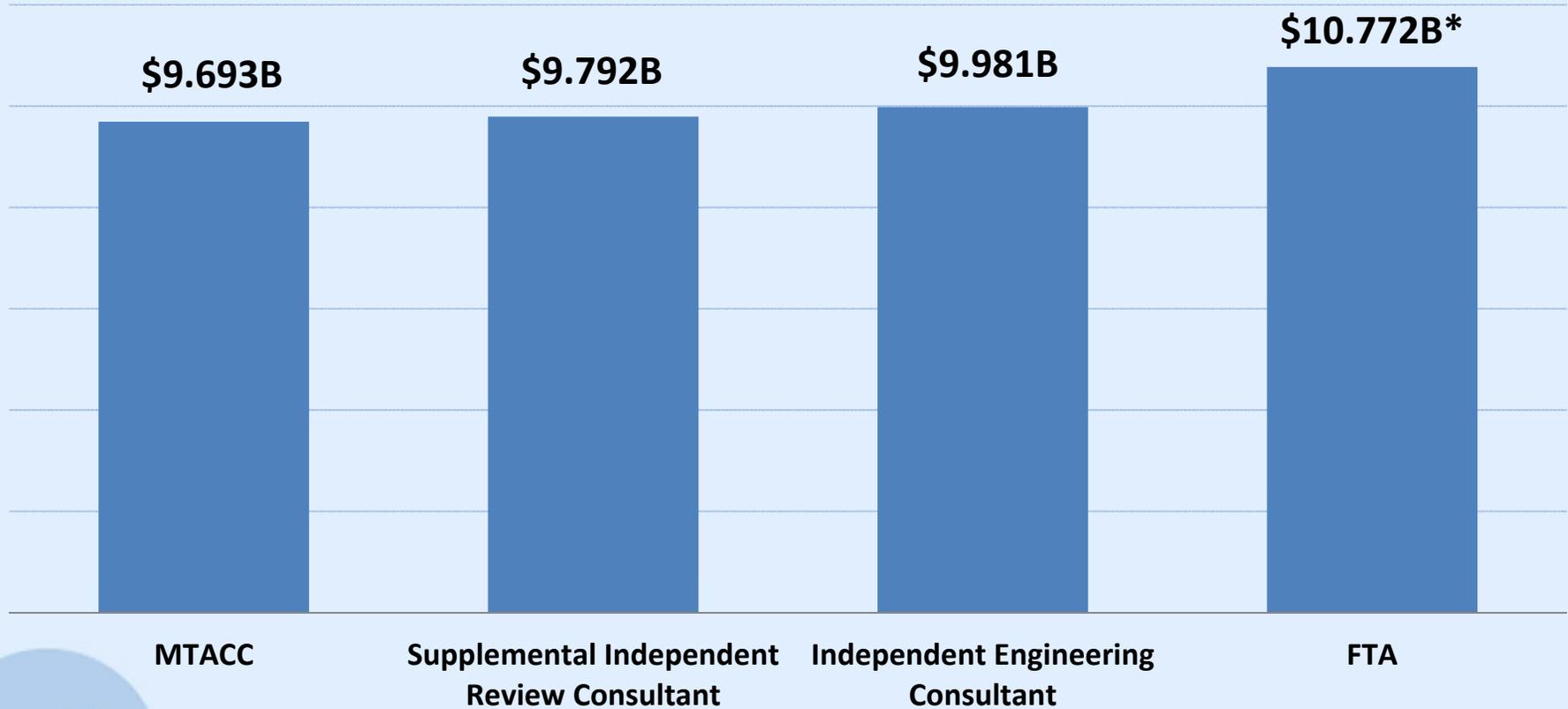
- **Contract Handovers & Access Restraints**
 - Manhattan work: GCT Concourse (CM014B)/Manhattan Caverns (CM007)/Facility Systems (CS179)
- **Integrated System Testing Completion**
- **Timing of funding to support planned schedule**
 - 2015-2019 Capital Program funding to award contracts in the second half of 2015
- **Completion of summer outages for 2015 and 2016 in Harold Interlocking**
 - Repackaging program to support completion of predecessor activities for outages



BUDGET FORECAST COMPARISONS

Budget Forecast Status January 2014

ESA Budget Forecast



* FTA figure includes \$463 M in rolling stock reserve

NEW BUDGET

June 2014

ESA Budget Forecast

\$10.177B*

NEW BUDGET

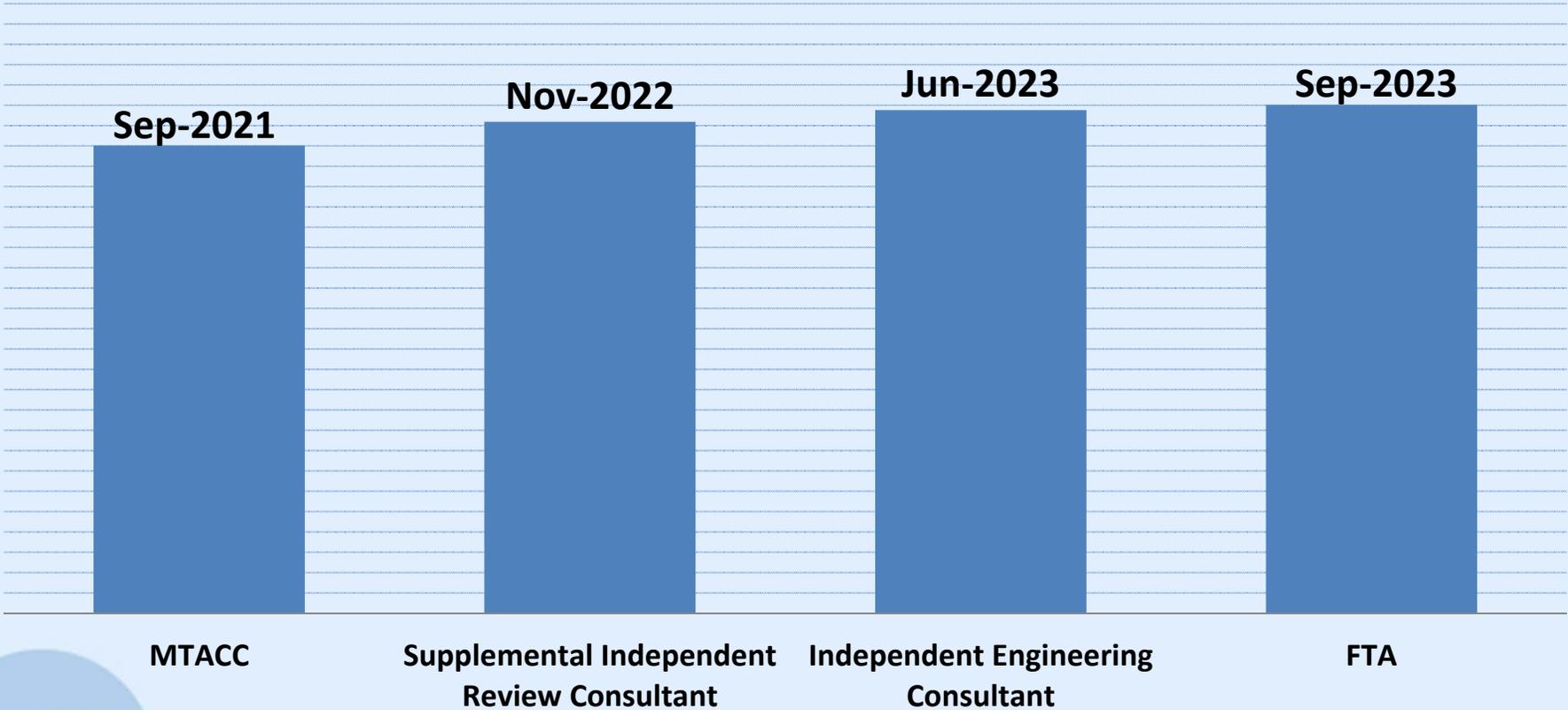


*excludes rolling stock reserve

SCHEDULE FORECAST COMPARISONS

Schedule Forecast Status January 2014

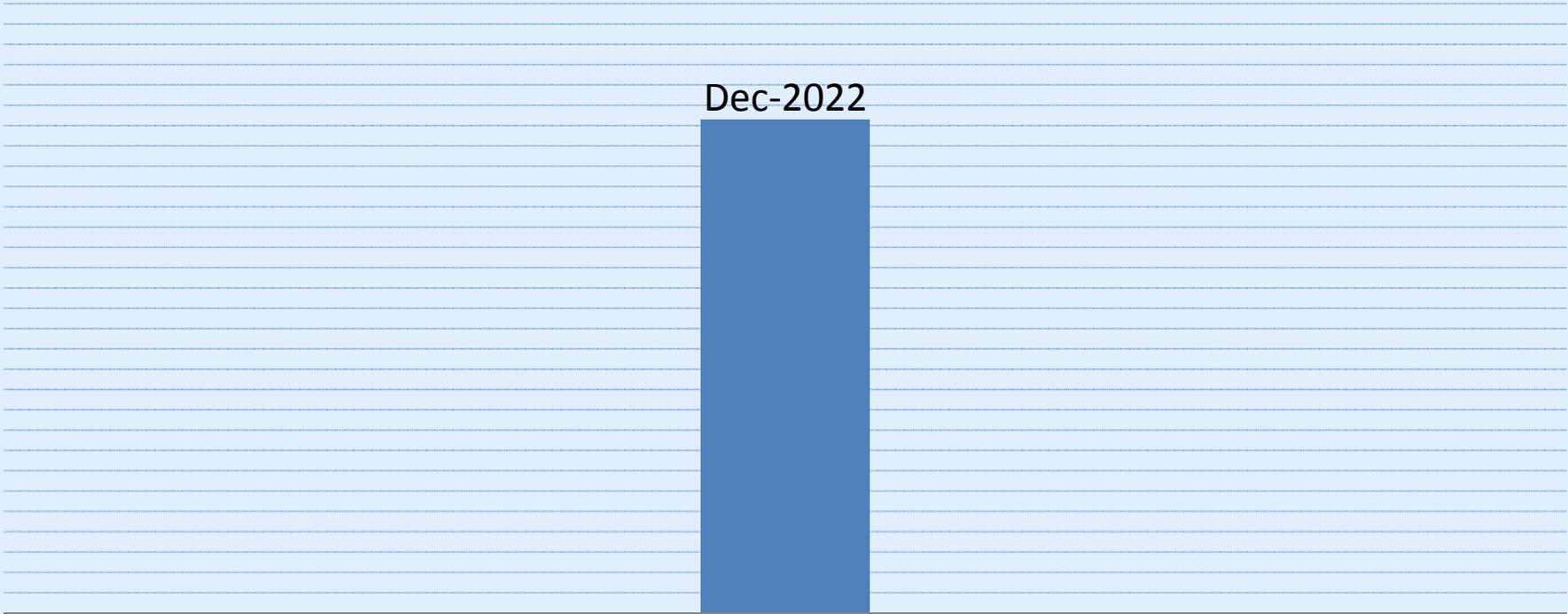
ESA Schedule Forecast



NEW SCHEDULE

June 2014

ESA Schedule Forecast



NEW SCHEDULE



Next Steps

- Update cost and schedule reporting (internal, external)
- Finalize funding needed and submit 2015-2019 Capital Program
- Revise and prepare FFGA submission
- Finalizing impact of new cost & schedule on Regional Investments



June 2014 CPOC IEC Project Review



East Side Access



June 23, 2014

BUDGET & SCHEDULE

- MTACC will manage to a budget of \$10.177B, which is within the cost range presented in January 2014
- MTACC will manage to a Revenue Service Date of December 2022, which is within the range presented in January 2014



BUDGET RISKS

- Packaging of track and third rail (CS284) work into GCT Caverns (CM007) work creates a complex, multi-trade contract with no time extension associated
- Lack of independent estimates for upcoming civil and systems contracts, such as;
 - GCT Caverns and Track & Third Rail (CM007)
 - Midday Storage Yard (CQ033)
 - Traction Power (CS084)that support the revised budgets



SCHEDULE RISKS

- Delays at interfaces between civil (CM006 & CM007) and systems (CS179 & new CS284) work in Manhattan tunnels
- Delays to integrated systems testing
- LIRR has not confirmed the handover/ acceptance approach as currently presented in the ESA schedule
- Progress in Harold must be improved to keep Harold off the critical path over the life of the project
- The application of PTC in the new Manhattan and Queens Tunnels is not considered by ESA in their signals vendor and installation contracts for Manhattan and Queens



RECOMMENDATIONS

- Review packaging of track and third rail work into the GCT Caverns (CM007) contract considering the size and complexity of new contract, and the required coordination with a newly created signals installation contract in Manhattan
- Provide independent estimates for all remaining major civil and systems contracts in their current bid configuration
- Further re-sequence work in Harold based on latest delays to civil and systems work, the revised contract packaging plan and FRA funding
- Fully consider the application of PTC in new ESA track territory for existing and upcoming signals contracts

Long Island Rail Road

CAPITAL PROGRAM
OVERSIGHT COMMITTEE
JUNE 2014

East
Side
Access
READINESS
PROJECTS

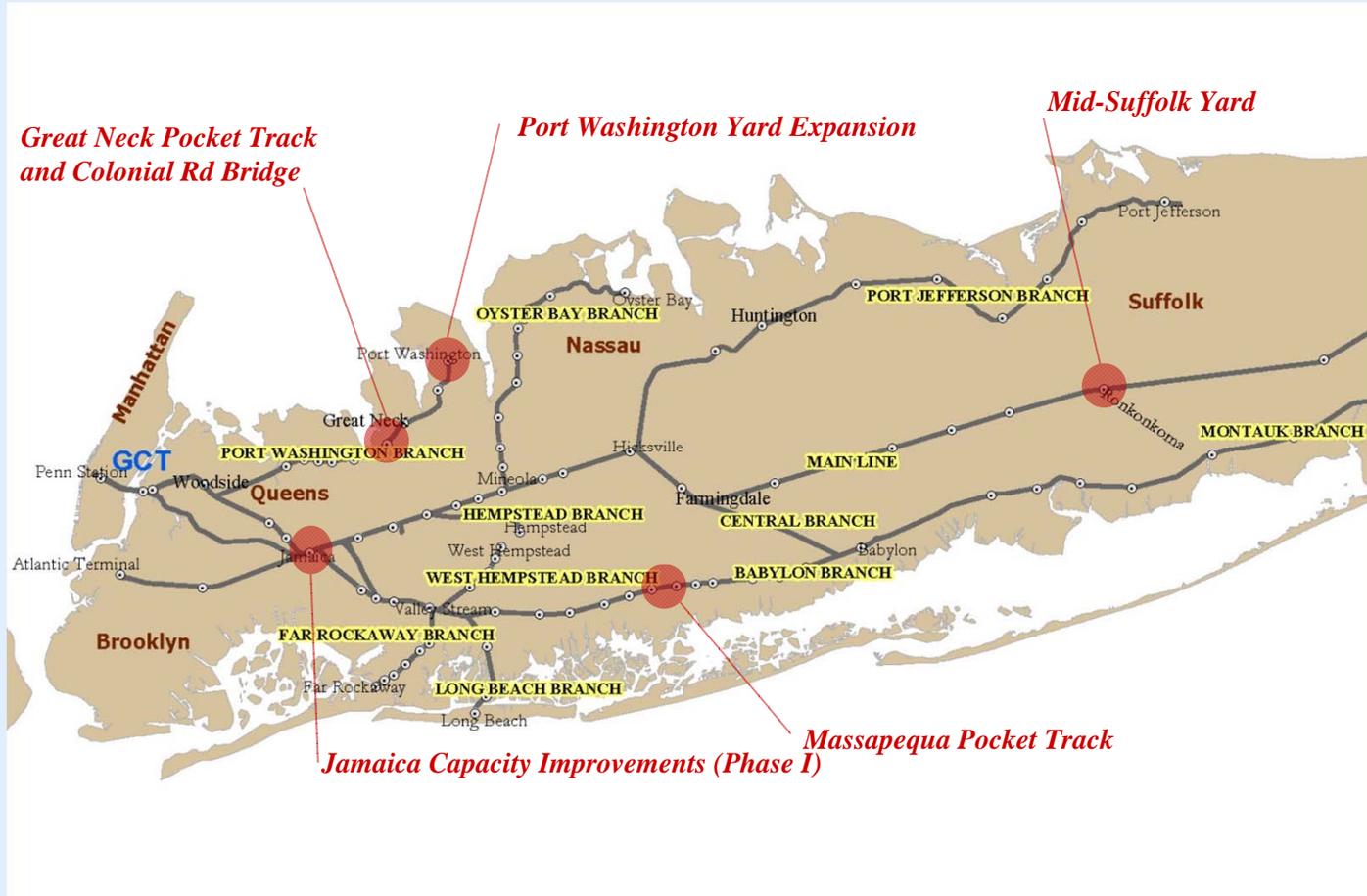


LIRR ESA READINESS PROJECTS

	CURRENT PHASE	PROJECT BUDGET
- Jamaica Capacity Improvements – Phase 1	CONSTRUCTION	\$301.7M
- Massapequa Pocket Track	CONSTRUCTION	\$ 19.6M
- Great Neck Pocket Track & Colonial Road Bridge	CONSTRUCTION PROCUREMENT	\$ 35.3M
- Port Washington Yard Track Extensions	PLANNING	\$ 12.1M
- Mid-Suffolk Yard	DESIGN	\$ 76.6M
		\$445.3M



PROJECT LOCATIONS



The ESA Readiness infrastructure investments are located on the Port Washington, Ronkonkoma, and Babylon branches, as well as in Jamaica, in order to meet the demand for increased train service to/from three major western terminals.

