



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

September 2014

Committee Members

T. Prendergast, Chair

F. Ferrer

A. Albert

R. Bickford

A. Cappelli

S. Metzger

J. Molloy

M. Pally

A. Saul

J. Sedore

V. Tessitore

C. Wortendyke

Capital Program Oversight Committee Meeting

347 Madison Ave. - 5th Floor Board Room, New York, NY 10017

Monday, 9/22/2014

1:45 - 2:45 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES JULY 28, 2014

Minutes from July '14 - Page 3

3. COMMITTEE WORK PLAN

CPOC Work Plan Sept 2014 - Page 6

4. CAPITAL CONSTRUCTION COMPANY

a. Progress Report on Fulton Center

MTACC Sep 2014 CPOC FC Report - Page 7

b. Independent Engineering Consultant Project Review on Fulton Center

IEC Sep 2014 CPOC FC Presentation - Page 9

FC Appendix - Page 12

c. Progress Report on No. 7-Line Extension

MTACC Sep 2014 CPOC No. 7 Report - Page 13

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

IEC Sep 2014 CPOC No. 7 Presentation - Page 22

No. 7 Appendix - Page 26

e. Progress Report on Second Avenue Subway

MTACC Sep 2014 CPOC SAS Report - Page 27

f. Independent Engineering Consultant Project Review on Second Avenue Subway

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g. Progress Report on East Side Access

MTACC Sep 2014 CPOC ESA Report - Page 38

h. Independent Engineering Consultant Project Review on East Side Access

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5. LONG ISLAND RAIL ROAD, METRO-NORTH RAILROAD

a. Positive Train Control

LIRR/MNR Sep 2014 CPOC PTC Report - Page 50

b. Independent Engineering Consultant Project Review on PTC

IEC Sep 2014 CPOC PTC Presentation - Page 56

6. CAPITAL PROGRAM STATUS

a. Commitments, Completions and Funding Report

MTA Comm Comp Report - Page 59

b. Quarterly Capital Change Order Report (for information only)

Sept 2014 CPOC Change Order Report - All Agencies - Page 72

7. QUARTERLY TRAFFIC LIGHT REPORTS

Capital & Sandy 2Q 2014 TLRs - Page 74

8. EXECUTIVE SESSION

Date of next meeting: Monday, October 27, 2014 at 1:45 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
July 28, 2014
New York, New York
12:00 P.M.

MTA CPOC members present:

Hon. Thomas Prendergast, Chairman
Hon. Fernando Ferrer
Hon. Andrew Albert
Hon. Alan Cappelli
Hon. Susan Metzger
Hon. John Molloy
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Robert Bickford
Hon. Andrew Saul
Hon. Vincent Tessitore

MTA Board members present:

Hon. Ira Greenberg
Hon. Iris Weinshall

MTA staff present:

Ray Burke
Michael Garner
Nadir Jones
Brian Murphy
Craig Stewart
Michael Wetherell

MNR staff present:

Dwight Sowden

LIRR staff present:

Jim Allen

NYCT staff present:

Joe Bromfield
Craig Cipriano
John Higgins

Independent Engineering Consultant staff present:

Anthony Clarizio
Gerry Gardvits
Amil Patel

* * *

Chairman Prendergast called the July 28, 2014 meeting of the Capital Program Oversight Committee to order at 12:00 P.M.

Public Comments Period

There were three public speakers in the public comments portion of the meeting: Christopher D. Greif addressed safety, elevators and ramps at stations, as well as the performance of the R160 and the R188 trains; Debra Greif addressed ramps at stations as well as design of new buses with respect to wheelchair accommodation; and Barry Adler addressed MNR's rolling stock procurement strategy.

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on June 23, 2014.

Committee Work Plan

Mr. Stewart stated that the NYCT Signals and Communications presentations were rescheduled for October.

LIRR/MNR Report on Rolling Stock

Mr. Allen updated the Committee on LIRR's and MNR's M-9 car procurements and LIRR's M-9A car procurement, including delivery schedule, and M-9 specification improvements and measures underway to address sole-source parts aftermarket issues. Mr. Sowden then provided further information on MNR's M-9 car procurement as well as MNR's M-8 procurement, including car performance to date and customer reaction to the cars. In its Project Review of the M-9 cars, the IEC reported a delay to the Initial Design Review as well as an upward trend in car weight. The IEC then recommended that LIRR and MNR provide a process for timely design review submittals, an expedited decision on fleet requirements to inform the M-9 option, and that LIRR ensure delivery of all M-9As no later than one year prior to the ESA opening date. In its Project Review of the M-8 cars, the IEC concurred with MNR's report; the IEC then called for the major outstanding commercial issues relating to car weight and late deliveries to be addressed as soon as feasible. 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 Report on Subway Car Procurement