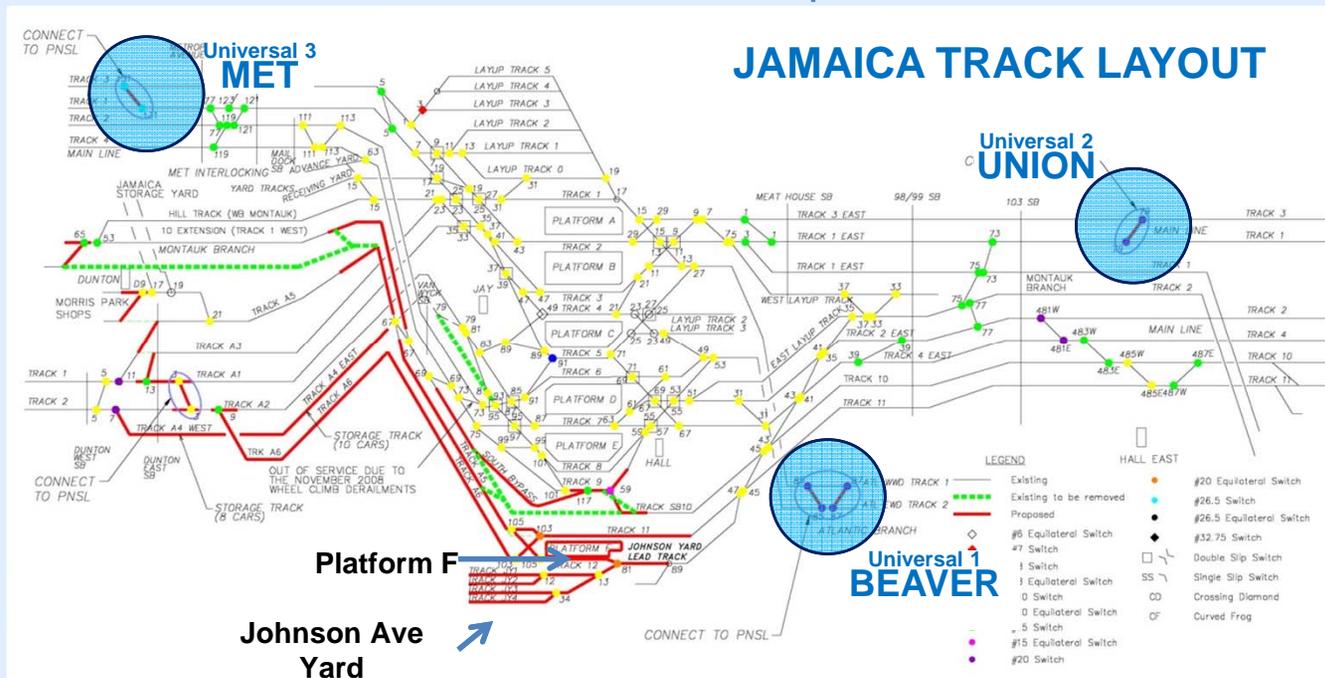


JAMAICA CAPACITY IMPROVEMENTS (PHASE I)

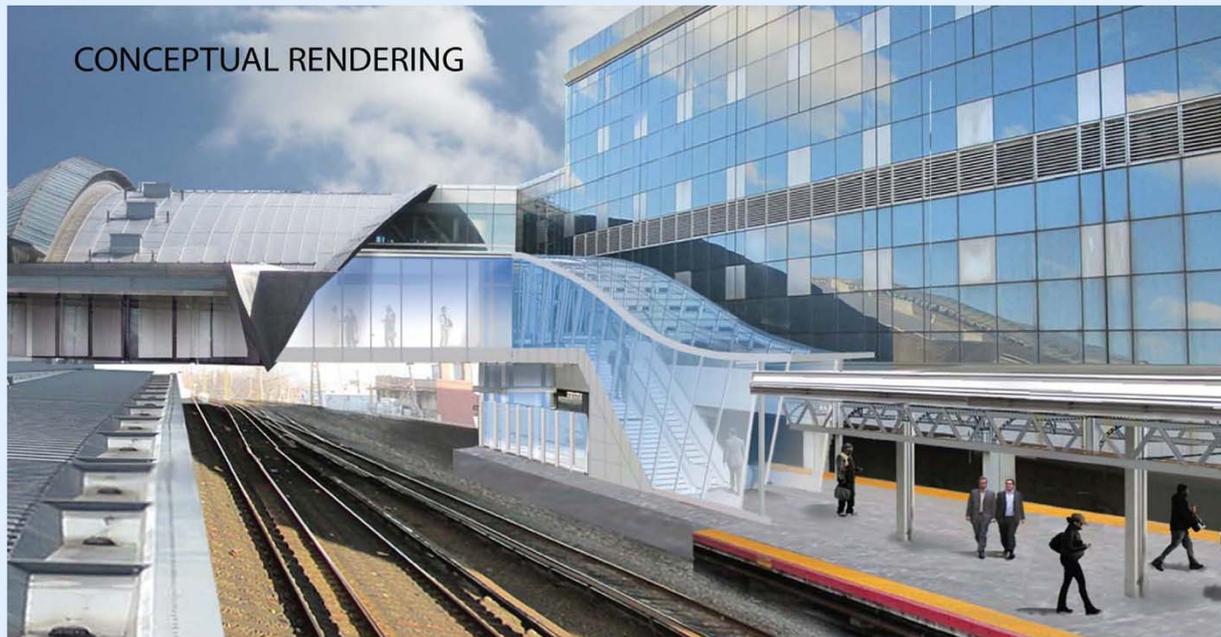
Scope

The New infrastructure in Jamaica will include:

- Reconfiguration of Johnson Ave. Train Yard needed to make room for new track work and platform south of existing plant
- New Platform for service to Brooklyn (Platform F)
- Track, Switches, and Signal reconfigurations required to eliminate the current crossover routes to Brooklyn
- Universal Switches to further increase parallel moves



JAMAICA CAPACITY IMPROVEMENTS (PHASE I)



Status

- Design-Build construction of Johnson Ave. Yard reconfiguration currently underway
- Platform F Design Bid Documents are in final development

Schedule

- Start reconfiguration of Johnson Ave Yard: May 2014
- Complete construction of Johnson Ave Yard: May 2016
- Platform F Construction Start: Q2 of 2015
- Platform F Construction Completion: Q4 of 2018 (Risk Adjusted)



JAMAICA CAPACITY IMPROVEMENTS (PHASE I)

Risk Assessment Process

The risk assessment process was a collaborative effort among LIRR, MTA Office of Construction Oversight and the MTA – IEC consisting of:

- Identifying, and quantifying cost and schedule risks and opportunities for mitigation
- Establishing contingencies commensurate with risks

Project Schedule and Budget

Based on an 80 Percent confidence level of success, the results of the Risk Assessment at 60% Design were as follows:

- The current Project Completion Date is October 2018 which corresponds to the original schedule completion (August 2017) plus 14 months of contingency.
- The Estimated Total Cost of the Project is within Budget.



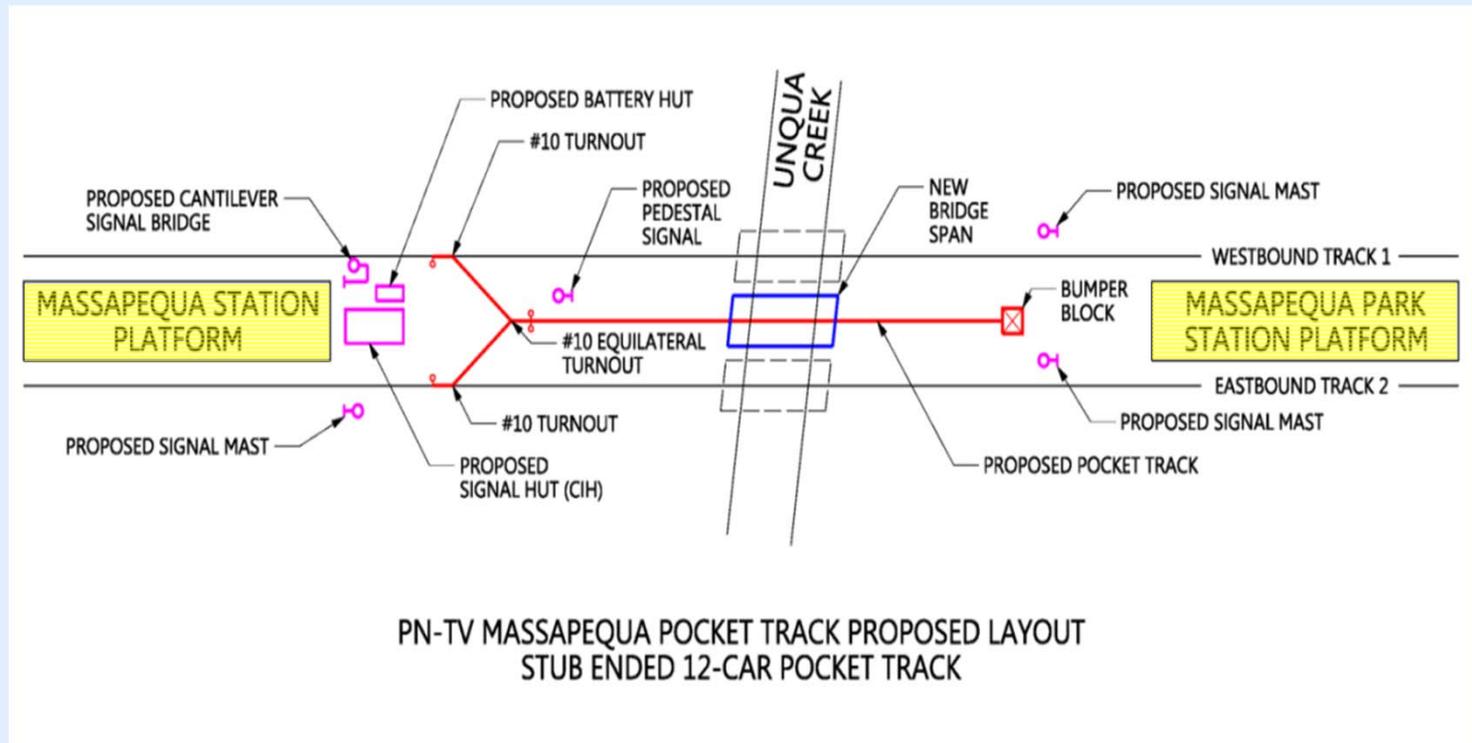
MASSAPEQUA POCKET TRACK

Scope

The New Pocket Track between Massapequa and Massapequa Park Stations will allow for mid-branch turning of trains for additional express service on the Babylon Branch and support of ESA

Major Elements of the Project are:

- 1,700 feet of new electrified track
- Additional bridge span to support the pocket track over Unqua Creek
- Three (3) new Track Switches and an Interlocked Signal System



MASSAPEQUA POCKET TRACK



Status

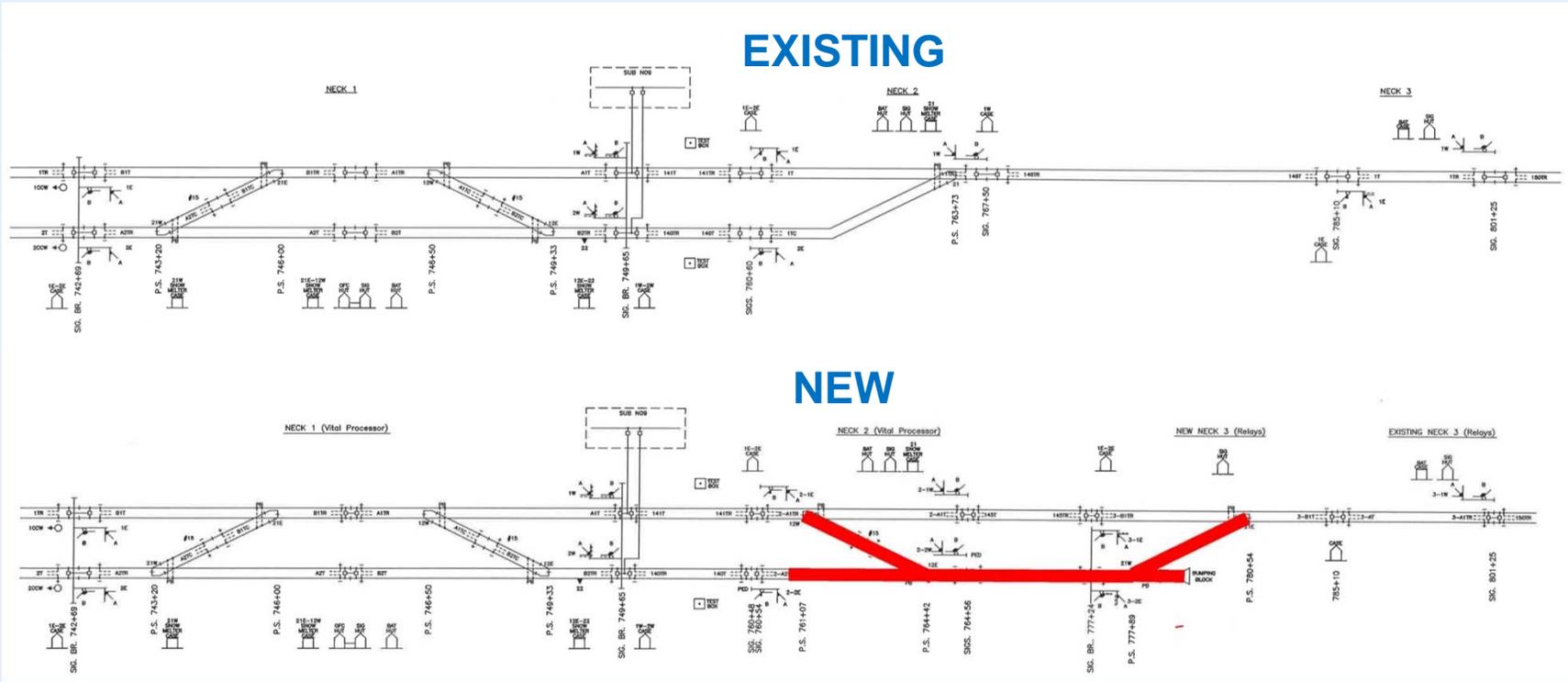
- Construction is already in progress with the new bridge span in place
- Unqua Bridge was installed in June 2013
- Switches and Signal Bridge were purchased in May 2014

Schedule

- Signal Bridge Installation: March 2015
- Switch Installations: April 2015
- Construction Completion: December 2015



GREAT NECK POCKET TRACK & COLONIAL ROAD BRIDGE



Scope

Great Neck Pocket Track will allow for turning of trains, additional express service on the Port Washington Branch, and support of ESA

Design and construction elements include:

- New 12-car Pocket Track Extension
- Replacement of 115 year old Colonial Road Bridge



GREAT NECK POCKET TRACK & COLONIAL ROAD BRIDGE



Colonial Road Bridge Today



Colonial Road Bridge In the Future

Status

- The Request for Expression of Interest (RFEI) process was utilized to ensure optimum competition
- Design-Build Proposals to be received in June 2014

Schedule

- Design-Build contract award: September 2014
- Construction Completion: September 2016



PORT WASHINGTON YARD TRACK EXTENSIONS



Scope

- Extend tracks in Port Washington Yard to accommodate 18 additional cars, which will allow for additional peak service in support of ESA primarily benefitting Port Washington, Plandome, and Manhasset.
- Tracks can be extended using existing LIRR or Town property.

Status

- Technical Scope of Work under development
- LIRR working with Town of North Hempstead to extend the yard with minimal impact on station parking

Schedule

- Design Start: Q1 2015
- Construction Start: Q4 2016
- Construction Completion: Q4 2018



MID-SUFFOLK YARD



Scope

Design and construction of a new fully functional electric train yard in Ronkonkoma on the LIRR Main Line Branch.

The new yard will:

- consist of up to eleven (11) twelve-car capacity tracks
- provide increased east-end train storage capacity for ESA service
- provide for additional interior car cleaning and mandatory FRA equipment inspections



MID-SUFFOLK YARD

Status

- Preliminary design contract awarded in January 2014
- Aerial Survey complete; Ground Mapping in progress;
- Design meetings are on-going
- Environmental Assessment (SEQR) in progress
- Conceptual Design-Build Brief expected July 2014

Schedule

- Design-Build Documents Complete: March 2015
- Design-Build Contract Award: January 2016
- Construction Completion: May 2018



June 2014 CPOC IEC Project Review



East Side Access Readiness

June 23, 2014



Schedule & Budget Review

East Side Access Readiness

- **Schedule:** All ESA Readiness projects are on schedule to be completed before the ESA project.
 - The IEC concurs with the progress reported by the LIRR
- **Budget:** Currently, the projects are on budget and the expenditures to date reflect the percent of project completion.



Risk Assessment

Jamaica Capacity Improvements – Phase I

Risk Assessment: A Risk Assessment (RA) Workshop was held on November 7&8, 2013.

- At the time of the RA the project was at 60% Design.
- The LIRR and IEC were active participants in developing the risk logs including estimated cost, schedule impacts and mitigation strategies.



Risk Assessment

RA Workshop Results / Unmitigated (80th percentile):

- Schedule Risk: Projected potential of a 14 month delay, with a substantial completion in October 2018.
 - The LIRR has accepted the schedule risks and is adjusting the JCI Phase 1 CPM schedule to reflect the updated Substantial Completion Date.
- Cost Risk: The P80 shows that the project is within budget, and has sufficient contingency to cover the escalation costs of the new substantial completion date.



IEC Findings

- To date, the IEC is satisfied with the agencies' continuous risk mitigation efforts. Some recent examples are as follows:
 - Procurement of Long Lead Items: This risk is being mitigated by ordering switches through the 3rd party DB Contractor, cutting the procurement time in half.
 - Track Outage Unavailability: This risk is being mitigated by long term and continuous outage planning, and always looking for piggy back opportunities.
- The IEC continues to monitor the ESA Readiness Project cost and schedule risks, and participate in developing mitigation strategies.



MTA Capital Program Commitments & Completions

**through
May 31, 2014**

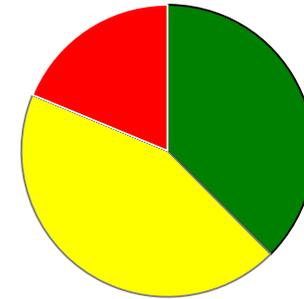
Capital Projects – Major Commitments – May 2014

55 major commitments are planned for 2014 and 16 are being reported on through May. There are ten slips through May, which include one NYCT project, one LIRR project and one East Side Access commitment forecasted as late, as well as seven other commitments that were late, but have now been achieved. All slips are discussed on the following page.

Agencies have committed a total of \$2.2 billion through May versus a \$2.1 billion goal. The year-to-date performance is due to over \$200M in non goal MTACC commitments made to date, partially offset by the above-mentioned slips. By year end, the MTA forecasts meeting its overall \$6.5 billion goal.

To date, 38% of major commitments are on time and 100% of major commitments are within budget. However, by year end, currently 55% of major commitments are forecasted to be achieved on time and 91% of major commitments are forecasted to be on budget. While a large number of projects are currently experiencing delays, most are still forecast to be committed within 2014.

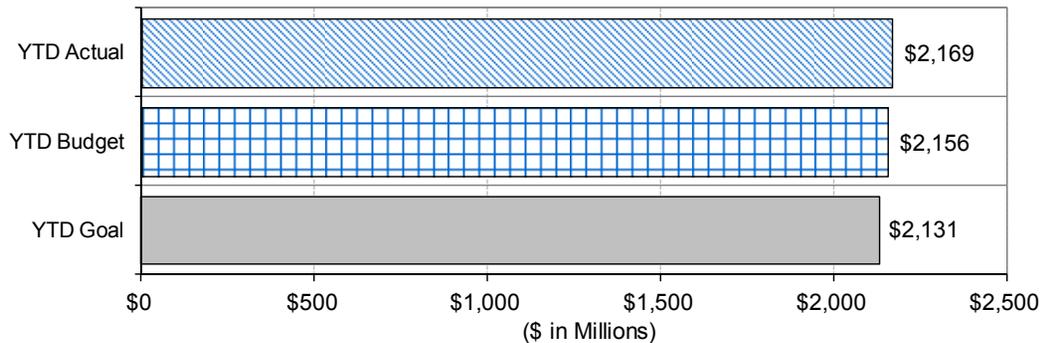
Year-to-Date Major Commitments



Color	Description	Count	Percent	Change from Prior Month
GREEN	= Commitments made/forecast w/in Goal	6	38%	↑ 1
YELLOW	= Commitments delayed beyond Goal (already achieved)	7	44%	↑ 5
RED	= Commitments delayed beyond Goal (not yet achieved)	3	19%	↓ 4
		16	100%	↑ 2

Budget Analysis

2014 Annual Goal	\$6,545	(\$ in millions)
2014 Annual Forecast	102%	of Annual Goal
Left to Complete	68%	(\$4,524)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – May 2014 – Schedule Variances

Project	Commitment	Goal	Forecast
3 All-Agency Red Commitments (1 new; net decrease of 4)			
NYCT			
<i>Track & Switch</i>			
Track & Switch Program (4 Projects) - 2nd QTR (New Item)	Construction Award	May-14	Aug-14
		\$39.8M	\$39.8M
Delay was due to track access issues on the Concourse line segment.			

LIRR			
<i>Stations</i>			
Escalator Program	Construction Award	Apr-14	Jun-14
		\$11.2M	\$11.2M
Delay in finalizing procurement due to Vendor difficulty in satisfying MWDBE requirements.			

MTACC			
<i>East Side Access</i>			
System Package 3 (VS086)	Construction Award	Feb-14	Jun-14
		\$21.8M	\$21.8M
Delay due to additional time needed to finalize contract award documentation.			

7 All-Agency Yellow Commitments (5 New this month)			
NYCT			
<i>Signals & Communication</i>			
34th Street Interlocking/ 6th Ave	Construction Award	Feb-14	Apr-14 (A)
		\$226.9M	\$170.0M
Delay in award due to time needed to resolve a statement of adverse information (SAI) finding with a signals supplier. The budget variance is favorable due to a low bid.			
Passenger Station LAN: 30 Stations (New Item)	Construction Award	Mar-14	May-14 (A)
		\$28.1M	\$26.5M
Project award was delayed 2 months as a result of bid period extension to address proposers' questions. The forecast cost has decreased reflecting a low bid.			

Project	Commitment	Goal	Forecast
<i>Track & Switch</i>			
Track & Switch Program (18 Projects) - 1st QTR (New Item)	Construction Award	Mar-14	May-14 (A)
		\$174.1M	\$174.1M
All but one of the 18 projects were awarded in the first quarter. Track work on White Plains Road (\$20M) was rescheduled to May 2014. Construction was delayed due to issues related to track access.			

<i>Stations</i>			
Ozone Park - Lefferts Blvd Station Renewal and ADA Liberty (New Item)	Construction Award	Apr-14	May-14 (A)
		\$28.0M	\$23.6M
Award delayed to allow for a required review of a supplier with a prior adverse finding. The supplier was cleared. Savings due to good bids.			

LIRR			
<i>Track</i>			
2014 Annual Track Program (New Item)	Construction Award	Apr-14	May-14 (A)
		\$50.9M	\$50.6M
While the majority of track program commitments were made in April, the overall forecast slipped one month as a result of administrative delays in processing the final \$5 million.			

<i>Other Track</i>			
Jamaica Capacity Improvements - Johnson Yard (New Item)	Design-Build Award	Feb-14	May-14 (A)
		\$56.6M	\$46.6M
Delay was due to contract addenda, requests for extensions from vendors and the LIRR, evaluation of Means and Methods and Value Engineering opportunities. Forecast reflects good bid savings.			

MTACC			
<i>East Side Access</i>			
System Package 1 (CS179)	Construction Award	Feb-14	Mar-14 (A)
		\$366.9M	\$366.9M
One month delay was due to additional time needed to finalize contract award documentation.			

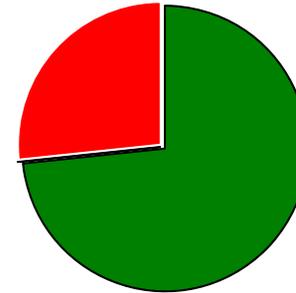
Capital Projects – Major Completions – May 2014

46 major completions are planned for 2014 and 15 are being reported on through May. Four projects are being forecast as late: two East Side Access projects and two NYCT projects. These variances are explained on the next page.

Agencies have completed nearly \$2.2 billion through May versus a \$2.6 billion year-to-date goal. The shortfall is due partly to the above-mentioned slips. Savings at the completion of the East Side Access Queens Bored Tunnel contract also contribute to the variance. By year-end, the MTA forecasts nearly meeting its overall \$5.7 billion goal.

To date, 71% of major completions are on time and 79% of major completions are on budget. By year-end, currently 70% of major completions are forecasted to be on time and 83% of major completions are forecasted to be on budget.

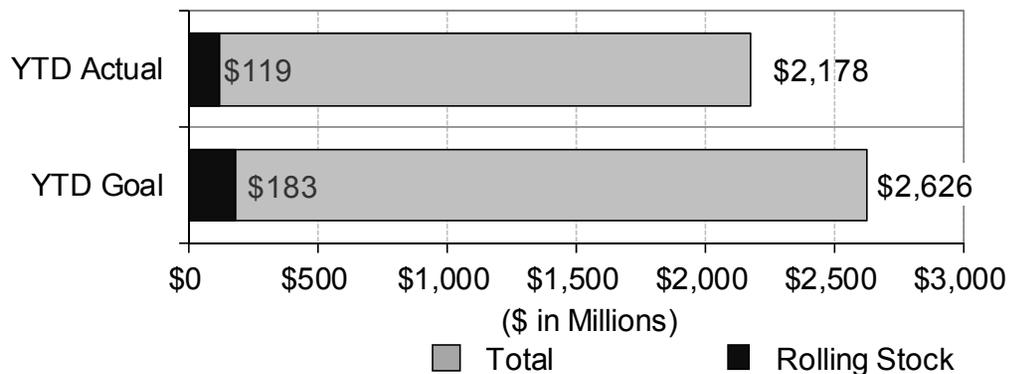
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast w/in Goal	11	73%	↑ 2
YELLOW = Completions delayed beyond Goal (already achieved)	0	-	-
RED = Completions delayed beyond Goal (not yet achieved)	4	27%	↑ 1
Total	15	100%	↑ 3

Budget Analysis

2014 Annual Goal	\$5,721	(\$ in millions)
2014 Annual Forecast	99%	of Annual Goal
Left to Complete	62%	(\$3,511)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – May 2014 – Schedule Variances

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

4 All-Agency Red Completions (1 new this month)

NYCT

Track & Switch

Track & Switch Program (9 Projects) - 1st QTR	Construction	Mar-14 \$58.5M	Jun-14 \$61.2M
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All installations on the 6th Ave line have been completed. Completion delayed because pre-final inspection and punch list work activities are behind schedule.

Purchase 28 Diesel-Electric Locomotives (New Item)	Construction	May-14 \$109.3M	Jun-14 \$109.3M
---	--------------	--------------------	--------------------

26 of the units have been accepted and released for service. The final two units must undergo acceptance and testing.

MTA CC

East Side Access

44th Street Fan Plant and 245 Park Ave Entrance (CM004)	Construction	Feb-14 \$55.5M	Jun-14 \$55.5M
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The completion of this contract has been delayed due to slower construction progress resulting from Winter weather impacts.

GCT Concourse Finishes Early Work, CM014A	Construction	Apr-14 \$56.7M	Dec-14 \$59.2M
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Delay is due to the need to re- design the Supervisory Control and Data Acquisition (SCADA) system.

Capital Projects – Major Completions – May 2014 – Budget* Variances

Actual Results Shaded

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

Project	Completion	Goal	Forecast
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1 All-Agency Budget only variance (0 new this month)

MTACC

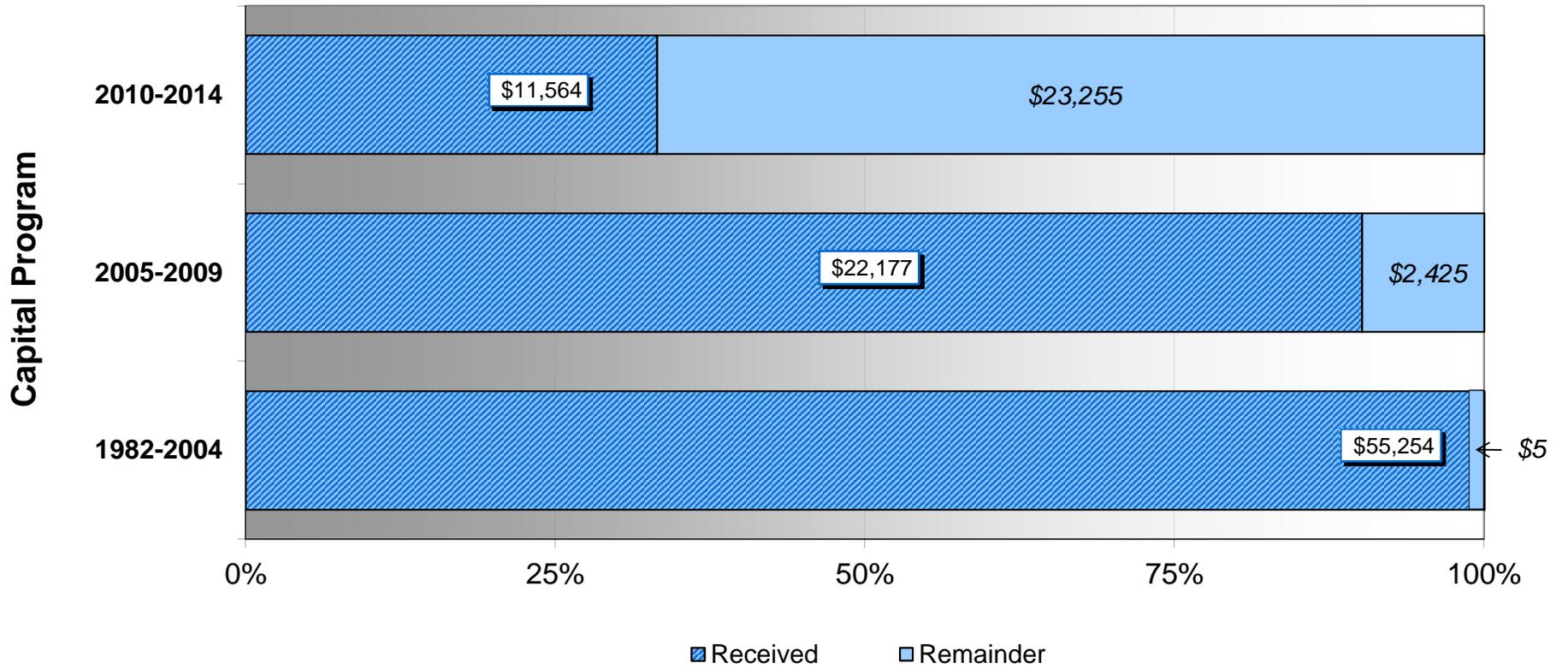
East Side Access

Queens Bored Tunnel and Structures (CQ031)	Construction Award	Apr-14 \$801.6M	Apr-14 (A) \$777.0M
Budget decrease reflects the final contract value, including all approved change orders and scope transfers.			

Status of MTA Capital Program Funding

Capital Funding (May 31, 2014)

\$ in millions



Capital Funding Detail (May 31, 2014)

\$ in millions

	Funding Plan		Receipts	
	Current	Thru April	This month	Received to date
2005-2009 Program				
Federal Formula and Flexible Funds	\$5,186	\$5,186	\$ -	\$5,186
Federal New Start	2,810	1,832	-	1,832
Federal Security	322	242	-	242
Federal Other	11	11	-	11
Federal ARRA - Stimulus	654	654	-	654
City of New York	418	409	-	409
City #7 Line Extension Funds	2,367	2,026	12	2,038
MTA Bus Federal and City Match	149	142	-	142
Asset Sales and Program Income	1,213	594	-	594
State Transportation Bond Act	1,450	1,064	-	1,064
MTA Bonds (Including LGA)	3,039	3,039	-	3,039
B&T Bonds	1,221	1,221	-	1,221
Bonds from New Sources	5,624	5,624	-	5,624
Other (Including Operating to Capital)	138	122	-	122
Total	24,603	22,165	12	22,177

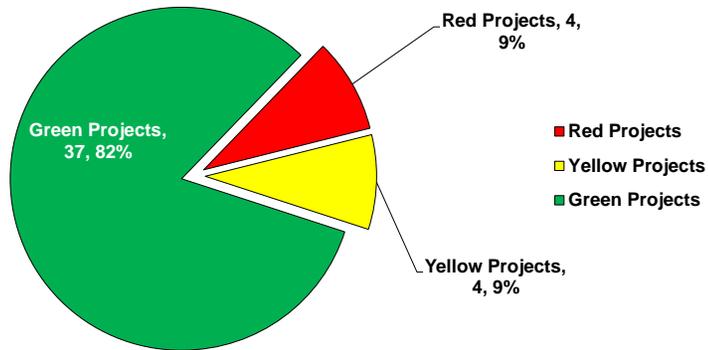
	Funding Plan		Receipts	
	Current	Thru April	This month	Received to date
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,834	\$3,570	\$459	\$4,029
Federal High Speed Rail	295	295	-	295
Federal Security	206	100	-	100
Federal RIFF Loan	2,200	-	-	-
City Capital Funds	778	350	-	350
State Assistance	770	150	-	150
MTA Bus Federal and City Match	132	20	-	20
MTA Bonds (Payroll Mobility Tax)	10,503	4,665	-	4,665
Other (Including Operating to Capital)	1,497	409	-	409
B&T Bonds	2,079	634	-	634
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	9,431	912	-	912
PAYGO	160	-	-	-
<i>Sandy Recovery MTA Bonds</i>	758	-	-	-
<i>Sandy Recovery B&T Bonds</i>	175	-	-	-
Total	34,819	11,105	459	11,564



1st Quarter 2014 Traffic Light Report on MTA Capital Program Projects

A total of 243 Projects were Reviewed for the 1st Quarter 2014

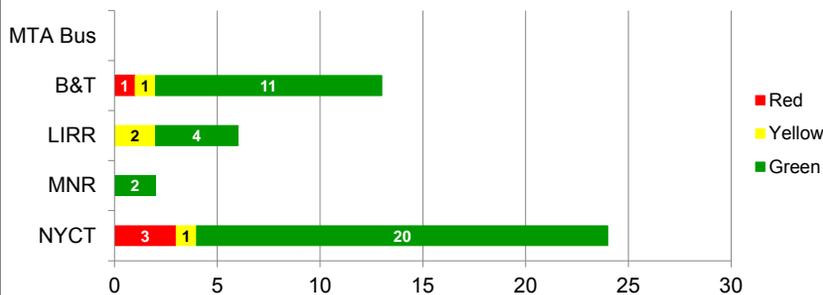
45 Projects in Design



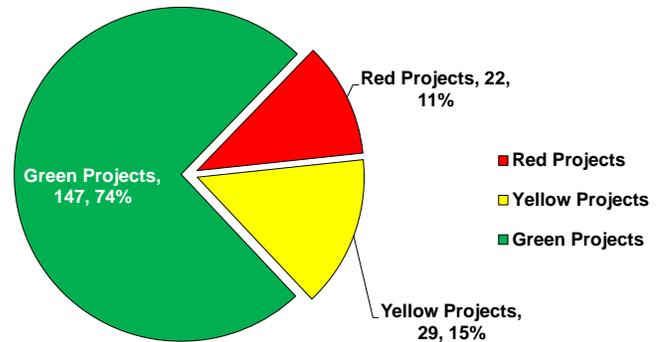
Projects in Design: 45 projects were reviewed in the design phase with 37 (82%) designated green, 4 (9%) yellow, and 4 (9%) were red. This is a decrease of 1 red project from the 4th quarter 2013. All 4 projects designated red this quarter were for a schedule variance. The schedule variances ranged from 3 to 5 months, and were due to coordination with Sandy Restoration work, repackaging of projects, and design changes.

Last Quarter: 57 projects were reviewed in the design phase with 49 (86%) designated green, 3 (5%) yellow, and 5 (9%) were red.

45 Projects in Design



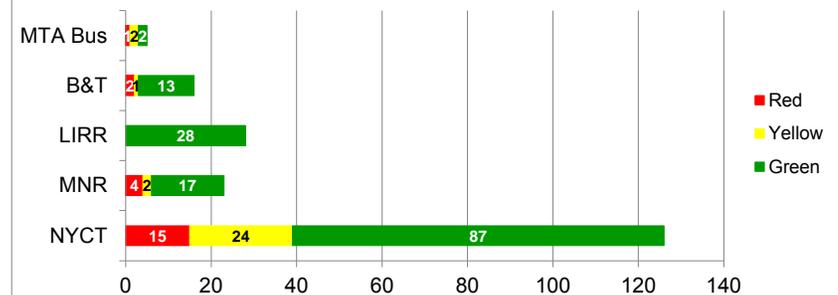
198 Projects in Construction



Projects in Construction: 198 projects were reviewed in the construction phase with 147 (74%) designated green, 29 (15%) yellow and 22 (11%) red. 14 (61%) were red for a schedule variance, 5 for a cost variance, 2 for a contingency variance, and 1 was for both a cost and schedule variance. For the 14 projects designated red for schedule, the variances ranged from 3 months to 28 months. The schedule variances were due to approval issues, weather related issues, limited track access, reprioritization of track work, and additional scope.

Last Quarter: 196 projects were reviewed in the construction phase with 152 (77%) designated green, 21 (11%) yellow and 23 (12%) red.

198 Projects in Construction



Terms and Definitions

1st Quarter 2014 Traffic Light Report on MTA Capital Program Projects

The following Terms and Definitions used to identify “red light projects” show variances from quarter to quarter and 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. Included in this report are one-page agency summaries (on pink paper stock) of issues associated with each project showing a **red** indicator and how the issues are being resolved.

Traffic Light Report Project Terms and Definitions

Projects in Design: 45

- 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 since last Traffic Light Report
- Yellow: Previously indicated as **red** with no new substantial change since last Traffic Light Report / A project in design that has been designated Yellow may be returned to Green when it has been in compliance with the three performance indicators for (four consecutive quarters) one year.

Projects in Construction: 198

- Green: No indices 110% or more and no index movement 10% or more. Other indices not exceeding those criteria specified in index formulas and criteria
- Red: Cost or Contingency Index: An increase of 10% (or index movement of 10% or more since last Traffic Light Report)
- Red: Schedule Variance: An increase of 3 months or more to substantial completion since last Traffic Light Report
- Yellow: Previously indicated as **red** with no new substantial change since last Traffic Light Report / A project in construction that has been designated Yellow may be returned to Green when it has been in compliance with the three performance indicators for (four consecutive quarters) one year.