Mr. Bromfield updated the Committee on the NYCT Subway Car Fleet, including an overview and delivery schedule of the \$614M R188 Project, the \$736M R179 Project, and the R211 'B' Division cars, which will replace 752 R46 cars. In its Project Review, the IEC cited a delay on the R188's as a result of Super Storm Sandy and car conversion ramp-up, as well as welding issues on the R179 pilot cars, which have caused a schedule delay (for which the carbuilder has developed a mitigation plan). The IEC stated that there are no budget issues for either the R188 or the R179 car procurements. 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 Report on Bus Procurement

Mr. Higgins updated the Committee on NYCT's Bus Procurement Program, including overall goals of the program, and budgets and delivery schedules of the various bus types. In its Project Review, the IEC reported that Express and Standard Clean Diesel buses are on schedule and reported no significant budget issues. In addition, the IEC agreed with NYCT on the status of the buses in the upcoming procurements. The IEC then encouraged NYCT to continue its efforts to drive down the average age of buses and to qualify new bus manufacturers. 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.

Update on Minority, Women and Disadvantaged Business Participation Programs and MTA Small Business Development Programs

Following an introduction by Mr. Garner, Mr. Burke provided an update on the MWDBE Participation Rates. In the January – June 2014 timeframe, the MTA achieved a 21% participation rate against its 17% Federal Goal. The MTA exceeded its 10% MBE and 10% WBE goals by achieving 13% in each category. Mr. Murphy provided an overview of the Small Business Mentoring Program's (SBMP) first four years, including its overall award goal of \$70M, which the MTA exceeded with a four-year award total of \$82M. Mr. Murphy then outlined the Small Business Federal Program (SBFP), which was launched in August 2012 with a two-year goal of \$15M in total awards, which the MTA exceeded with a two-year award total of \$30M. Mr. Jones then provided highlights of the Outreach and Development efforts currently underway, including the following: there are a total of 129 prequalified firms in the SBMP across 14 counties; 38 loans, for a total loan amount of over \$4M, have been approved since Program inception; and 158 firms completed the training program as of spring 2014. 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, Completions and Funding Report

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

Adjournment

Upon motion duly made and seconded, Chairman Prendergast adjourned the July 28, 2014 meeting of the MTA Capital Program Oversight Committee at 1:00 PM.

Respectfully submitted,
Michael Jew-Geralds
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

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 NYCT, LIRR & MNR New Fare Payment Initiatives
Semi-Annual Update on NYCT Systems, Signals, Train Control and New Tech 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

Fulton Center

September 22, 2014

Fulton Center

Project Overview

Overall Status (as per 2009 Plan)

Item	Comments
Schedule	Completion of construction is scheduled for September/October.
Cost	Trending below current budget of \$1.4 billion.

Highlights

Progress

- Fulton Center is in the final stages of completion, including all life safety systems.

September 22, 2014

September 2014 CPOC IEC Project Review



Fulton Center



September 22, 2014

Schedule & Budget Review

- Significant work has been completed on the Fulton Center (“FC”) over the past 2 months in anticipation of it’s opening.
- The life safety systems are in the final stages of completion. Approximately 10-15 days of testing remains and if results are successful the facility will receive final signoff by NYCT.
- Approximately 25% of the critical master punch list for the FC remains open. Completion of these remaining items is required in order for the facility to receive a certificate of occupancy by NYCT.



Recommendation

Issuance of the certificate of occupancy is required for opening the facility. Therefore, a clearly defined close out schedule should be developed to illustrate the remaining activities required to achieve a Certificate of Occupancy for the FC.

Given the challenges associated with the opening, IEC recommends that a lessons learned report be developed for FC in order to identify effective strategies to mitigate testing & commissioning issues on future projects with similar close out issues.



Recommendations Log

Recommendation	Agency Action	Status
June 2014 As a result of recent changes to the project schedules competing for NYCT resources, the IEC recommends MTACC conduct a coordinated review of the FC, 7W & SAS mega projects, and other NYCT projects in order to ensure resources can support their current schedules.		OPEN



MTACC Quarterly Progress Report to CPOC

Number 7 Line Extension

September 22, 2014

Number 7 Line Ext.

Project Overview

Overall Status

Item	Comments
Schedule	The completion of construction required for revenue service is forecast to be achieved by the end of the 4th Quarter 2014/1st Quarter 2015. The revenue service date is projected for February 24, 2015.
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 \$16 Million under budget.

September 22, 2014

Number 7 Line Ext.

Project Overview

Overall Status Highlights

- 98% of overall Construction (\$1.84 Billion of \$1.89 Billion) required for Revenue Service has been completed (97% complete as of last report).
- Finishes and Systems contract (C-26505, last contract required for Revenue Service) is 92% complete (89% complete as of last report).