Report Index Formulas and Criteria:

- Cost Index = Total Project EAC / Current Approved Budget
(Note: Current Budget is not Budget at Award)
- 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% completion level or greater



1st Quarter 2014 Traffic Light Report
Projects in Design and Construction

▲ = Index increase: Trending indicates condition worsening since last quarterly report
▼ = Index decrease: Trending indicates condition improving since last quarterly report
■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Overcoat Whitlock Avenue Portal to Pelham Bay Park - Pelham Line	05 - 09	Construction	\$28,158,438	95	.00	■	1.00	■	0	■	Y
Signal Key-By Circuit Modifications Phase 2	05 - 09	Construction	\$29,841,020	86	.00	■	1.00	■	0	■	G
Public Address / Customer Information Screens - Phase 3	05 - 09	Construction	\$88,640,095	80	.00	■	1.21	■	2	▲	G
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$45,327,983	63	1.41	■	1.00	▼	0	■	Y
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,761,630	73	.21	■	.99	■	0	■	Y
Manhole Repairs 2 Locs	05 - 09	Construction	\$7,412,912	94	1.04	■	1.00	■	0	■	Y
East New York Depot Repairs	05 - 09	Construction	\$17,192,000	48	.00	■	1.00	■	0	■	G
Bus Lifts Various Locations	05 - 09	Construction	\$8,800,030	89	.00	■	1.00	■	3	▲	R
Depot Equipment	05 - 09	Construction	\$9,880,197	18	.00	■	1.00	■	0	■	Y
Priority Repairs: 3 Depots	05 - 09	Construction	\$18,433,288	59	.30	▲	1.01	■	4	▲	R
Purchase 2 Ballast Regulators	05 - 09	Construction	\$7,736,048	100	.00	■	1.00	■	2	▲	Y
Purchase 324 Standard Buses	10 - 14	Construction	\$163,320,932	12	.00	■	1.00	■	0	■	G
Purchase 300 Express Buses	10 - 14	Construction	\$188,884,762	9	.00	■	1.00	■	0	■	G
Purchase 276 Standard Buses	10 - 14	Construction	\$152,493,847	0	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the 4 Avenue Line	10 - 14	Construction	\$5,074,746	1	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$14,700,751	41	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Jerome Line	10 - 14	Construction	\$8,774,153	40	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Lexington Avenue and 42 Street Shuttle Lines	10 - 14	Construction	\$13,556,317	15	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Pelham Line	10 - 14	Construction	\$20,808,332	0	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$28,405,037	13	.00	■	1.00	■	0	■	G



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NYCT - New York City Transit Program											
2014 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$5,979,511	20	.00	■	1.00	■	4	▲	R
2014 Mainline Switch Replacement on the Eastern Parkway Line	10 - 14	Construction	\$6,190,453	4	.00	■	1.00	■	0	■	G
2014 Mainline Switch Replacement on the Queens Boulevard Line	10 - 14	Construction	\$6,118,324	0	.00	■	1.00	■	0	■	G
Track Intrusion Detection System Pilot	10 - 14	Construction	\$5,348,192	40	.00	■	1.00	■	0	■	G
Rehabilitate Roof/Enclosure of 2 Substations	10 - 14	Construction	\$5,174,150	0	.00	■	1.00	■	0	■	G
Purchase Bus Cameras	10 - 14	Construction	\$24,780,000	85	.00	■	.99	■	0	■	G
Replacement of MetroCard Electronic Components	10 - 14	Construction	\$30,000,000	15	.00	■	.41	■	0	■	G
Passenger Station Local Area Network at 4 Stations	10 - 14	Construction	\$7,547,891	89	.00	■	1.43	■	2	▲	Y
Replace 3 Escalators in Southern Manhattan	10 - 14	Construction	\$14,034,099	100	.67	▲	1.11	■	0	■	Y
Replace 2 Escalators at Roosevelt Av on the Queens Blvd Line	10 - 14	Construction	\$9,906,056	18	.00	■	1.00	■	0	■	G
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,303,933	10	.00	■	1.00	■	0	■	G
Station Work at Pelham Bay Park on the Pelham Line	10 - 14	Construction	\$5,829,888	13	.33	▼	1.01	■	0	■	G
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Construction	\$22,273,793	5	.41	▲	.99	■	0	■	G
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Construction	\$26,467,400	61	.06	■	1.00	■	0	■	G
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Construction	\$20,999,979	6	.43	▲	1.00	■	0	■	G
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Construction	\$24,828,176	60	.02	■	.99	■	0	■	G
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$60,546,760	20	.00	■	1.00	■	0	■	G
Renewal of Central Avenue Station on the Myrtle Line	10 - 14	Construction	\$9,606,798	100	.58	▼	.95	■	0	■	G
Renewal of Seneca Avenue Station on the Myrtle Line	10 - 14	Construction	\$7,963,315	100	.83	▲	1.00	■	0	■	G
Renewal of Forest Avenue Station on the Myrtle Line	10 - 14	Construction	\$7,261,594	100	1.09	▼	1.00	■	0	■	G
Renewal of Knickerbocker Avenue Station on the Myrtle Line	10 - 14	Construction	\$9,637,645	100	-.14	▼	.99	■	0	■	G



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NYCT - New York City Transit Program											
Renewal of Fresh Pond Avenue Station on the Myrtle Line	10 - 14	Construction	\$9,383,073	100	1.32	▼	1.00	▬	0	▬	G
Renewal of 104 Street Station on the Liberty Line	10 - 14	Construction	\$13,948,770	0	.00	▬	1.00	▬	-6	▼	G
Renewal of 111 Street Station on the Liberty Line	10 - 14	Construction	\$13,439,382	0	.00	▬	1.00	▬	-6	▼	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Construction	\$14,232,778	0	.00	▬	.99	▬	-6	▼	G
Renewal of 88 Street Station on the Liberty Line	10 - 14	Construction	\$13,843,083	88	.00	▬	1.00	▬	-6	▼	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Construction	\$14,188,927	80	.00	▬	1.00	▬	-6	▼	G
Component Repairs at 5 Stations on the Brighton Line	10 - 14	Construction	\$8,417,461	38	.69	▼	1.00	▲	0	▬	G
Ventilator Repairs at 4 Locations in Queens, Manhattan and Brooklyn	10 - 14	Construction	\$7,924,003	26	.00	▬	1.44	▲	0	▬	R
Component Repairs at 21st Street Station on the Crosstown Line	10 - 14	Construction	\$6,439,032	95	.00	▬	1.02	▬	-8	▼	G
Component Repairs at 3 Stations on the Broadway Line	10 - 14	Construction	\$9,907,413	0	.00	▬	1.00	▬	0	▬	G
Component Repairs at 2 Stations on the Broadway Line	10 - 14	Construction	\$7,212,342	0	.00	▬	1.00	▬	0	▬	G
ADA Accessibility at Forest Hills-71 Av Station on the Queens Blvd Line	10 - 14	Construction	\$21,798,619	96	.77	▲	1.00	▬	1	▲	G
ADA Accessibility at Kingsbridge Rd Station on the Concourse Line	10 - 14	Construction	\$20,305,233	84	.87	▲	1.00	▬	0	▬	G
ADA Accessibility at Utica Ave Station on the Fulton Line	10 - 14	Construction	\$14,125,330	95	.95	▲	1.00	▬	0	▬	G
ADA Accessibility at Hunts Point Ave Station on the Pelham Line	10 - 14	Construction	\$14,251,216	88	.85	▼	1.00	▬	2	▲	Y
ADA Accessibility at 23 St Station on the Lexington Av Line	10 - 14	Construction	\$16,836,263	0	.00	▬	1.00	▲	0	▬	G
Water Condition Remedy	10 - 14	Construction	\$6,241,520	68	1.92	▲	1.00	▲	0	▬	G
2012 Welded Rail Installation	10 - 14	Construction	\$9,049,206	24	.00	▬	1.00	▬	0	▬	Y
2014 Mainline Track Replacement: Design and Support Costs	10 - 14	Construction	\$6,043,078	25	.00	▬	1.00	▬	0	▬	G
2012 Mainline Track Replacement on the Myrtle Line	10 - 14	Construction	\$12,172,185	90	.00	▬	1.00	▬	0	▬	Y



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NYCT - New York City Transit Program											
2012 Mainline Track Replacement on the 6 Avenue Line	10 - 14	Construction	\$18,480,434	84	.00	■	1.00	■	0	■	G
2012 Mainline Track Replacement on the Concourse Line	10 - 14	Construction	\$14,128,000	92	.00	■	1.00	■	-1	▼	G
2012 Mainline Track Replacement on the Rockaway	10 - 14	Construction	\$10,614,269	95	.00	■	1.00	■	0	■	G
2013 Mainline Track Replacement on the 6th Avenue Line	10 - 14	Construction	\$18,396,605	91	.00	■	1.01	■	3	▲	R
2013 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$11,307,010	93	.00	■	1.00	■	3	▲	R
2013 Mainline Track Replacement on the Sea Beach Line	10 - 14	Construction	\$13,529,578	95	.00	■	1.12	▲	0	■	R
2013 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$16,284,000	81	.00	■	1.16	▲	1	▲	R
2013 Mainline Track Replacement on the Lenox-White Plains Road Line	10 - 14	Construction	\$5,586,001	86	.00	■	1.00	■	2	▲	Y
2013 Mainline Track Replacement on the Canarsie Line	10 - 14	Construction	\$18,591,141	84	.00	■	.97	■	1	▲	G
2013 Mainline Track Replacement on the Liberty Avenue Line	10 - 14	Construction	\$10,280,000	95	.00	■	1.18	▲	0	■	G
2013 Mainline Track Replacement on the Jerome Line	10 - 14	Construction	\$7,696,000	95	.00	■	1.20	▲	3	▲	R
2013 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$7,880,611	62	.00	■	1.14	▲	2	▲	R
2013 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$19,081,154	30	.00	■	1.00	■	6	▲	R
2014 Mainline Switch Replacement: Design and Support Costs	10 - 14	Construction	\$7,469,817	25	.00	■	1.00	■	0	■	G
2013 Mainline Switch Replacement on the Queens Boulevard Line	10 - 14	Construction	\$14,484,042	93	.00	■	.94	▼	7	▲	R
2013 Mainline Switch Replacement on the Jamaica Line	10 - 14	Construction	\$10,865,150	50	.00	■	.78	■	0	■	Y
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Construction	\$52,134,679	11	.00	■	1.00	■	0	■	G
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$60,908,428	50	.01	■	1.00	■	0	■	G
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,757,198	5	.00	■	1.01	■	0	■	G



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NYCT - New York City Transit Program											
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,072,428	65	.00	▬	1.00	▬	0	▬	G
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$40,381,428	85	.00	▬	.99	▬	0	▬	Y
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,766,541	73	1.03	▬	1.00	▬	0	▬	G
Demolish Abandoned Structures	10 - 14	Construction	\$10,320,496	32	.00	▬	.68	▬	0	▬	Y
Overcoat Painting from Portal-E 180 St on the White Plains Road Line	10 - 14	Construction	\$30,425,245	29	.00	▬	1.00	▬	0	▬	G
Structure Repairs on the Dyre Ave Line	10 - 14	Construction	\$11,124,127	0	.00	▬	1.00	▼	0	▬	G
Overcoat Painting from Broadway Junction-Cypress Hills on the Jamaica Line	10 - 14	Construction	\$19,011,173	89	.47	▬	1.00	▬	0	▬	Y
Overcoat Painting from Dyckman St-215 St on the Broadway-7th Av Line	10 - 14	Construction	\$13,908,803	19	.00	▬	1.00	▬	0	▬	G
Steinway Tube Rehabilitation	10 - 14	Construction	\$10,583,199	54	2.20	▼	.54	▬	0	▬	Y
Portal Repairs on the Broadway-7 Avenue Line	10 - 14	Construction	\$20,330,826	37	.00	▬	1.00	▼	0	▬	Y
Structural Repairs at 9 Avenue Station on the West End Line	10 - 14	Construction	\$21,240,863	21	.00	▬	1.12	▬	0	▬	G
Modification of Signal Control Lines - Phase 4	10 - 14	Construction	\$24,387,105	92	.00	▬	.96	▬	-3	▼	G
Modernize Signal Interlocking at Church Avenue on the Culver Line	10 - 14	Construction	\$202,387,501	92	.76	▲	1.00	▬	0	▬	G
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$16,679,555	34	.54	▬	.99	▬	0	▬	G
Install Station Time Signal Enhancements on the Lexington Avenue Line - Phase 2	10 - 14	Construction	\$28,905,461	92	.35	▲	.99	▬	-2	▼	G
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$310,836,263	16	.88	▲	1.00	▬	0	▬	G



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NYCT - New York City Transit Program											
Modifications to Signal Control Lines - Phase 5	10 - 14	Construction	\$9,623,158	30	.00	■	.96	■	0	■	G
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,192,104	14	.20	▲	1.00	■	0	■	G
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,405,148	24	.30	▼	1.00	■	0	■	G
Rehabilitation of Ducts and Cables, Steinway Tube	10 - 14	Construction	\$50,647,080	83	1.09	▲	1.06	▲	0	■	Y
Replacement of Automatic Train Supervision A-Division and Communications-Based Train Control Status Boards at the Rail Control Center	10 - 14	Construction	\$7,179,263	0	.00	■	1.00	■	0	■	G
Install Public Address/Customer Info Screen Systems at 43 Stations	10 - 14	Construction	\$89,777,792	29	.00	■	1.17	■	2	▲	G
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	50	.00	■	1.00	■	28	▲	R
Waterproofing of Communication Rooms	10 - 14	Construction	\$10,232,399	22	.00	■	1.00	▲	0	■	G
Help Point at 93 Stations	10 - 14	Construction	\$40,047,427	1	.00	■	1.31	▲	0	■	R
Repair/Replace Underground Substation Hatchways - Phase 2	10 - 14	Construction	\$15,612,000	43	2.18	▼	1.08	■	0	■	G
Cabling Central Substation - 6th Avenue Line	10 - 14	Construction	\$14,050,027	35	.00	■	.99	■	0	■	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Construction	\$18,934,340	3	.00	■	.99	■	0	■	G
Rehab Circuit Breaker House #146 on the Brighton Line	10 - 14	Construction	\$6,605,987	43	.00	■	.99	■	0	■	G
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Construction	\$14,734,348	28	.40	▼	1.00	■	0	■	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Construction	\$15,175,861	4	.00	■	.98	▼	0	■	G
2013 Yard Track Replacement	10 - 14	Construction	\$4,521,001	57	.00	■	.80	▼	0	■	Y
2013 Yard Switch Replacement	10 - 14	Construction	\$6,876,991	50	.00	■	.96	■	0	■	Y
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$21,033,285	65	.00	■	.84	■	15	▲	R



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NYCT - New York City Transit Program											
Replacement of Bus Radio System	10 - 14	Construction	\$236,876,147	4	.00	■	1.05	▼	0	■	G
Upgrade Heating, Ventilation, Air Condition Systems at 4 Depots	10 - 14	Construction	\$17,111,799	15	.00	■	1.00	■	0	■	G
Purchase 110 Non-Revenue Vehicles	10 - 14	Construction	\$13,415,776	92	.00	■	1.00	■	0	■	G
Purchase 118 Non-Revenue Vehicles	10 - 14	Construction	\$12,446,444	6	.00	■	.89	■	0	■	G
Fire Sprinkler/Alarm Systems at 11 Employee Facilities	10 - 14	Construction	\$28,271,032	38	.96	▲	.94	■	0	■	G
Disposition of Jay Street Systems Phase 1	10 - 14	Construction	\$16,046,194	100	.00	■	1.58	▲	0	■	Y
Maspeth Warehouse Repairs	10 - 14	Construction	\$9,969,840	91	.00	■	1.00	■	0	■	G
Facility Roof Repair/Replacement Phase 3	10 - 14	Construction	\$12,672,803	4	.00	■	1.00	■	0	■	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	82	.00	■	1.00	■	0	■	Y
Replace 7 Hydraulic Elevators	10 - 14	Design	\$24,137,745	70	.00	■	1.00	▲	0	■	G
Rehabilitation of 20 Avenue Station on the Sea Beach Line	10 - 14	Design	\$41,504,570	70	.00	■	1.00	■	0	■	G
Rehabilitation of 8 Avenue Station on the Sea Beach Line	10 - 14	Design	\$36,056,247	70	.00	■	1.00	■	0	■	G
Rehabilitation of Fort Hamilton Parkway Station on the Sea Beach Line	10 - 14	Design	\$36,000,000	70	.00	■	1.00	■	0	■	G
Rehabilitation of 18th Avenue Station on the Sea Beach Line	10 - 14	Design	\$40,000,000	70	.00	■	1.00	■	0	■	G
Rehabilitation of Kings Highway Station on the Sea Beach Line	10 - 14	Design	\$40,000,000	70	.00	■	1.00	■	0	■	G
Rehabilitation of New Utrecht Avenue Station on the Sea Beach Line	10 - 14	Design	\$36,600,000	70	.00	■	1.00	■	0	■	G
Rehabilitation of Bay Parkway Station on the Sea Beach Line	10 - 14	Design	\$40,000,000	70	.00	■	1.00	■	0	■	G
Rehabilitation of Avenue U Station on the Sea Beach Line	10 - 14	Design	\$40,000,000	70	.00	■	1.00	■	0	■	G
Rehabilitation of 86 St Station on the Sea Beach Line	10 - 14	Design	\$40,000,000	70	.00	■	1.00	■	0	■	G
Component Repairs at 2 Stations on the Culver Line	10 - 14	Design	\$13,454,313	74	.00	■	1.01	■	0	■	Y



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NYCT - New York City Transit Program											
Component Repairs at 49 Street Station on the Broadway Line	10 - 14	Design	\$7,961,610	60	.00	▬	1.00	▬	0	▬	G
Component Repairs at 2 Stations on the 4th Avenue Line	10 - 14	Design	\$7,761,800	90	.00	▬	1.00	▬	3	▲	R
Components Repairs at 5 Stations on the Fulton Line - Design Only	10 - 14	Design	\$1,074,002	90	.00	▬	.61	▼	1	▲	G
Component Repairs at 3 Stations on the Lexington Line	10 - 14	Design	\$6,707,800	95	.00	▬	1.00	▬	2	▲	G
Component Repairs at 2 Stations on the Queens Boulevard Line	10 - 14	Design	\$10,957,400	95	.00	▬	1.00	▬	2	▲	G
Component Repairs at 3 Stations on the Crosstown Line	10 - 14	Design	\$10,379,357	90	.00	▬	1.00	▬	0	▬	G
Rehabilitation of Retaining Wall on the Sea Beach Line	10 - 14	Design	\$41,003,846	70	.00	▬	1.00	▬	0	▬	G
Upgrade/Replacement of Copper Communications Cable - Phase 3	10 - 14	Design	\$10,000,000	97	.00	▬	1.00	▬	2	▲	G
Upgrade Ventilation Systems in 19 Communication Rooms	10 - 14	Design	\$5,686,068	70	.00	▬	.89	▬	3	▲	R
Rehab Circuit Breaker House #275 on the Clark St Line	10 - 14	Design	\$540,000	77	.00	▬	.06	▼	3	▲	R
Rehab 3 Car Washers at 3 Yards	10 - 14	Design	\$13,375,794	90	.00	▬	.94	▬	0	▬	G
Rehab 1 Car Washer at Coney Island Yard	10 - 14	Design	\$8,277,931	77	.00	▬	1.28	▬	0	▬	G
New Bus Command Center Building	10 - 14	Design	\$50,903,715	50	.00	▬	.98	▬	1	▲	G
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$12,888,319	77	1.20	▲	1.06	▲	2	▲	Y
Rehabilitation of 8 Bridges and 1 Culvert on the Staten Island Railway	10 - 14	Construction	\$18,276,726	72	.23	▬	.83	▼	0	▬	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$22,707,687	8	.00	▬	1.00	▬	0	▬	G
LIRR - Long Island Rail Road Program											
Main Line Corridor Improvements -Divide Supervisory Control & Remote Terminal Units (RTUs)	05 - 09	Construction	\$13,900,000	0	.00	▬	1.00	▬	0	▬	G
Improved Radio Coverage/Infras	05 - 09	Construction	\$15,287,704	0	.00	▬	1.00	▬	0	▬	G
Wheel Spur Yard	05 - 09	Construction	\$13,357,000	35	.00	▬	1.00	▬	0	▬	G



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LIRR - Long Island Rail Road Program											
Shea Yard Improvements	05 - 09	Construction	\$18,300,000	0	.00	■	1.00	■	0	■	G
Substations Environmental Reme	05 - 09	Construction	\$10,285,164	72	.00	■	1.00	■	0	■	G
New Elevators -Flushing-MainSt	05 - 09	Design	\$16,444,833	50	.00	■	1.00	■	0	■	Y
Main Line Corridor Improvements -Hicksville North Siding	05 - 09	Design	\$37,700,000	50	.00	■	1.00	■	0	■	G
Main Line Corridor Improvements -Hicksville Station Improvements	05 - 09	Design	\$55,200,000	50	.00	■	1.00	■	0	■	G
Main Line Corridor Improvements -Ellison Avenue Bridge	05 - 09	Design	\$39,200,000	70	.00	■	1.00	■	0	■	G
Massapequa Station Platform Replacement	10 - 14	Construction	\$20,520,000	32	.33	▲	1.00	■	0	■	G
Wyandanch Parking Facility	10 - 14	Construction	\$29,000,000	8	.00	■	1.00	▲	0	■	G
2014 Annual Track Program	10 - 14	Construction	\$50,930,000	10	.00	■	1.00	▲	0	■	G
Construction equipment purchase used for track program	10 - 14	Construction	\$7,000,000	82	.00	■	1.00	■	0	■	G
Right of Way - Fencing installation	10 - 14	Construction	\$8,000,000	91	.00	■	1.00	■	0	■	G
East River Tunnel Track Replacement	10 - 14	Construction	\$28,000,000	34	.00	■	1.00	■	0	■	G
Bridge Painting Program	10 - 14	Construction	\$5,409,500	98	.00	■	1.00	■	0	■	G
150th Street - Jamaica Bridge Rehabilitation	10 - 14	Construction	\$24,949,404	9	.00	■	1.00	■	0	■	G
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	48	.00	■	1.00	■	0	■	G
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	52	.00	■	1.00	■	0	■	G
Communication Pole / Copper Plant Replacement system wide	10 - 14	Construction	\$7,000,000	87	.00	■	1.00	■	0	■	G
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	47	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Cable Replacement	10 - 14	Construction	\$5,100,000	52	.00	■	1.00	■	0	■	G
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	73	.00	■	1.00	■	0	■	G



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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
LIRR - Long Island Rail Road Program											
Hillside Facility Roof Renewals	10 - 14	Construction	\$6,000,000	40	1.25	▲	1.00	■	0	■	G
Employee Facilities Renewals	10 - 14	Construction	\$9,369,343	74	.00	■	1.00	■	0	■	G
Replacement of Hillside & Kew Garden Substations	10 - 14	Construction	\$25,522,757	50	-.04	■	1.00	■	0	■	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	51	.00	■	1.00	■	0	■	G
3rd Rail - Aluminum Rail replacement	10 - 14	Construction	\$10,900,000	80	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	50	.00	■	1.00	■	0	■	G
Replacement of Port Washington Substation	10 - 14	Construction	\$22,459,452	0	.00	■	1.00	■	0	■	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	46	.00	■	1.00	■	0	■	G
Woodhaven Boulevard Bridge rehabilitation	10 - 14	Construction	\$11,000,000	98	.00	■	1.00	■	0	■	G
Atlantic Branch Half tie replacement	10 - 14	Design	\$14,000,000	84	.00	■	1.00	■	8	▲	Y
Atlantic Avenue Viaduct - Phase IIb	10 - 14	Design	\$26,355,115	90	.00	■	1.00	■	0	■	G
MNR - Metro-North Railroad Program											
Overhead Bridge Program-E of H	05 - 09	Construction	\$6,791,938	45	.00	■	.99	▼	0	■	G
Signal System Replacement	05 - 09	Construction	\$35,084,189	69	.00	▼	.99	▼	14	▲	G
HRLB Replace Breaker Houses	05 - 09	Construction	\$15,976,673	11	.00	■	.95	▲	0	■	G
Park Avenue Tunnel Renewal	10 - 14	Construction	\$7,763,881	100	.82	▲	.95	■	0	■	G
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$17,230,531	0	.00	■	.92	■	0	■	G
Grand Central Terminal Utility System Improvements	10 - 14	Construction	\$23,583,752	1	00.00	▲	.86	■	-17	▼	G
Fordham Station Improvements	10 - 14	Construction	\$13,543,844	1	.00	■	.96	■	0	■	G
New Haven Line Stations Component Renewals	10 - 14	Construction	\$35,126,018	78	1.67	▲	.96	■	0	■	R
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$56,152,816	52	.00	■	.87	▲	0	■	Y



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MNR - Metro-North Railroad Program											
Grand Central Terminal Turnout / Switch Renewal	10 - 14	Construction	\$14,881,438	80	.00	■	1.00	■	0	■	G
Rock Slope Remediation -Priority Sites Along the Right-of-Way	10 - 14	Construction	\$6,805,291	35	2.25	■	.97	■	0	■	G
Drainage and Undercutting Improvements Along the Right-of-Way	10 - 14	Construction	\$8,621,317	10	.00	■	.86	▼	0	■	G
Annual Track Program (2013)	10 - 14	Construction	\$12,666,000	23	.00	■	1.00	■	5	▲	R
Employee Welfare and Storage Facility Rehabilitations	10 - 14	Construction	\$6,315,868	30	.00	▼	.63	■	0	■	G
Repair/Replacement of Undergrade Bridges	10 - 14	Construction	\$17,692,680	98	.00	■	.81	▼	-1	▼	G
Harlem River Lift Bridge Cable Replacement	10 - 14	Construction	\$10,014,315	11	.00	■	.95	▼	1	▲	G
West of Hudson Annual Track Program	10 - 14	Construction	\$19,402,794	68	.00	■	.92	■	4	▲	R
Moodna and Woodbury Viaduct Rehabilitation	10 - 14	Construction	\$8,253,893	60	1.81	▲	.91	■	0	■	R
Upgrade West of Hudson Signal System	10 - 14	Construction	\$65,568,900	35	.33	■	.96	■	0	■	G
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$30,138,496	40	.00	■	.98	■	0	■	Y
Renewal of Harlem and Hudson Substation Switchgear	10 - 14	Construction	\$7,605,227	96	.00	■	.95	▼	0	■	G
Harlem and Hudson Line Power Improvements	10 - 14	Construction	\$35,085,018	1	.00	■	.98	■	0	■	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$14,474,515	11	.00	■	.97	▲	1	▲	G
Harlem Line Stations Component Renewal	10 - 14	Design	\$25,737,400	30	.00	■	.99	■	0	■	G
Repair/Replace Undergrade Bridges on the West of Hudson, Port Jervis Line	10 - 14	Design	\$9,185,830	60	.00	■	.84	■	0	■	G
B&T - Bridges and Tunnels Program											
Cable and Anchorage Investigat	05 - 09	Design	\$8,178,426	96	.00	■	1.00	■	0	■	G
Concrete repairs at the Bronx anchorage of the Bronx-Whitestone Bridge	10 - 14	Construction	\$8,036,223	65	.00	■	1.00	■	0	■	G



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B&T - Bridges and Tunnels Program											
Substructure and underwater scour protection - Marine Parkway Bridge	10 - 14	Construction	\$27,648,187	1	.00	▼	1.00	■	0	■	G
Steel repairs, concrete rehabilitation and repair/rehabilitation of drainage systems - Verrazano-Narrows Bridge	10 - 14	Construction	\$19,088,774	5	.00	■	1.00	■	0	■	G
Deck Replacement - the Queens Elevated and on-grade approach of the Bronx-Whitestone Bridge	10 - 14	Construction	\$160,309,318	69	.22	▼	1.00	■	0	■	G
Demolition and reconstruction of the Manhattan to Queens ramp of the Robert F Kennedy Bridge	10 - 14	Construction	\$63,589,165	80	.26	■	1.00	■	0	■	G
Phase B of the rehabilitation of the Orthotropic Deck - Throgs Neck Bridge	10 - 14	Construction	\$25,368,124	83	.66	▲	1.00	■	6	▲	R
Toll Plaza improvements at eastbound and westbound ramps of Verrazano Narrows Bridge Eastbound mainline rehabilitation at Verrazano-Narrows Bridge	10 - 14	Construction	\$70,584,446	56	.43	■	1.00	■	0	■	G
Replacement of the upper level suspended span deck - Verrazano-Narrows Bridge	10 - 14	Construction	\$370,274,863	19	.01	■	1.00	■	0	■	G
Installation of Closed Circuit TV and Fiber Optic Cable Networks	10 - 14	Construction	\$22,417,869	33	.00	■	1.00	■	0	■	G
Replacement of the electrical switchgear and equipment at Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,736,825	82	.69	■	1.00	■	0	■	Y
Installation of New Necklace Lighting System and Acoustic Monitoring System - Bronx-Whitestone Bridge	10 - 14	Construction	\$12,035,096	22	.00	■	1.00	■	0	■	G
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$56,178,852	13	.00	▼	1.00	■	0	■	G



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B&T - Bridges and Tunnels Program											
Rehabilitation of Electrical Substation #1 at the Verrazano-Narrows Bridge	10 - 14	Construction	\$16,634,699	0	.00	■	1.00	■	0	■	G
Paint Bronx approach of Throgs Neck Bridge	10 - 14	Construction	\$46,240,750	83	.14	■	1.00	■	6	▲	R
Paint Brooklyn and Staten Island lower level ramps at Verrazano Narrows Bridge	10 - 14	Construction	\$19,609,512	5	.00	■	1.00	■	0	■	G
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$32,908,184	63	.00	■	1.00	■	0	■	G
Service Building rehabilitation at Brooklyn-Battery Tunnel	10 - 14	Design	\$7,895,885	99	.00	■	1.00	▼	0	■	G
Rehabilitation of tunnel walls Roadway drainage and fire line repair at Brooklyn-Battery Tunnel	10 - 14	Design	\$78,571,795	81	.00	■	1.00	■	0	■	G
Miscellaneous structural rehabilitation: steel and concrete repairs - Bronx Whitestone Bridge	10 - 14	Design	\$13,514,929	55	.00	■	1.00	■	0	■	G
Monitoring, inspection, and testing of the Bronx-Whitestone Bridge's main cable and cable wires	10 - 14	Design	\$9,236,537	50	.00	■	1.00	■	0	■	G
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Design	\$20,593,747	85	.76	▲	1.00	■	0	■	G
Rehabilitation of Tunnel Walls, Ceiling Repair and Leak Control - Queens Midtown Tunnel	10 - 14	Design	\$23,026,879	92	.94	▲	1.00	■	-7	▼	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Design	\$97,828,720	35	3.72	▲	1.00	■	0	■	G
Replacement of Brooklyn Plaza structural slab - Brooklyn-Battery Tunnel	10 - 14	Design	\$22,334,375	97	.59	▲	1.00	■	5	▲	R



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B&T - Bridges and Tunnels Program											
Replacement of the Upper and Lower Level Toll Plaza and Southbound Approach - Henry Hudson Bridge	10 - 14	Design	\$49,437,562	41	.00	■	1.00	■	0	■	G
Replacement of the Bronx and Manhattan Toll Plaza deck area, utility relocation, personnel and facilities relocation - Robert F Kennedy Bridge	10 - 14	Design	\$317,852,251	96	.00	■	1.00	■	0	■	G
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Design	\$47,777,887	80	.00	■	1.00	■	0	■	G
Rehabilitation of the Programmable Logic Controller and electrical and mechanical systems of the Marine Parkway Bridge Lift Span	10 - 14	Design	\$24,028,701	70	.00	■	1.00	■	0	■	Y
MTA Bus Program											
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$14,319,698	32	.13	▼	1.03	■	8	▲	R
Relo. Tanks/Washers-Eastchester	05 - 09	Construction	\$12,881,518	41	1.30	▼	.95	■	1	▲	G
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,200,470	92	.80	▼	1.00	■	2	▲	Y
Fire Protection JFK LG BP ECH	05 - 09	Construction	\$8,624,855	87	.78	▼	1.00	■	0	■	Y
Security Upgrade 5 Locs.	05 - 09	Construction	\$6,767,354	30	.11	▲	1.00	■	0	■	G

MTA Agency: New York City Transit	Status as of March 31, 2014
Project Name: Bus Lifts at Various Locations	Current Budget: \$8.8M
	Project EAC: \$8.8M
	Substantial Completion Date at Award: Jun 2009
Project No: T5120411	Current Substantial Completion Date: Jun 2014
Project Phase: Construction	Phase Complete: 89%

Project Description

This project will replace and upgrade portable bus lifts at various locations. The scope also includes removing some underground lifts, and replacing them with portable lifts.

Work remaining includes the purchase of 450 portable lift posts.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: The 1st Quarter 2014 Traffic Light Report identifies a three-month schedule variance from March 2014 to June 2014 due to a delay in the final delivery of the lifts.

What is Being Done

Schedule: The lifts have been received and installed and Substantial Completion is scheduled for June 30, 2014.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of March 31, 2014
Project Name: Priority Repairs at Three Depots	Current Budget: \$18.1M
	Project EAC: \$18.4M
	Substantial Completion Date at Award: Feb 2012
Project No: T5120416	Current Substantial Completion Date: Aug 2015
Project Phase: Construction	Phase Complete: 59%

Project Description
<p>This project will rehabilitate the Ulmer Park, Flatbush, and Jamaica Bus Depots. The 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, the extension of offices and employee amenities, in-ground lift replacement, and safety compliance work.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: The 1st Quarter 2014 Traffic Light Report identifies a four-month schedule slip from April 2014 to August 2014. Project work which was segmented into smaller construction contracts, required additional time to complete.</p>
What is Being Done
<p>Schedule: The Flatbush Depot roof asbestos abatement and the Ulmer Park Roof replacement projects are currently on target to be completed August 31, 2015.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problem and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of March 31, 2014
Project Name: Rehabilitation of Station Ventilators and Gratings, Various Locations Phase 5	Current Budget: \$5.5M
	Project EAC: \$7.9M
	Substantial Completion Date at Award: Nov 2014
Project No: T60412A5	Current Substantial Completion Date: Nov 2014
Project Phase: Construction	Phase Complete: 26%

Project Description
<p>The objective of this project is to rehabilitate all architectural, structural and mechanical/hydraulic elements of the subway ventilators and gratings that are located in the station envelope and are in condition 4.0 or worse, as reported in NYCT's Station Condition Survey.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the 1st Quarter 2014, the Estimate At Completion (EAC) was increased from \$5.5M to \$7.9M mainly due to the advancement of the ventilator repairs at the West 4th Street Station as well as an increase in the scope of work of the ventilators at the 21st Street (Van Alst) Station. Due to rapid deterioration of the vents at the West 4th Street Station, this location was re-prioritized and the work was advanced from Phase 7 to Phase 5 of the rehabilitation project. The scope at the 21st Street Station was increased to coordinate with other station work, which was being performed in support of the Greenpoint Tube.</p>
What is Being Done
<p>Cost: A Capital Budget Modification Sheet to increase the total project budget by \$2.42M from \$5.5M to \$7.92M was approved by Capital Program Management. The additional funding was provided from the 2010-2014 Station Component Reserve.</p>
Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problem and the actions taken by the agency.</p>
<p>All Agency Contractor Evaluation: The 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 March 31, 2014
Project Name: 2013 Mainline Track Replacement on the 6th Avenue Line	Current Budget: \$18.1M
	Project EAC: \$18.4M
	Substantial Completion Date at Award: Mar 2014
Project No: T6050255	Current Substantial Completion Date: Jun 2014
Project Phase: Construction	Phase Complete: 91%

Project Description	
<p>This project consists of 3,235 track feet of embedded ties south of (S/O) 47–50 Street at Rockefeller Center, Track B-2; 42nd Street Station, Track B-2; north of (N/O) 34th Street, Track B-2 and N/O 23rd Street, Track B-2. Also this project consists of the replacement of 1,676 track feet which was identified as Type II Scheduled Component Replacement Program (SCRCP) S/O 5th Avenue, Track B-2 and N/O 47-50th Street Rockefeller Center, Track B-3. A portion of the job at the 42nd Street Station, Track B-2, 6th Avenue Line, IND requires Special Tie Blocks (SCP Mini Blocks).</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the 1st Quarter 2014, the forecast Substantial Completion date slipped three months from March 2014 to June 2014. The Special Tie Blocks (SCP Mini Blocks) required Engineering and MTA Approvals.</p>	
What is Being Done	
<p>Schedule: The vendor has now delivered the Special Tie Blocks (SCP Mini Blocks) and track access has been requested in the 2nd Quarter 2014 to complete installation of the remaining 145 track feet of embedded ties.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problem and the 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 March 31, 2014
Project Name: 2013 Mainline Track Replacement on the 8th Avenue Line	Current Budget: \$11.3M
	Project EAC: \$11.3M
	Substantial Completion Date at Award: Dec 2013
Project No: T6050259	Current Substantial Completion Date: May 2014
Project Phase: Construction	Phase Complete: 93%

Project Description

This track reconstruction project involves 2,598 track feet of embedded ties at Euclid Avenue Station, tracks A-1, A-2, A-3 and A-4, 8th Avenue Line, IND. Work will include the replacement of track and associated equipment/materials (e.g. signals, contact rail, running rails and ballast, etc).