Ongoing Finishes and Systems contract major activities include:

- Inclined Elevators
- High Rise Escalators
- Tunnel Ventilation Fans – Delivery/Installation
- Communication Systems

Challenges to schedule include:

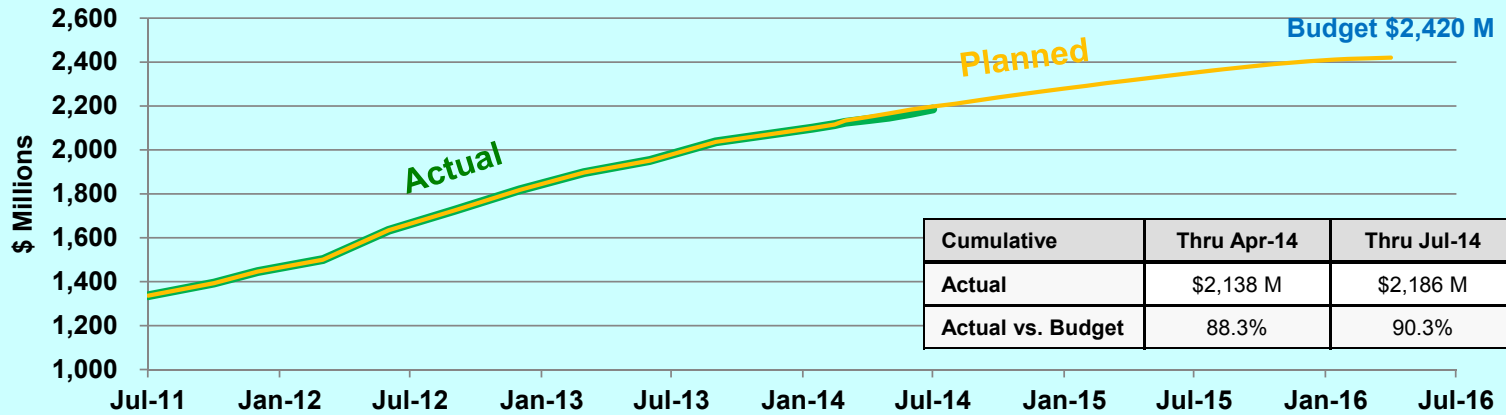
- Tunnel Ventilation Fans - Factory Acceptance Tests
- Communications Systems - Factory Acceptance Tests and Installation on-going

September 22, 2014

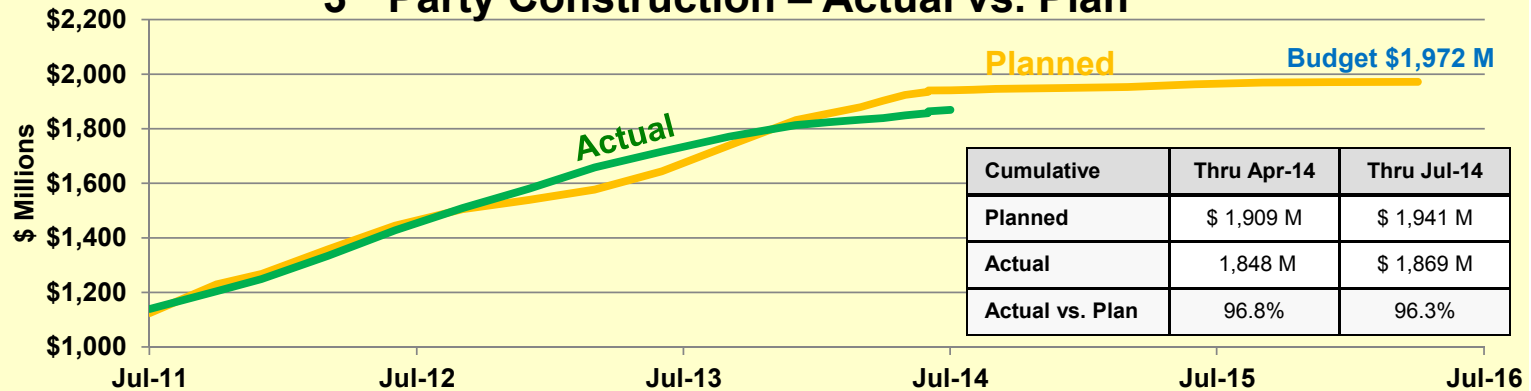
Number 7 Line Ext.

Cost & Schedule Performance

Total Project – Actual vs. Plan



3rd Party Construction – Actual vs. Plan



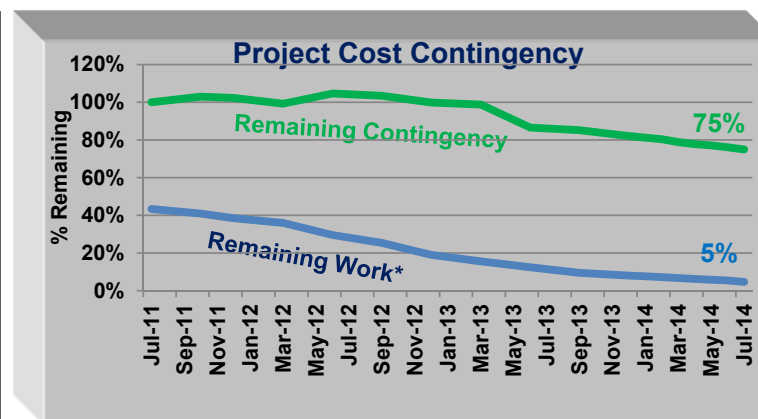
September 22, 2014

Number 7 Line Ext.

Cost & Schedule Contingency Status

Project Schedule Contingency

- As requested by HYDC, the Project schedule was developed with ZERO allocated schedule contingency.
- The completion of construction required for revenue service is forecast to be achieved by the end of 4th Quarter 2014/1st Quarter 2015. The revenue service date is projected for February 24, 2015.




* 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 \$78.0M in remaining contingency, a decrease of \$3.3M from the last report (\$81.3M).
- Currently the project forecasts a remaining contingency balance \$16M at completion.




September 22, 2014

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Testing & Acceptance of Tunnel Ventilation Fans at Site K (Contract C-26505)	Site K FAT Resolved	<p>Issue: Factory Acceptance Test (FAT) of Site K fans failed.</p> <p>Impact: Failure of Site K fans FAT has pushed Site J fans to the critical path.</p> <p>Mitigation: Contractor completed FAT for Site K fans on August 29, 2014 which will support Level 3 test in October 2014.</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.




September 22, 2014

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Testing & Acceptance of Tunnel Ventilation Fans at Site J (Contract C-26505)	Complete FAT September 2014	<p>Issue: Factory Acceptance Test (FAT) of Site J 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. This issue could cause a day-to-day delay, unless mitigated</p> <p>Mitigation: FAT for Site J fans started on September 8, 2014 and Contractor is projecting the FAT will be completed on September 29, 2014 which will support a Level 3 test in November 2014.</p>


Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
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September 22, 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)	Complete Level 3 October 2014	<p>Issue: Initial Factory Acceptance Test (FAT) failed (June 21, 2013).</p> <p>Impact: Potential delay to Revenue Service Date.</p> <p>Mitigation: Conducted successful Initial Acceptance Testing in the field with full height escalator on August 4, 2014.</p> <p>Installation of all five (5) escalators are in progress. Completion of Level 3 tests are expected in October 2014.</p>


Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
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	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.




September 22, 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)	Complete Level 3 October 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.</p> <p>Mitigation: Contractor proposed to conduct Initial Acceptance Testing in the field. It was agreed by MTACC/NYCT.</p> <p>Completion of Initial Acceptance and Level 3 Tests are projected for October 2014.</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.

September 22, 2014

September 2014 IEC Project Review



Number 7 Line Extension

September 22, 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 \$2.40B, which includes acceleration costs.
- The contingency at project completion is \$16M, which is a decrease of \$24M from last reported (\$40M). This reduction includes cost associated with the Systems and Finishes settlement agreement (including acceleration), change orders and delay claims.



Schedule Review

- MTACC has negotiated an acceleration schedule with the Systems and Finishes contractor for a construction completion date of February 2015 with additional monetary bonuses/incentives if the contractor can achieve construction completion sooner.
- A February 2015 RSD is contingent on the success of the contractor's proposed acceleration and NYCT's ability to support the compressed schedule. Detailed accelerated schedules to bring the construction completion date in sooner have not been provided.
- Significant schedule risk remains.
 - Tunnel Ventilation fans remain on the critical path on the accelerated schedule and have suffered further delays. As a result, the IEC forecasts a March 2015 RSD (one month later than last reported).
 - Other key systems required for revenue service such as high rise escalators, inclined elevators, transmission backbone, building management, fire alarm, and other communication systems remain on or near critical path.
- MTACC is working with NYCT to secure adequate resources and ensure training can be provided to support the February 2015 RSD. The IEC recognizes the close cooperation between the # 7 Line Staff and NYCT in supporting the accelerated schedule.

IEC

Recommendation

- The IEC had previously recommended that in order to ensure adequate resources MTACC perform a coordinated review of mega projects (FC, SAS) projects. The IEC notes this review has started.
- Once complete, the results should be overlaid onto other competing projects (Sandy, CPM) for NYCT resource planning purposes.