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 1st Quarter 2014, the forecast Substantial Completion Date slipped three months from February to May 2014. This is due to limited track access for General Orders for Tracks A-3 and A-4 for continuous welded rail (CWR) and Boutet Welds Installation. Track access will be available in April 2014.

What is Being Done

Schedule: The CWR and Boutet Welds Installation at Euclid Avenue Station, Tracks A-3 and A-4 was completed in April 2014.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problem and the 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 March 31, 2014
Project Name: 2013 Mainline Track Replacement on the Sea Beach Line	Current Budget: \$12.0M
	Project EAC: \$13.53M
	Substantial Completion Date at Award: Jun 2014
Project No: T6050261	Current Substantial Completion Date: Jun 2014
Project Phase: Construction	Phase Complete: 95%

Project Description	
<p>This Track Reconstruction Project involves the replacement of 5,031 track feet of Type VI Panels. Installation is north of 20th Avenue, Track E-1 and south of Kings Highway – 86th Street, Track E-4, Sea Beach Line, BMT. Work will include the replacement of track and associated equipment/materials (e.g. signals, contact rail, running rails and ballast, etc).</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Cost	
<p>Cost: During the 1st Quarter 2014, the Estimate at Completion increased from \$12.3M to \$13.5M due to an increase in track replacement from 4,950 track feet to 5,031 track feet. Additional costs were incurred because longer lasting concrete ties were used on Track E-1. NYCT had concrete ties available and it was deemed preferable to use concrete ties instead of wood because the life expectancy of concrete ties is approximately 15 years more than wood ties.</p>	
What is Being Done	
<p>Cost: Evaluation of the overall budget for the 2013 track program is underway. It is anticipated the overrun described will be offset by savings within the 2013 track program. The project is in beneficial use and substantial completion is expected to be on schedule.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problem and the actions taken by the agency.</p>	
<p>All Agency Contractor Evaluation: The 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 March 31, 2014
Project Name: 2013 Mainline Track Replacement on the 8th Avenue Line	Current Budget: \$14.04M
	Project EAC: \$16.3M
	Substantial Completion Date at Award: Mar 2014
Project No: T6050263	Current Substantial Completion Date: Jul 2014
Project Phase: Construction	Phase Complete: 81%

Project Description	
<p>This Track Reconstruction Project consists of 2,802 track feet of embedded ties north of (N/O) Spring Street Track A-1, N/O 145th Street Track A-1, N/O Canal Street Track A-2 and N/O Hoyt - Schermerhorn Track A-3; and 582 track feet which was identified as Type II Scheduled Component Replacement Program (SCRP) N/O 125th Street Track A-4 on the 8th Avenue Line, IND.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Cost	
<p>Cost: During the 1st quarter 2014, the Estimate at Completion (EAC) was increased from \$14.04M to \$16.3M due to 1) Scope of Job N/O 125th Street, Track A-4 was increased from 480 track feet to 582 track feet due to unforeseen track conditions. 2) The job N/O Hoyt Schermerhorn, Track A-3 incurred additional Diversions and Bus Costs. At the time the job estimates were prepared Bus Costs were not available. The EAC is higher because costs were incurred to run buses from Jay Street to Broadway Junction in order to reroute service to perform this work.</p>	
What is Being Done	
<p>Cost: Evaluation of the overall budget for the 2013 track program is underway. It is anticipated the overrun described will be offset by savings within the 2013 track program.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problem and the 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 March 31, 2014
Project Name: 2013 Mainline Track Replacement on the Jerome Avenue Line	Current Budget: \$6.38M
	Project EAC: \$7.68M
	Substantial Completion Date at Award: Mar 2014
Project No: T6050273	Current Substantial Completion Date: Jun 2014
Project Phase: Construction	Phase Complete: 95%

Project Description
<p>This Track Reconstruction Project involved the installation of 68 Type III Panels at Burnside Avenue, Track J-M and south of (S/O) Burnside Avenue - S/O 176th Street, Track J-M on the Jerome Avenue Line, IRT.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule & Cost
<p>Schedule: During the 1st Quarter 2014, Substantial Completion slipped three months from March 2014 to June 2014 due to weather related delays. Substantial Completion is forecast for June 30, 2014.</p> <p>Cost: During the 1st Quarter 2014 the Estimate at Completion increased from \$6.7M to \$7.7M due to the addition of four panels to the project scope. The original estimate was based on a scope of 64 panels.</p>
What is Being Done
<p>Schedule: The project achieved beneficial use on December 31, 2013 and all installation has been completed.</p> <p>Cost: Evaluation of the overall budget for the 2013 track program is underway. It is anticipated the overrun described in this report will be offset by savings within the 2013 track program.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency</p>
<p>All Agency Contractor Evaluation: The 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 March 31, 2014
Project Name: 2013 Mainline Track Replacement on the 8th Avenue Line.	Current Budget: \$6.89M
	Project EAC: \$7.88M
	Substantial Completion Date at Award: Sep 2013
Project No: T6050278	Current Substantial Completion Date: Aug 2014
Project Phase: Construction	Phase Complete: 62%

Project Description

This Track Reconstruction Project consists of 1,535 track feet of embedded ties south of (S/O) 190th Street Track A-4 on the 8th Avenue Line, IND.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the 1st Quarter 2014, the Estimate at Completion increased from \$6.9M to \$7.9M due to anticipated piggy backing opportunities that were not fully available. Additional General Orders are scheduled in 2014 to complete the remaining 538 track feet. The project also incurred higher lighting costs as generators were used at the street level to provide lighting on Track A-4; since Track's A-4 and A-3 had power off during the 53 Hour General Orders; and the only source of providing adequate lighting on Track A-4 was through the use of generators at the street level.

What is Being Done

Cost: Evaluation of the overall budget for the 2013 track program is underway. It is anticipated the overrun described in this report will be offset by savings within the 2013 track program.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problem and the 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 March 31, 2014
Project Name: 2013 Mainline Track Replacement on the Flushing Line	Current Budget: \$19.1M
	Project EAC: \$19.1M
	Substantial Completion Date at Award: Jun 2014
Project No: T6050280	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 30%

Project Description	
<p>This Track Reconstruction Project consists of 3,344 track feet of Type III Panels Installation at 52 – Lincoln, Track C-2; North of (N/O) 46 – Bliss, Track C-2; N/O Queensboro Plaza, Track C-2; South of (S/O) 33 – Rawson, Track C-M and S/O 61st St. – Woodside, Track C-M; Flushing Line, IRT. Work will include the replacement of track and associated equipment/materials (e.g. signal, contact rail, running rails and ballast, etc).</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the 1st Quarter 2014, the forecast Substantial Completion Date slipped six months from June 2014 to December 2014. This is due to the limited availability of Track Access for General Orders for this project and also due to extensive coordination with CPM signals work on the Flushing Line.</p>	
What is Being Done	
<p>Schedule: General Orders for the installation of Type III Panels on this project will be in the 3rd and 4th Quarters of 2014.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problem and the 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 March 31, 2014
Project Name: 2014 Mainline Track Replacement on the Flushing Line	Current Budget: \$5.98M
	Project EAC: \$5.98M
	Substantial Completion Date at Award: Jan 2015
Project No: T6050294	Current Substantial Completion Date: May 2015
Project Phase: Construction	Phase Complete: 20%

Project Description	
<p>This Track Reconstruction Project involves 34 Type III Panels Installation north of Willets Point – Shea, Track C-1 and south of 33 Rawson, Track C-2 on the Flushing Line, IRT. Work will include the replacement of track and associated equipment/materials (e.g. signals, contact rail ballast etc.).</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the 1st Quarter 2014, the forecast Substantial Completion Date slipped four months from January 2015 to May 2015. The track work on the Flushing Line requires coordination with other Communication Based Train Control (CBTC) work being performed and the schedule is therefore subject to change throughout the duration of this project.</p>	
What is Being Done	
<p>Schedule: New York City Transit is coordinating with the Flushing CBTC work and General Orders are scheduled for the 3rd and 4th Quarters of 2014.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report including the stated problem and the actions taken by the agency.</p>	
<p>All Agency Contractor Evaluation: The 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 March 31, 2014
Project Name: 2013 Mainline Switch Replacement on the Queens Boulevard Line	Current Budget: \$15.33M
	Project EAC: \$14.48M
	Substantial Completion Date at Award: Jun 2014
Project No: T6050317	Current Substantial Completion Date: Jan 2015
Project Phase: Construction	Phase Complete: 93%

Project Description
<p>This Switch Replacement Project consists of the installation of 10 Mainline Switches at Jamaica Yard Lead including, Switches #'s 49E, 49W, 51E & 51W on Track's D-7 & D-8; Switch # 47 on Track D-6; Switch # 53 on Track D-5 and SW #'s 19E, 19W, 21E & 21W on Track's D-9 & D-10; on the Queens Boulevard Line, IND.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 1st Quarter 2014, the forecast Substantial Completion Date slipped seven months from June 2014 to January 2015. This is due to the availability of Track Access for General Orders for this Switches Project; resulting in a delayed Start Date of May 9, 2014 for Switches #'s 49E, 49W, 51E, 51W, 47 and 53; and consequently the Substantial Completion date had to be moved to January 31, 2015.</p>
What is Being Done
<p>Schedule: The General Orders for this Project are scheduled to start in June 2014 and work will be completed by January 2015.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the 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 March 31, 2014
Project Name: RTO Portable Radio Replacement	Current Budget: \$6.7M
	Project EAC: \$6.7M
	Substantial Completion Date at Award: Mar 2011
Project No: T6080606	Current Substantial Completion Date: Jun 2015
Project Phase: Construction	Phase Complete: 50%

Project Description

This project will replace approximately 8000 portable radios with accessories and ancillary equipment system-wide for use with the NYCT subway radio system. It will provide identification of the radio operator and display his/her name on a display at the Rail Control Center dispatcher's desk by decoding the Automatic Number Identification feature. To accomplish this, design effort is needed to modify both the hardware interface and the software decoding system.

In 2012, the project was expanded to include the reprogramming of all Rapid Transit Operations (RTO) radios to comply with the Federal Communications Commission (FCC) mandate, and also to provide the new radios with the capability to operate in the wide band mode. NYCT is in the process of reprogramming the nearly 9000 RTO radios to comply with the FCC mandate and operate in the wide band mode, as permitted by FCC waiver, until the installation is complete.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 1st Quarter 2014, Substantial Completion slipped 28 months from January 2014 to June 2016 due to recent unexpected efforts required for the completion of other high priority project radio system work throughout the transit system. Time spent in support of these projects would have otherwise been available for the faster completion of the portable radio system work.

What is Being Done

Schedule: With the conclusion of much of the unexpected high priority work NYCT will have the time to focus the efforts to complete remaining work.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the 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 March 31, 2014
Project Name: Help Point at 93 Stations	Current Budget: \$30.5M
	Project EAC: \$40.0M
	Substantial Completion Date at Award: Aug 2015
Project No: T6080622	Current Substantial Completion Date: Aug 2015
Project Phase: Construction	Phase Complete: 1%

Project Description

This project includes the system wide installation of Help Point kiosks at NYCT subway stations. Help Points shall replace the legacy Customer Assistance Intercoms and provide a reliable easy-to-use communication link for NYCT customers to be used for customer information in the event of an emergency.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the 1st Quarter 2014, the EAC increased from \$27.1M to \$40.0M due to the purchase of additional Help Point equipment which was not part of the original scope of work. The additional equipment is required after the installation of Help Point communication kiosks was expanded to other subway stations.

What is Being Done

Cost: A Staff Summary is being drafted to address the budget shortfall.

IEC Comment

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

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



MTA Agency: New York City Transit	Status as of March 31, 2013
Project Name: Bus Rapid Transit - 3 Routes	Current Budget: \$25.0M
	Project EAC: \$21.0M
	Substantial Completion Date at Award: Mar 2014
Project No: T6120402	Current Substantial Completion Date: Jun 2015
Project Phase: Construction	Phase Complete: 65%

Project Description

This project includes various Bus Rapid Transit elements on high bus ridership corridors in New York City. Elements include branding/marketing, bus wraps, off-board fare collection and installation, automatic vehicle location and transit signal priority.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 1st Quarter 2014, Substantial Completion slipped 15 months from March 2014 to June 2015. M60 Select Bus Service (SBS) was originally supposed to launch on September 2013, but due to delays to resolve parking and delivery concerns from store owners along the route, it was not implemented until late May of 2014. In addition, various Bus Rapid Transit initiatives have been launched utilizing a rolling funding strategy from this project. Remaining funds will be expended on another order of fare machinery in early 2015, delaying Substantial Completion to June 2015.

What is Being Done

Schedule: Additional fare machines are currently being ordered for two more SBS corridors, with installation forecast for 2015.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of March 31, 2014
Project Name: 2 Stations (9th Ave. and 59th Ave.) Component Repairs at 4th Ave. Line.	Current Budget: \$7.76M
	Project EAC: \$7.76M
	Original Design Completion Date: Mar 2014
Project No: T6041283	Current Design Completion Date: Jun 2014
Project Phase: Design	Phase Complete: 90%

Project Description
<p>This is a Station Components project. Work included under this project includes the repair of subway street stairs; platform edges, floors, columns, platform and track ceiling painting; track wall tiles repair, and mezzanine concrete slab repair at two stations on the 4th Ave. Line.</p>
Problem Since Last Quarterly Report
Index Trigger (s): Schedule
<p>Schedule: During the 1st Quarter 2014, Design Completion slipped three months from March 2014 to June 2014 due to the following:</p> <ol style="list-style-type: none"> 1) NYCT's decision to award the street stair repair portion of the work as a separate contract, requiring changes to be made to the set of design documents. 2) In order to reduce Transit Authority Labor, the project duration was changed to piggyback other projects on the same line.
What is Being Done
<p>Schedule: The original contract was repackaged into two separate projects to remove street stair repair portion of the work as a separate contract as well as incorporating the additional steel and track wall repair work. NYCT will evaluate any impact these changes have to the current budget.</p>
Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The design work is being performed in-house. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of March 31, 2013
Project Name: Upgrade Ventilation Systems in 19 Communication Rooms	Current Budget: \$6.3M
	Project EAC: \$5.7M
	Original Design Completion Date: Sep 2013
Project No: T6080620	Current Design Completion Date: May 2014
Project Phase: Design	Phase Complete: 70%

Project Description
<p>This project will provide ventilation for 19 communication rooms at multiple locations in Brooklyn, Queens, Manhattan, and the Bronx to meet NYS Uniform Fire Prevention and Building Code's prescriptive requirement for hydrogen gas concentration thresholds. The rooms house sensitive communication equipment that must be cooled for their proper operation.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the First Quarter 2014, Design Completion slipped from February 2014 to May 2014. During Final Design signoff by Department of Subways (Maintenance of Way), further comments were provided to relocate Fire Alarm Panels that were installed in the communication rooms to elsewhere outside the communications rooms.</p>
What is Being Done
<p>Schedule: The design team performed field surveys to determine the location to establish areas feasible to locate these Fire Alarm Panels and incorporated these designs into the package. The design is completed and the specification is going through final review during June.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The design work is being performed in-house. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of March 31, 2014
Project Name: Rehab Circuit Breaker House #275 on the Clark St Line	Current Budget: \$7.9M
	Project EAC: \$0.54M (Design Only)
	Original Design Completion Date: May 2014
Project No: T6090409	Current Design Completion Date: Aug 2014
Project Phase: Design	Phase Complete: 85%

Project Description
<p>This project will rehabilitate Circuit Breaker House (CBH) #275 on the IRT Clark Street Line in the Borough of Manhattan. The work involves the removal of existing breakers and installation of new equalizer breakers, telephone, lighting and cable from the Pearl Street Substation to the tracks and from CBH #275 to the tracks. The existing CBH #275 will be taken out of service and stripped of its equipment.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 1st Quarter 2014, Design Completion slipped 3 months from May 2014 to August 2014 due to the fact that during design, the users raised a new issue: a second means of egress for the CBH. As a consequence, design could not progress until a resolution was found. In addition, funding became available in September 2013 whereas the design was originally scheduled to start in July 2013.</p>
What is Being Done
<p>Schedule:</p> <p>After many trials a resolution was found to:</p> <ol style="list-style-type: none"> 1. Change the breaker type and orientation 2. Provide more space to enhance personnel movement and egress <p>The design is on schedule to be completed in August 2014</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: Metro-North Railroad	Status as of March 31, 2014
Project Name: New Haven Line Stations – Component Renewals - Phase II	Current Budget: \$36.8M
	Project EAC: \$35.6M
	Substantial Completion Date at Award: Aug 2014
Project No: M6020206	Current Substantial Completion Date: Aug 2014
Project Phase: Construction	Phase Complete: 78%

Project Description
<p>The purpose of this project is to rehabilitate identified station elements at Mount Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck and Harrison in order to bring these facilities to a state-of-good repair, and to ensure compliance with the latest applicable Codes and Standards, and Metro-North Railroad (MNR) Station Standards.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: Additional work in the amount of \$1.8M resulted from unforeseen field conditions. Where MNR initiated the work, an increase of unit priced items for rock removal, elastomeric bearing assemblies, crack repairs, and concrete spall repairs rose beyond the original quantities identified in the contract documents, which needed to be performed at all six stations.</p>
What is Being Done
<p>Contingency: The budget for the third party construction Task M08845 will be increased by reallocating additional funds from the project budget Task M09742 which is the project contingency.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the related problems and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency’s evaluation of the overall contractor’s performance rating for this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of March 31, 2014
Project Name: 2013 Cyclical Track Program	Current Budget: \$12.7M
	Project EAC: \$12.7M
	Substantial Completion Date at Award: Feb 2015
Project No: M6030113	Current Substantial Completion Date: Nov 2014
Project Phase: Construction	Phase Complete: 23%

Project Description	
<p>The project provides for the replacement of ties and rail along with cyclical surfacing of track bed throughout the entire Metro-North territory in New York State, East of the Hudson River. The project maintains Metro-North's track in a constant state of good repair ensuring that the track structure does not deteriorate. The scope of work for the 2013 program includes: the installation of approximately 19,800 wood ties, 3 miles of continuous welded rail and surfacing of 125 miles of track.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the 1st Quarter 2014, Substantial Completion of Metro-North's 2013 Cyclical Track program slipped five months, from June 2014 to November 2014. Due to emergency work for the Bronx Remediation project, the crews and equipment that were designated to the 2013 Cyclical Track program were repurposed to handle the high priority emergency work. As a result, the 2013 Cyclical Track program has been delayed.</p>	
What is Being Done	
<p>Schedule: Currently the tie-gang is working on the Connecticut Department of Transportation (CDOT) portion of the track program and they are scheduled to resume the 2013 Cyclical Track program in New York starting June 2014. There also is on-going surfacing on the Harlem and Hudson lines. The 2013 Cyclical Track program is projected to be completed by November 2014.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable</p>	