Recommendations Log

Recommendation	Agency Action	Status
June 2014 As a result of recent changes to project schedules competing for NYCT resources, the IEC continues to recommend 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. As there is no formal program risk, McKissack recommends MTACC closely monitor the remaining schedule risks to ensure timely mitigations are implemented.	MTACC has started its coordinated review of mega projects (FC, Line 7, SAS). An acceleration agreement was negotiated for the Systems and Finishes contract construction completion date of February 2015. MTACC is working with NYCT to secure adequate resources and ensure training can be provided to support a February 2015 RSD. MTACC, along with the contractor, has developed a T&C matrix in effort to closely monitor any further slippage in several critical activities.	ONGOING CLOSED ONGOING
March 2014 As a result of recent changes to project schedules competing for NYCT resources, McKissack 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.	MTACC is working developing a coordinated schedule for all mega projects to determine NYCT resources required. MTACC is working with NYCT to support a December 2014 Revenue Service date.	SUPERSEDED SUPERSEDED
December 2013 McKissack recommends MTACC determine a revised RSD so as to ensure that NYCT staffing and training will support the revised RSD.	MTACC is working with NYCT to support a December 2014 Revenue Service date.	SUPERSEDED

MTACC Quarterly Progress Report to CPOC

Second Avenue Subway

September 22, 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

- The Station Contractor completed all work in tunnels between 96th and 86th street stations (Milestone 5) and provided access to Systems Contractor to perform track work
- Completed 86th Street Station cavern work and turned over to the Station Finishes Contractor (with exception of entrance 2)
- Started installation of tunnel lighting work in tunnels between 63rd and 72nd Street Stations
- Continued installation of electrical conduits/cables, plumbing and HVAC for the 63rd Street Station
- Installed 3,680 linear feet of track out of 22,000 linear feet of track
- Errors & Omissions analysis has been performed for all substantially completed contracts

90 Day Look Ahead

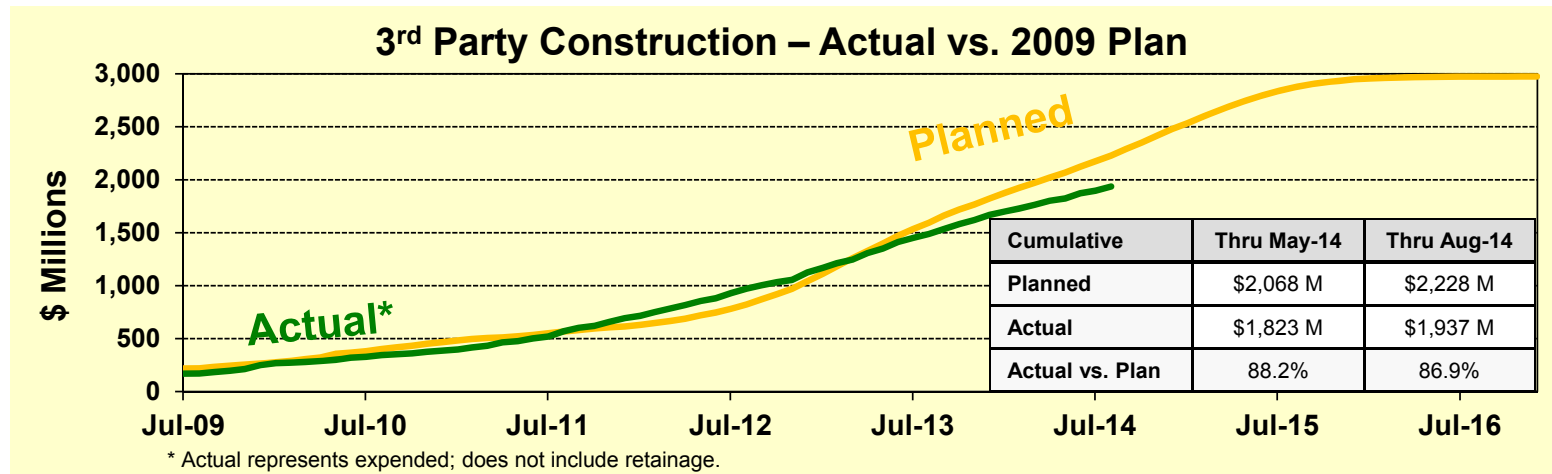
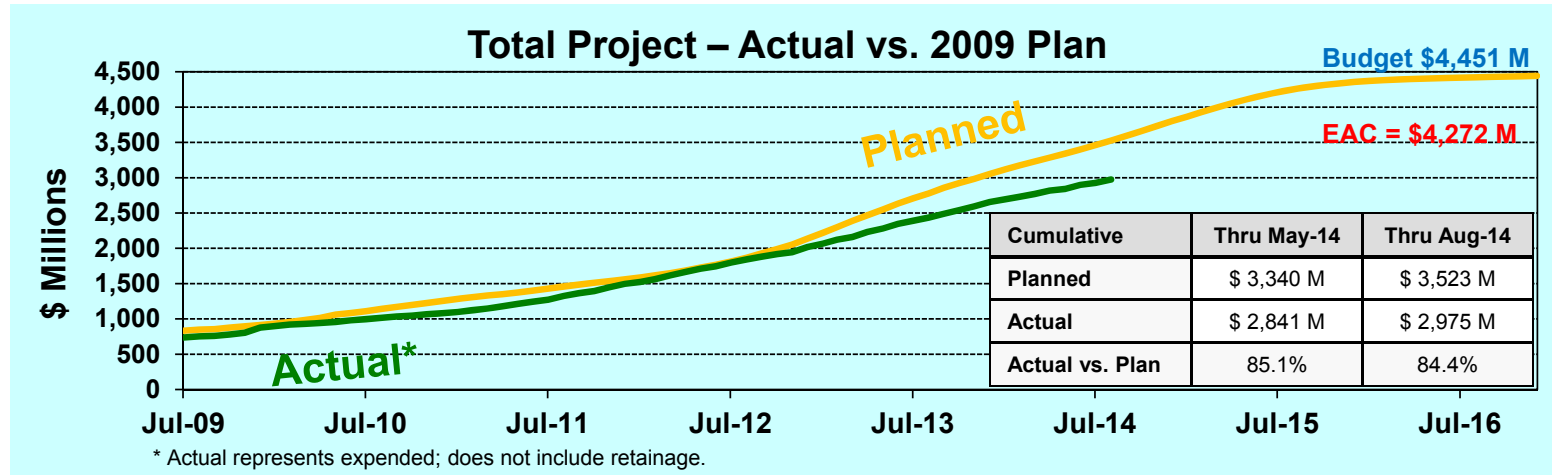
- Release facility power equipment for 86th Street Station for fabrication by the end of September (2 months later than last reported)
- Complete previously delayed work in Signal, Communication and Traction Power Rooms at 72nd and 96th Street Station and turn over to Systems Contractor
- Complete disassembly of the 86th Street Station muck house and gantry crane
- Achieve substantial completion on 86th Street Cavern contract (5B)
- Provide access to the Systems Contractor for tunnels between 63rd Street Station and 86th Street Station

September 22, 2014

SAS



Cost & Schedule Performance

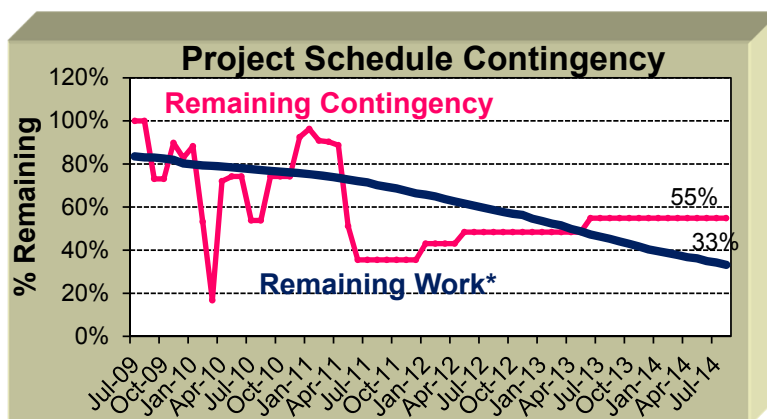


September 22, 2014

SAS

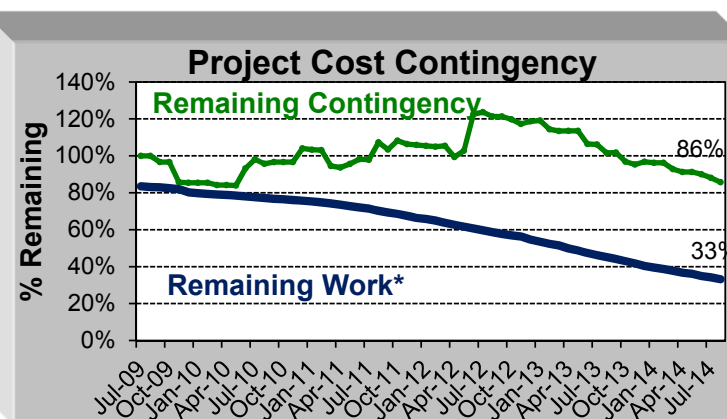


Cost & Schedule Contingency Status



* Remaining work starts in 2009

- 2009 schedule contingency: 186 days
- Current schedule contingency remains at 102 days, same as last report
- 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 \$276 million, \$18 million less than the last report (\$294 million)
- This reduction in contingency is due primarily to forecasted AWOs for the Stations and Systems contracts