MTA Agency: Metro-North Railroad	Status as of March 31, 2014
Project Name: West of Hudson Annual Track Program	Current Budget: \$21.1M
	Project EAC: \$19.2M
	Substantial Completion Date at Award: Mar 2014
Project No: M6030301	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 68%

Project Description	
<p>This project is to replace track components to meet MNR track standards and upgrade system components to reduce maintenance, improve reliability and customer satisfaction. This is a continuation of past programs to replace rail, ties, switches, and perform surfacing on selected track areas on West of Hudson. The majority of the work will be done by New Jersey Transit.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the 1st Quarter 2014, The West of Hudson Track program Substantial Completion milestone date slipped four months, from March 2014 to July 2014. Subsequent to the 1st Quarter 2014 reporting period, MNR's forecasted completion date has been delayed to December 2014. Due to emergency work for the Bronx Remediation project, the crews and equipment that were designated for the West of Hudson Track program were repurposed to handle the high priority emergency work. As a result, the West of Hudson Track program has been delayed.</p>	
What is Being Done	
<p>Schedule: The 2013 and 2014 West of Hudson track programs were combined into one program and completed in December 2013 with the exception of the installation of two turnouts. The two turnouts were to be installed by July 2014, but due to the high priority work, the installation has been delayed and will be completed by the end of the year.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the related problems and the actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>	

MTA Agency: Metro-North Railroad	Status as of March 31, 2014
Project Name: Moodna and Woodbury Viaduct Rehabilitation	Current Budget: \$9M
	Project EAC: \$8.3M
	Substantial Completion Date at Award: Jun 2014
Project No: M6030303	Current Substantial Completion Date: Oct 2014
Project Phase: Construction	Phase Complete: 60%

Project Description
<p>The project involves the repairs to the Woodbury Viaduct and to the Moodna Viaduct. The repairs to the Woodbury Viaduct consist of the reconstruction of the east abutment backwall, repairs to the deteriorated concrete on five of the pedestals supporting the superstructure, replacement of deteriorated roller bearings located at the east abutment plus repairs to deteriorated superstructure stiffeners at expansion joints. The repairs to the Moodna Viaduct consisted of the concrete repair of eighteen deteriorated pier foundations plus the replacement of all four expansion bearings at both the east and west abutments. The repairs to the Moodna Viaduct were completed in 2012.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: At the Woodbury Viaduct, significant cracking was found in the concrete foundation supporting Bent No. 2. This necessitated the installation of a more extensive concrete encasement to be cast around the foundation to prevent the cracks from widening, which would have threatened the overall structural stability of the viaduct. This encasement has much more reinforcing steel than the repair as originally designed and the thickness of the concrete has also been significantly increased.</p>
What is Being Done
<p>Contingency: The additional repair work at the Woodbury Viaduct (pending a change order of \$214,000) is ongoing and it is anticipated as of the writing of this report that an extension of time until October 2014 will be required. There is sufficient contingency in the overall project to cover the additional repair work.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's overall contractor's performance rating for this reporting period.</p>

MTA Agency: Bridges and Tunnels	Status as of March 31, 2014
Project Name: Rehabilitate Orthotropic Deck – Phase B – Throgs Neck Bridge	Current Budget: D602 \$25.4M D607 \$46.2M
	Project EAC: D602 \$25.4M D607 \$46.2M
	Substantial Completion Date at Award: Jun 2014
Project No: D602TN82 & D607TN82	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 83%

Project Description	
<p>These projects encompass both Steel Repairs and Painting for the Throgs Neck Bridge. The projects were awarded as a single Construction Contract TN82B. The contractor is Ahern Painting Contractors.</p> <p>D602TN82 - Interim repairs of the orthotropic deck structures includes repair and replacement of subfloor beams, stringers, floorbeams and other structural elements on the Bronx and Queens Approach Spans. Also included is construction of a temporary work platform and shield.</p> <p>D607TN82 – Painting of the Bronx Approach, this includes: abrasive blast cleaning/lead abatement and painting of the structural steel.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the 1st Quarter 2014, Construction Completion slipped six months from June 2014 to December 2014. There are two primary reasons causing this increase to the project’s duration, they are:</p> <ol style="list-style-type: none"> 1. The on-going Biennial bridge inspection has identified high priority structural steel repair work that needs to be addressed immediately. The steel repair work involves replacement of significantly deteriorated subfloor beams. Therefore, the on-site contractor requires a corresponding increase in schedule to complete this additional work. 2. Also, due to Superstorm Sandy occurring during the 2012 painting season, coupled with an abnormally severe 2013 winter season, prime construction time was lost due to unforeseen and harsh weather related conditions preventing work from being accomplished as planned. 	
What is Being Done	
<p>Schedule: A Change Order (NPCO # 5) is being initiated to provide an increase in schedule to complete high priority structural steel repair work identified during the Biennial bridge inspection, plus allow for lost time due to unforeseen and harsh weather related conditions preventing work from being done as planned.</p> <p>The contractor is increasing the number of work crews and scheduling work to be performed on Saturdays to expedite completion of the project.</p> <p>The project management team is closely monitoring the work and will continue to mitigate cost and schedule growth while delivering a quality product and value to the MTA and its customers.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the 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 evaluations of the overall design contractor’s performance rating for this reporting period.</p>	

MTA Agency: Bridges and Tunnels	Status as of March 31, 2014
Project Name: Replacement Brooklyn Plaza Structural Slab	Current Budget: \$22.3M
	Project EAC: \$22.3M
	Design Completion Date at Award: Jan 2014
Project No: D602BB54	Current Substantial Completion Date: Jun 2014
Project Phase: Design	Phase Complete: 97%

Project Description
<p>The project involves the rehabilitation of the Brooklyn Plaza at the Hugh L. Carey Tunnel. The design activities required include rehabilitation of the Base Structural Slab, Pavements, Trench Drains, Expansion Joints, Gutter and Sidewalks, Investigations and Design of Drainage Improvements, Re-Pointing of Retaining Walls, and Development of appropriate construction staging phasing schemes to minimally impact daily operation.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 1st Quarter 2014, Design Completion slipped five months from January 2014 to June 2014. The increase in time is attributable to the decision to align and coordinate BB-54 with Superstorm Sandy Restoration work. This approach is expected to produce more competitive bid pricing, gain efficiencies in construction management and facilitate construction coordination; thereby reducing the impact on facility operations.</p>
What is Being Done
<p>Schedule: The project management team is closely monitoring the work and will continue to mitigate cost and schedule growth while delivering a quality product and value to the MTA and its customers.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the 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 evaluations of the overall design contractor's performance rating for this reporting period.</p>

MTA Agency: MTA Bus	Status as of March 31, 2014
Project Name: Electrical Upgrade/Emergency Generators at 6 Depots	Current Budget: \$13.8M
	Project EAC: \$14.3M
	Substantial Completion Date at Award: Aug 2014
Project No: U5030204	Current Substantial Completion Date: Jun 2016
Project Phase: Construction	Phase Complete: 32%

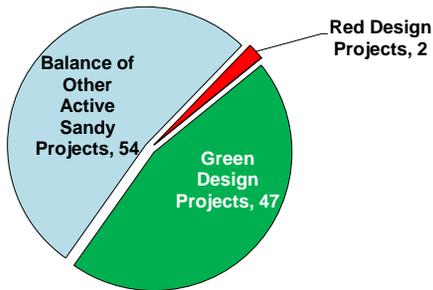
Project Description
<p>This project will replace the existing electrical system at JFK, LaGuardia, and Baisley Park depots. New emergency generators will be installed at JFK, LaGuardia, Baisley Park and Far Rockaway depots. This project consists of four task orders: Task No. 1 LaGuardia Power Upgrade, Task No. 2 JFK Power Upgrade, Task No. 3 Baisley Power Upgrade, and Task No. 4 Emergency Generators.</p> <p>Originally, Task Order No. 4 was one project, but was subdivided into two separate packages: procurement and installation. After Superstorm Sandy, MTA Bus requested Procurement to cancel the bids for the emergency generator purchase. The intention was to mitigate damages from future flooding by changing, the generator type from fixed to portable. However, due to bidding regulations such a change was impermissible and the bids were cancelled.</p> <p>The revised Task Order No. 4 will purchase two portable generators in one bid and purchase and install four fixed generators in the other.</p>
Problem Since Last Quarterly Report
Index Trigger (s): Schedule
<p>Schedule: The 1st Quarter of 2014 Traffic Light Report identifies an eight month schedule variance, with Substantial Completion slipping from October 2015 to June 2016. The variance in schedule was triggered by the time required to receive approvals from the landlords of the properties (several of the generators will be installed on leased properties).</p>
What is Being Done
<p>Schedule: The approvals from the landlords of the properties are still pending. Therefore, the MTA Bus Legal Department was notified about this delay in March 2014 and may provide a temporary approval to move the project to next phase. The result is an extension of time to the schedule. The Substantial Completion date has been revised to June 2016.</p>
Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the 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 evaluations of the overall design contractor's performance rating for this reporting period.</p>

1st Quarter 2014 Traffic Light Report on MTA Sandy Program

A total of 103 Active Sandy Projects were Reviewed for the 1st Quarter 2014

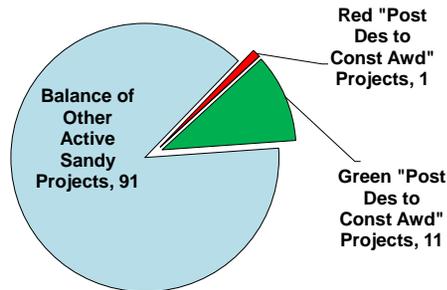
The 103 active projects include 49 projects in Design, 12 in Post-Design to Construction Award, and 42 in Construction

49 of 103 Projects in Design



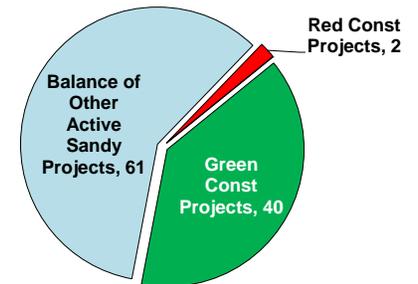
Summary of Projects in Design: 49 projects were reviewed in this phase with 47 (96%) designated green, 0 (0%) yellow, and 2 (4%) were red. For the 2 design projects designated Red, 1 is for schedule slippage and 1 is for cost. The 3 month schedule slip was due to design revisions. The cost variance was due to the need for increased funding as the design work progressed.

12 of 103 Projects in Post-Design to Construction Award



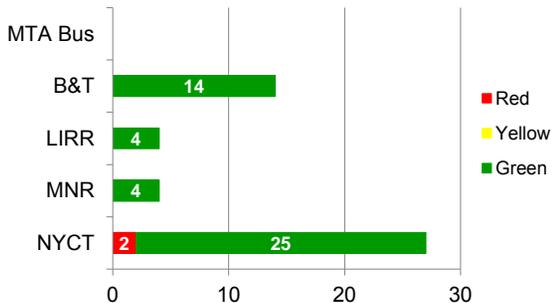
Summary of Projects in Post-Design to Construction Award: 12 projects were reviewed in this phase with 11 (92%) designated green, 0 (0%) yellow and 1 (8%) red. The 1 project designated Red is for a 3 month schedule slippage due to design issues and project coordination.

42 of 103 Projects in Construction

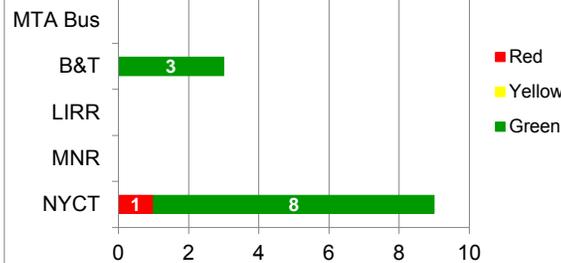


Summary of Projects in Construction: 42 projects were reviewed in this phase with 40 (95%) designated green, 0 (0%) yellow and 2 (5%) red. The 2 construction projects designated Red were both for schedule slips, ranging from 3 to 7 months, due to service disruptions, personnel availability and general order availability.

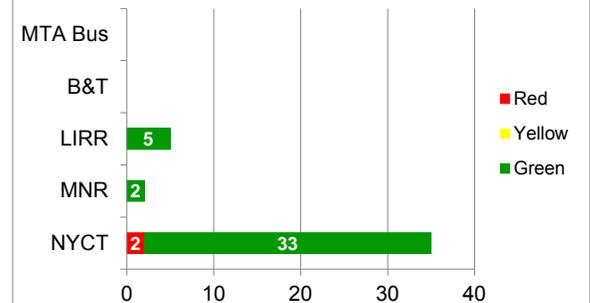
49 Projects in Design



12 Projects in Post-Design to Construction Award



42 Projects in Construction



200 total Sandy Program projects in the 1st Quarter 2014 include 103 Active projects, 15 Completed and 82 in Planning which will not be reported as Active until reaching the Design phase

MTA Sandy Projects Terms and Definitions

1st Quarter 2014 Traffic Light Report

The following Terms and Definitions used to identify “red light projects” show variances from quarter to quarter and 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. Included in these reports are one-page agency summaries (on pink paper stock) of issues associated with each project showing a **red** indicator and how the issues are being resolved.

Sandy Traffic Light Report Project Terms and Definitions

Projects in Design: 49

- Green: Indices less than 115% and index movement less than 15%.
- 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 / A project in design that has been designated Yellow may be returned to Green when it has been in compliance with the three performance indicators for (four consecutive quarters) one year.

Projects in Post-Design to Construction Award: 12

Activities from 100% design completion up to and including award of the construction contract

- Green: Phase Duration less than either the default of 128 calendar days for all agencies or the agency entered duration.
- Red: Phase Duration is greater than either the default 128 calendar days or the agency entered duration.
- Yellow: Previously indicated as **red** with no new substantial change since last Traffic Light Report.

Projects in Construction: 42

- Green: Cost Index less than 110% and index movement less than 10%
Other indices not exceeding those criteria specified in index formulas and criteria.
- 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 / A project in construction that has been designated Yellow may be returned to Green when it has been in compliance with the three performance indicators for (four consecutive quarters) one year.

Projects in Planning: 82

Projects in Planning are reviewed but not displayed in the TLR until the project reaches the design phase.

Projects Completed: 15

Projects that were completed in previous quarters are not displayed in the current quarter's TLR, but continue to be maintained in the TLR project database for reporting purposes on the overall Sandy Program.

Report Index Formulas and Criteria:

- Cost Variance = $EAC - \text{Current Project Budget Amount}$
(Note: Current Budget is not Budget at Award)
- Cost Contingency Index = $\% \text{ Contingency Spent} / \% \text{ 3}^{\text{rd}} \text{ Party Contract Completion}$
 - Contingency used includes expended & pending AWOs.
 - Triggered when project has reached 50% completion or higher.
- Schedule Variance = Number of months of change in schedule since last Traffic Light Report



1st Quarter 2014 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
ET040202	Recovery: Beach 116 Street Station on the Rockaway Line	Construction	Recovery	\$2,276,558	100	.00	■	1.00	■	0	■	G
ET040210	Recovery: Employee Facilities at Stillwell Terminal	Construction	Recovery	\$13,111,918	2	.00	■	1.00	▼	0	■	G
ET040211	Recovery: Police District Office #34 at Stillwell Terminal	Construction	Recovery	\$1,053,628	2	.00	■	1.00	■	0	■	G
ET040303	Mitigation: South Ferry Near-Term Flood Protection	Construction	Mitigation	\$6,215,137	93	.52	▲	1.07	■	0	■	G
ET040304	Mitigation: Removable Stair Cover Prototype (SBFP)	Construction	Mitigation	\$2,031,093	17	.00	■	1.00	■	0	■	G
ET040305	Mitigation: Removable Ventilator Covers (SBFP)	Construction	Mitigation	\$1,199,614	9	.00	■	1.00	■	0	■	G
ET050202	Recovery: Track Restoration on the Rockaway Line	Construction	Recovery	\$14,276,732	100	.00	■	1.00	■	0	■	G
ET050206	Recovery: Mainline Track (Montague Tube)	Construction	Recovery	\$27,888,991	40	.00	■	1.00	■	0	■	G
ET050207	Recovery: Mainline Track (Greenpoint Tube)	Construction	Recovery	\$12,944,921	99	.00	■	1.00	■	0	■	G
ET050208	Recovery: Mainline Switches (Montague Tube)	Construction	Recovery	\$3,299,018	40	.00	■	1.00	■	0	■	G
ET050214	Recovery: Mainline Track (Steinway Tube)	Construction	Recovery	\$6,107,845	8	.00	■	1.00	■	0	■	G
ET060207	Recovery: Tunnel Lighting (Montague Tube)	Construction	Recovery	\$32,837,736	40	.00	■	1.00	■	0	■	G
ET060208	Recovery: 2 Pump Rooms (Montague Tube)	Construction	Recovery	\$9,410,744	40	.00	■	1.00	■	0	■	G
ET060209	Recovery: Fan Plant (Montague Tube)	Construction	Recovery	\$5,112,498	40	.00	■	1.00	■	0	■	G
ET060210	Recovery: Tunnel Lighting (Greenpoint Tube)	Construction	Recovery	\$34,800,180	41	.00	■	1.02	■	0	■	G
ET060211	Recovery: Pump Room (Greenpoint Tube)	Construction	Recovery	\$5,329,465	7	.00	■	1.01	■	0	■	G
ET060212	Recovery: Fan Plant (Greenpoint Tube)	Construction	Recovery	\$9,752,677	5	.00	■	1.00	■	0	■	G
ET060221	Recovery: Pump Room (Steinway Tube)	Construction	Recovery	\$12,335,884	20	.00	■	1.01	■	0	■	G
ET060304	Mitigation: Conversion of 2 Pump Trains	Construction	Mitigation	\$13,885,942	40	.00	■	1.00	■	7	▲	R
ET070202	Recovery: Line Structure Restoration on the Rockaway Line	Construction	Recovery	\$28,994,304	100	.00	■	.98	■	0	■	G
ET080202	Recovery: Signal Restoration on the Rockaway Line	Construction	Recovery	\$22,413,267	100	.00	■	1.04	■	0	■	G
ET080208	Recovery: Security Equipment in Under River Tubes	Construction	Recovery	\$7,322,000	80	.00	■	1.00	■	3	▲	R
ET080209	Recovery: Signals (Greenpoint Tube)	Construction	Recovery	\$5,414,058	73	.00	■	1.00	■	0	■	G



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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
ET080216	Recovery: Signals (Montague Tube)	Construction	Recovery	\$31,043,605	25	.00	▬	1.00	▬	0	▬	G
ET080218	Recovery: Install Programmable Logic Controller Signal Equipment on the Rockaway Line	Construction	Recovery	\$6,028,978	13	.00	▬	1.00	▬	0	▬	G
ET090202	Recovery: Traction Power Restoration on the Rockaway Line	Construction	Recovery	\$13,814,062	100	.00	▬	.92	▬	0	▬	G
ET090207	Recovery: 3 Circuit Breaker Houses (Montague Tube)	Construction	Recovery	\$10,893,382	40	.00	▬	1.00	▬	0	▬	G
ET090208	Recovery: Power Cable, Communication Cable and Ducts (Montague Tube)	Construction	Recovery	\$77,823,593	40	.36	▲	.98	▬	0	▬	G
ET090209	Recovery: 2 Substations (Montague Tube)	Construction	Recovery	\$1,367,307	31	.00	▬	1.00	▬	0	▬	G
ET090210	Recovery: Power and Communication Cables (Greenpoint Tube)	Construction	Recovery	\$16,188,596	80	.00	▬	1.00	▼	0	▬	G
ET090302	Mitigation: Power Cables and Ducts in the Montague Tube	Construction	Mitigation	\$56,361,181	40	.00	▬	1.00	▬	0	▬	G
ET160208	Recovery: Miscellaneous Facilities	Construction	Recovery	\$3,881,022	20	.00	▬	1.00	▬	0	▬	G
ET100218	Recovery: 207 Street Yard Signal System	Design	Recovery	\$6,334,200	0	.00	▬	1.00	▲	0	▬	G
ET040213	Recovery: South Ferry Station Complex	Design	Recovery	\$20,681,106	95	.00	▬	1.00	▬	3	▲	R
ET040306	Mitigation: 6 Lower Manhattan Stations - Design Only	Design	Mitigation	\$108,000	0	.00	▬	1.00	▬	0	▬	G
ET060206	Recovery: Line Equipment Restoration at Various Locations - Design Only	Design	Recovery	\$14,856,480	49	.00	▬	1.23	▼	0	▬	R
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels - Design Only	Design	Mitigation	\$2,691,873	0	.00	▬	1.00	▬	0	▬	G
ET080206	Recovery: Signals in Under River Tubes - Design Only	Design	Recovery	\$1,095,500	60	.00	▬	1.00	▬	0	▬	G
ET080207	Recovery: 207 Street and 200 Street Interlockings on the 8th Avenue Line	Design	Recovery	\$3,075,000	12	.00	▬	1.00	▬	0	▬	G



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Sandy Projects in Design, Post-Design to Construction Award or Construction

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
ET080221	Recovery: Install Closed-Circuit Television Systems (Rutgers Tube)	Design	Recovery	\$2,036,495	100	.00	▬	1.00	▬	0	▬	G
ET080222	Recovery: Install Closed-Circuit Television Systems (Cranberry Tube)	Design	Recovery	\$2,088,836	100	.00	▬	1.00	▬	0	▬	G
ET090206	Recovery: Traction Power Restoration at Various Locations - Design Only	Design	Recovery	\$18,671,402	5	.00	▬	1.07	▬	0	▬	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Design	Recovery	\$1,559,532	36	.00	▬	1.00	▬	0	▬	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Design	Recovery	\$5,100,444	36	.00	▬	.77	▲	0	▬	G
ET090215	Recovery: 6 Circuit Breaker Houses (Cranberry Tube) - Design Only	Design	Recovery	\$38,666	90	.00	▬	1.00	▬	0	▬	G
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Design	Recovery	\$3,736,199	0	.00	▬	1.40	▲	0	▬	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Design	Recovery	\$5,236,692	95	.00	▬	.69	▲	0	▬	G
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Design	Recovery	\$2,552,907	30	.00	▬	1.25	▲	2	▲	G
ET090226	Recovery: Circuit Breaker House (53 Street Tube)	Design	Recovery	\$223,000	30	.00	▬	1.00	▬	2	▲	G
ET090227	Recovery: 12 Circuit Breaker Houses - Design Only	Design	Recovery	\$919,713	28	.00	▬	1.00	▬	4	▲	G
ET100209	Recovery: Power Cable at 148 Street Yard	Design	Recovery	\$443,238	30	.00	▬	1.00	▬	2	▲	G
ET100210	Recovery: Power Cable at 207 Street Yard	Design	Recovery	\$770,867	30	.00	▬	1.00	▼	2	▲	G



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NYCT - New York City Transit Sandy Program												
ET100211	Recovery: Power Cable at Coney Island Yard	Design	Recovery	\$884,180	28	.00	▬	1.00	▼	0	▬	G
ET100212	Recovery: Power Cable at Rockaway Park Yard	Design	Recovery	\$420,487	30	.00	▬	1.00	▬	2	▲	G
ET100213	Recovery: Rockaway Park Yard Assessment	Design	Recovery	\$869,170	23	.00	▬	1.00	▬	0	▬	G
ET100214	Recovery: Coney Island Yard Assessment	Design	Recovery	\$2,377,712	18	.00	▬	1.00	▬	0	▬	G
ET100215	Recovery: 148 Street Yard Assessment	Design	Recovery	\$645,953	25	.00	▬	1.00	▬	0	▬	G
ET100216	Recovery: 207 Street Yard Assessment	Design	Recovery	\$922,328	60	.00	▬	1.00	▬	0	▬	G
ET100304	Mitigation: Rockaway Park Yard - Design Only	Design	Mitigation	\$957,590	5	.00	▬	1.00	▬	0	▬	G
ET040212	Recovery: South Ferry Advance Removal	Post Des to Const Awd	Recovery	\$6,091,170	0	.00	▬	.57	▲	0	▬	G
ET040204	Recovery: Stations, Facilities and Fare Equipment - Design Only	Post Des to Const Awd	Recovery	\$845,642	0	.00	▬	.40	▬	-1	▼	G
ET040308	Mitigation: Lower Manhattan Hatch Installation (SBFP)	Post Des to Const Awd	Mitigation	\$1,396,639	0	.00	▬	1.05	▲	0	▬	G
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	\$6,520,798	0	.00	▬	205.79	▲	0	▬	G
ET060224	Recovery: 3 Fan Plants in Lower Manhattan	Post Des to Const Awd	Recovery	\$28,376,829	30	.00	▬	236.47	▲	0	▬	G
ET080201	Recovery: South Ferry Interlocking	Post Des to Const Awd	Recovery	\$1,700,000	0	.00	▬	1.00	▬	1	▲	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$41,180,847	100	.00	▬	4.39	▲	0	▬	G



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NYCT - New York City Transit Sandy Program												
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Post Des to Const Awd	Recovery	\$57,915,875	100	.00	▬	5.32	▲	0	▬	G
ES070209	Recovery: Staten Island Railway Restoration - Design Only	Construction	Recovery	\$8,359,519	75	.00	▬	1.00	▬	0	▬	G
ES070210	Recovery: Clifton Shop - Phase 1	Construction	Recovery	\$2,666,590	98	.00	▬	1.01	▬	0	▬	G
ES070212	Recovery: St. George Terminal Tower B - Phase 1	Construction	Recovery	\$703,838	98	.00	▬	1.01	▬	0	▬	G
ES070214	Recovery: St. George Interlocking	Post Des to Const Awd	Recovery	\$105,800,000	98	.00	▬	1.00	▬	3	▲	R
LIRR - Long Island Rail Road Sandy Program												
EL0402ZB	Wreck Lead Bridge Systems Restoration	Construction	Recovery	\$7,000,000	1	.00	▬	1.00	▬	0	▬	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$56,400,000	8	.00	▬	1.00	▬	0	▬	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$31,100,000	3	.00	▬	1.00	▬	0	▬	G
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$56,633,000	5	.00	▬	1.00	▬	0	▬	G
EL0702ZN	Long Island City (LIC) Substation Component Replacement	Construction	Recovery	\$1,367,000	50	.00	▬	1.00	▬	-1	▼	G
EL0602ZL	Long Island City Yard Restoration	Design	Recovery	\$4,197,608	1	.00	▬	1.00	▬	0	▬	G
EL0603ZK	Long Island City Yard Resiliency	Design	Mitigation	\$26,803,367	1	.00	▬	1.00	▬	0	▬	G
EL0702ZM	First Avenue Substation Restoration	Design	Recovery	\$6,100,000	98	.00	▬	1.00	▬	0	▬	G
EL0902ZF	Infrastructure / System Upgrades (Various Locations)	Design	Recovery	\$6,000,000	3	.00	▬	1.00	▬	0	▬	G
EM030202	Right of Way Restoration	Construction	Recovery	\$7,721,849	20	.00	▬	.96	▼	-3	▼	G
EM040207	Communications & Signal Infrastructure Restoration - Equipment Replacement	Construction	Recovery	\$18,929,000	31	.00	▬	1.00	▬	0	▬	G
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Design	Recovery	\$66,691,493	14	.00	▬	.99	▬	0	▬	G



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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
MNR - Metro-North Railroad Sandy Program												
EM050206	Power Infrastructure Restoration Phase 1	Design	Recovery	\$70,920,000	14	.00	▬	1.00	▬	0	▬	G
EM050208	Power Infrastructure Restoration - Substations	Design	Recovery	\$39,272,633	56	.00	▬	.99	▬	1	▲	G
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Design	Recovery	\$5,091,169	90	.00	▬	.99	▬	0	▬	G
B&T - Bridges and Tunnels Sandy Program												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Design	Recovery	\$230,930,304	95	.00	▬	1.00	▼	0	▬	G
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Design	Recovery	\$156,397,327	90	.00	▬	1.00	▬	0	▬	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Design	Recovery	\$74,720,437	95	.00	▬	1.00	▲	0	▬	G
ED020203	Restore Queens Midtown Tunnel roadway after Super Storm Sandy	Design	Recovery	\$62,236,853	90	.00	▬	1.00	▲	0	▬	G
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Design	Recovery	\$1,778,368	25	.00	▬	1.00	▼	0	▬	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Design	Recovery	\$8,955,203	25	.00	▬	1.00	▼	0	▬	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Design	Recovery	\$112,321,038	95	.00	▬	1.00	▼	0	▬	G
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Design	Recovery	\$83,865,294	90	.00	▬	1.00	▼	0	▬	G
ED050201	Restoration of Cross Bay Bridge Service Building after Super Storm Sandy	Design	Recovery	\$3,201,566	95	.00	▬	1.00	▲	0	▬	G



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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
B&T - Bridges and Tunnels Sandy Program												
ED050202	Environmental clean-up at Hugh Carey Tunnel after Super Storm Sandy	Design	Recovery	\$4,279,863	95	.00	—	1.00	▼	0	—	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Design	Recovery	\$8,577,326	90	.00	—	1.00	▼	0	—	G
ED050204	Restoration of Queens Midtown Tunnel - Service Buildings after Super Storm Sandy	Design	Recovery	\$2,078,147	90	.00	—	1.00	▲	0	—	G
ED050221	Restoration of Hugh Carey Tunnel -Ventilation Buildings after Super Storm Sandy	Design	Recovery	\$11,542,407	95	.00	—	1.00	▲	0	—	G
ED050301	Flood Mitigation - Relocate revenue equipment at Verrazano Narrows Bridge	Design	Mitigation	\$4,000,000	70	.00	—	1.00	—	0	—	G
ED010209	Restoration of Verrazano Narrows Bridge after Super Storm Sandy	Post Des to Const Awd	Recovery	\$1,662,052	50	.00	—	1.00	▼	0	—	G
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Post Des to Const Awd	Mitigation	\$10,000,000	95	.00	—	1.00	—	0	—	G
ED040208	Restoration of Marine Parkway Bridge Lighting System damaged by Super Storm Sandy	Post Des to Const Awd	Recovery	\$692,841	20	.00	—	1.00	▼	0	—	G

MTA Agency: New York City Transit	Status as of March 31, 2014
Project Name: Conversion of 2 Pump Trains Project Type: Mitigation	Current Budget: \$13.9M
	Project EAC: \$13.9M
	Substantial Completion Date at Award: May 2014
Project No: ET060304	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 40%

Project Description	
<p>This project will increase NYCT’s pumping capacity by converting existing rolling stock into two new pump trains. Critical pumping of tunnels is essential to avoid major damage from salt water infiltration of the tunnels. This project will increase the number of available pump trains and shorten the period of time it takes to pump water out of the subway system. Currently there are 3 pump trains and 14 under river tubes. This project will convert two current locally funded R72 flat cars into pump cars and will convert six locally funded R110A retired passenger test cars into hose and reach cars. This will result in two trains, each with one pump car and three hose and reach cars.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the 1st Quarter 2014, the forecasted substantial completion date slipped seven months from May 2014 to December 2014. This was due to several issues including: car move delays, personnel shortage as a result of the extreme winter and numerous snowstorms, limited track space at the 207th St. Overhaul Shop, and revisions to the welding design after issues arose during weld testing.</p>	
What is Being Done	
<p>Schedule: The project has not experienced any further delays and work is proceeding. The first pump train consist (a grouping of train vehicles), is expected to be completed by June 2014.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the related problems and the actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The 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 March 31, 2014
Project Name: Security Equipment in Under River Tubes Project Type: Recovery	Current Budget: \$7.3M
	Project EAC: \$7.3M
	Substantial Completion Date at Award: Jun 2014
Project No: ET080208	Current Substantial Completion Date: Sep 2014
Project Phase: Construction	Phase Complete: 80%

Project Description
<p>This project will replace security equipment that experienced major storm damage due to salt water infiltration into NYCT's under river tunnels. The work for this project will take place in various under river tunnels that experienced major damage from salt water infiltration. This project will replace equipment that is part of a federal project to prevent and detect unauthorized persons in under river tunnels. Equipment to be installed includes CCTV cameras, access control devices, and other security equipment.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 1st Quarter 2014, the forecasted substantial completion date slipped three months from June 2014 to September 2014 due to flagging shortages, the timing of General Order (GO) availability and cancelled GOs and GO piggybacking agreements that have impacted the duration of time required to complete this work.</p>
What is Being Done
<p>Schedule: As GOs are cancelled, requests for early reschedule dates are sent to the Division of Operations Planning. CPM's TA Labor Support group has been asked to prioritize flagging requests for security projects.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's overall contractor's performance rating this reporting period.</p>

MTA Agency: New York City Transit	Status as of March 31, 2014
Project Name: Recovery: South Ferry Station Complex Project Type: Recovery	Current Budget: \$20.6M (Design Only)
	Project EAC: \$20.6M
	Original Design Completion Date: Jan 2014
Project No: ET040213	Current Design Completion Date: Apr 2014
Project Phase: Design	Phase Complete: 95%

Project Description
<p>The design for the reconstruction of the South Ferry Station includes but is not limited to: surveys, comprehensive assessment of damages, demolition plans, plans to remove existing damaged equipment, final architectural/engineering design and drawings for repair/replacement/reconstruction work within the station.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 1st Quarter 2014, design completion was delayed by three months from January 2014 to April 2014. An extension of design time was necessary to integrate additional requirements identified during the design review, to reconcile regulatory and permit concerns, and modify the design documents.</p>
What is Being Done
<p>Schedule: Disposition of all requirements and necessary improvements to the design documents have been completed by the design consultant. Coordination with various city agencies for construction staging and phasing the street level work is being finalized. Design documents are conformed and are being circulated for final sign-offs.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the related problems and the 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 evaluations of the overall design contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of March 31, 2014
Project Name: Line Equipment Restoration at Various Locations Project Type: Recovery	Current Budget: \$12.0M
	Project EAC: \$14.8M
	Original Design Completion Date: Oct 2015
Project No: ET060206	Current Design Completion Date: Oct 2015
Project Phase: Design	Phase Complete: 49%

Project Description

The individual projects under this project number address the repair of numerous Line Equipment assets that were damaged by Superstorm Sandy. This report is related to one component of this project (E31456), the repair of nine fan plants that were damaged by Sandy.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: The initial design Estimate at Completion (EAC) for the fan plant portion of the project was \$5.8M; however, the decision was made at the start of design to partially fund the design and only increase the budget based on a more advanced design, if necessary. As design proceeded, based on a revised estimate it was deemed appropriate to increase the design funding.

What is Being Done

Cost: Design funds in the amount of \$2.8M will be added to the project to reflect the EAC, bringing the total project budget from \$12.0M to \$14.8M. Subsequent to the first quarter 2014 reporting period, design completion was achieved on March 17, 2014.

IEC Comment

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

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

MTA Agency: SIRTOA	Status as of March 31, 2014
Project Name: St George Interlocking Project Type: Recovery	Current Budget: \$105.8M
	Project EAC: \$105.8M
	Original Award Date: Apr 2014
Project No: ES070214	Current Award Date: Jul 2014
Project Phase: Post-Design to Construction Award	Phase Complete: 98%

Project Description	
<p>The project involves the rehabilitation of the St. George Terminal Interlocking system due to damage caused by Superstorm Sandy. Rehabilitation work includes the complete modernization and replacement of the St. George Interlocking Track and Signal Systems, including track and switch replacement, the relocation of third rails, the provision of a rail lubrication system, signal modernization and drainage improvements.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: Design completion was achieved in November 2013, however during the 1st Quarter 2014, the forecasted award date slipped three months from April 2014 to July 2014 due to the incorporation of revisions into the final design documents and coordinating the project phasing with two major private development projects, currently in design, which are located adjacent to the St. George Terminal.</p>	
What is Being Done	
<p>Schedule: The process to obtain all required approvals is moving smoothly and NYCT anticipates award of the project in July 2014.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>	



Projects in CPOC's Risk-Based Monitoring Program (1st Quarter 2014 Traffic Light Report – Ending March 31, 2014)

The following programs/projects are currently reported on by the responsible agency in risk-based monitoring reports in accordance with the CPOC Work Plan schedule and are continually monitored by the Independent Engineering Consultant. Monitored Capital Program projects are not included in the Quarterly Capital Traffic Light Report. Monitored Sandy Program projects are included in the Quarterly Sandy Traffic Light Report. The program/project list is subject to periodic review and adjustment by MTA.

2010-14 Capital Program

- **Second Avenue Subway**
- **East Side Access & Regional Investments**
- **East Side Access Readiness**
- **No.7 Line Extension**
- **Fulton Center**
- **Signals & Communications**
 - Positive Train Control
 - CBTC- Flushing Line
 - VHF Radio
- **New Subway Car Procurement**
- **New Bus Procurement**
- **CRR Rolling Stock / Procurement**
- **Bus Depots**
 - Mother Clara Hale
- **MNR Shops and Yards**
 - Harmon Shop Replacement Phase V, Stage 1
- **LIRR Infrastructure**
 - Main Line Double Track – Phase I, Central Islip to Ronkonkoma
- **Bridges & Tunnels**
 - Verrazano-Narrows Bridge Upper Level Deck Replacement
 - RFK Bridge Bronx Toll Plaza Structure Reconstruction

Sandy Program

- **South Ferry Station Restoration**
- **Replacement and Rehabilitation of Montague Tube**