September 22, 2014

SAS

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Construction of Entrance #1 (at 69th Street) of 72nd St. Station is currently delayed (Contract 4C)	Mitigation Plan Completed Monitor progress Monthly	<p>Issue: There is an increase in the duration of Entrance #1 work due to relocation and subsequent re-design of the entrance from inside the building to the sidewalk in order to address owner's concerns.</p> <p>Impact: Delays to Substantial completion of the 72nd Street Station. Due to its proximity to the critical path, this delay may also impact project contingency.</p> <p>Mitigation: The Project has implemented the following mitigation plan and issued change orders to complete Entrance 1 work by September 2016:</p> <ul style="list-style-type: none"> • Expedite material purchases • Implement second shift, extended hours and weekend work • Escalator contractor will work extended duration and weekends to reduce installation period <p>All other work at 72nd Street is forecast to be complete by May 2016.</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.




September 22, 2014

SAS

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 December 30, 2014	<p>Issue: Turnover of systems areas from Stations Contract to Systems contract was delayed by an additional 3 months.</p> <p>Impact: Delayed access to Systems Contract; however, the 63rd Street Station portion of Systems contract does not impact the revenue service date.</p> <p>Mitigation: Implemented the following mitigation plan to assure no further impact to the Systems Contractor:</p> <ul style="list-style-type: none"> Systems Contractor has received partial access to the signal and communication rooms Continual coordination meetings take place between the Systems (C6) and Finishes (C3) Contractors to resolve issues before they result in further delay


Legend

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September 22, 2014

SAS

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Delivery of Station Facility Power Equipment (Contract 5C)	86th Street April 2015	<p><u>Issue:</u> Station Facility Power for the 86th Street Station may not be available in time to support planned Testing and Commissioning Activities.</p> <p><u>Impact:</u> Determining if delay to the availability of permanent power will have a direct impact on project contingency.</p> <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> The 86th Street Station power equipment will be released for fabrication in September to meet the April 2015 delivery date. In addition, reviewing contractor's schedule to ensure delivery and installation occurs in time to support planned Testing and Commissioning Activities.

Legend

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September 22, 2014

September 2014 CPOC IEC Project Review



Second Avenue Subway



September 22, 2014

Schedule & Budget Review

- **SCHEDULE** - The revisions to the Project's schedule logic recommended in March are incomplete but are now expected by December. The IEC reserves judgment on the Project's reported 102 days of schedule contingency until this revision is evaluated. The IEC's concerns with the schedule include:
 - The revised testing plan of the Systems Contractor is not represented
 - The dependence of systems Integration testing upon the finish of certain station equipment installations is not represented
 - The new plan for recovery of the delay to Entrance 1 at the 72nd St Station does not include integration testing of the entrance's equipment
- **BUDGET** - Project is on budget and cost contingency is consistent with remaining risks.



Recommendation

The Project Team should focus its test & integration staff on updating the Testing & Commissioning Plan to account for:

- Late and phased access to equipment rooms and conduit by the Systems Contractor
- Realistic integrated testing & commissioning logic and durations derived from the 7Line Extension Project
- New project and existing contractor organization roles and responsibilities
- Need to standardize scheduled test activities across all four finish contracts

This effort is critical to producing a useable integrated project schedule.



Recommendations Log

Recommendation	Agency Action	Status
December 2012 Address E/O issues and resolve with Designer.	MTACC has settled with the Designer on E/O issues for the TBM Tunneling Contract and continues to work with NYCT Procurement on the balance of open E/O issues.	CLOSED
March 2014 Expedite current efforts to resolve key schedule variances with contractors and complete a full update of the Integrated Project Schedule.	The July 2014 IPS Update incorporated additional details, revised systems testing logic, better replication of contractor's logic, new facility power logic, contractor's baseline for 86 th St Station Finish and new signal completion milestones.	IN-PROGRESS
June 2014 Complete mitigation plans for major program level schedule risks to improve confidence in December 2016 target Revenue Service Date	The Project Team has developed action lists and schedules for implementation of mitigation plans for 3 of the Project's 5 major risks. Completion of all 5 plans has slipped 1 month since the last CPOC meeting in June to October 2014.	IN-PROGRESS



MTACC Quarterly Progress Report to CPOC

East Side Access

September 22, 2014

ESA

Project Overview

Overall Status

Item	Comments
Schedule	On schedule for December 2022 revenue service date
Cost	Within \$10.178 billion budget (excludes \$463 million rolling stock reserve)

Highlights

Progress

- The Manhattan South Structures contract (CM005) progress continues and is currently on schedule. Completed the North half of Eastbound Cavern Slab (Milestone 2) on July 6, 2014 as per contract.
- Issued NTP for Manhattan Northern Structures (CM006) and Systems Package 1 – Facilities Systems (CS179).
- Advertised GCT Concourse and Finishes (CM014B) on May 5, 2014. Received 10 technical proposals on August 26, 2014 and 10 cost proposals on September 9, 2014.
- Advertised Traction Power (CS084) procurement on June 9, 2014. Received 4 bids on September 11, 2014.
- Completed Harold Point Interlocking Cutover for signal systems.
- Completed mining of Micro-tunnel 13 on August 20, 2014, which completes micro-tunnel mining under active tracks in Harold Interlocking.

90 Day Look Ahead

- Advertise Loop Box, EBRR West Approach & Tunnel, and B & C Approach contract (CH057)
- Advertise Manhattan Cavern Contract (CM007)
- Complete initial 12kV feeder relocations to allow for demolition of existing infrastructure, which was re-scheduled from the 2nd Quarter 2014 to the end of 4th Quarter 2014.
- Award GCT Concourse and Finishes contract (CM014B).
- Award Traction Power contract (CS084)

September 22, 2014

ESA

Cost & Schedule Status

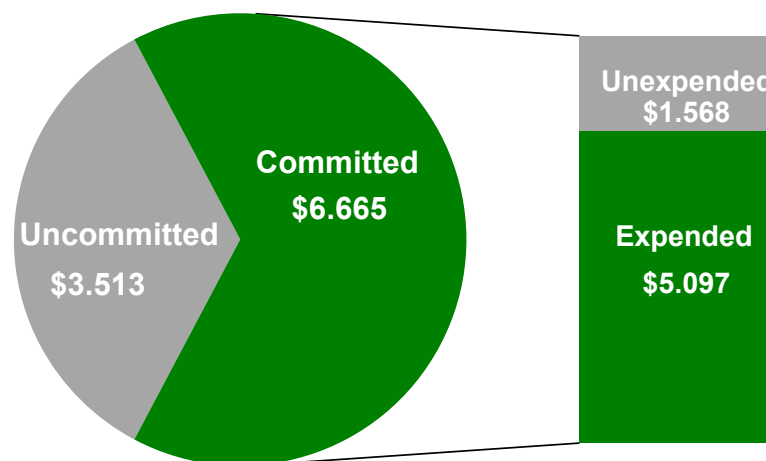
Total Project Cost

- Budget: \$10.178B
 - Committed: \$6.665B (66%)
 - Uncommitted: \$3.513B (35%)
 - Expended: \$5.097B (50%)

Progress Curves

- Planned Expenditure Curves being finalized
- To be presented at December 2014 CPOC

Commitments and Expenditures (in billions)



Cost & Schedule Contingency Status

Project Schedule Contingency


- June 2014 plan schedule contingency: 22 months (669 days)
- Current contingency: 22 months
- Although work in Harold is not on the critical path, there has been a 6.5 month reduction in float since last report.

Project Cost Contingency




- June 2014 plan budget contingency: \$818 million
 - Unallocated contingency: \$439 million
 - Allocated contingency: \$266 million
 - Design development contingency (AFI): \$113 million
- Current budget contingency: \$805 million
 - Unallocated contingency: \$433 million
 - Allocated contingency: \$259 million
 - Design development contingency (AFI): \$113 million
- Reduction in contingency reflects AWOs negotiated in July 2014, including final change order to close out Manhattan Tunneling contracts.

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Mitigate Manhattan Cavern Contract Schedule Risk (CM007)	Advertise by November 2014 Limited NTP by July 2015	<p>Issue: Schedule completion is crucial as this contract is on the critical path for Manhattan work.</p> <p>Impact: Delays on this contract would impact Integrated Systems Testing (IST) and potentially impact revenue service.</p> <p>Mitigation: Following outreach sessions in November 2013 and July 2014, the design was changed to blend cast in place with pre-cast to reduce risk during construction.</p> <p>To further reduce schedule risk two scope shifts have been identified and are in process:</p> <ul style="list-style-type: none"> The GCT Cavern North Back of House has successfully been negotiated as a change order to Manhattan Northern Structures (CM006) contract. This Modification will be presented for approval at the September 2014 MTA Board. Shift the GCT Cavern lower level cast in place walls from Manhattan Caverns (CM007) to the existing Manhattan South Structures (CM005) construction contract. This modification is anticipated to be presented for approval at the October 2014 MTA Board.


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.




September 22, 2014

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Mitigate Manhattan GCT Concourse and Finishes Contract Schedule Risk (CM014B)	Award by November 2014	<p>Issue: This contract requires a timely procurement strategy to ensure November 2014 Board approval and award.</p> <p>Impact: Delays on this contract would impact Integrated Systems Testing (IST) and potentially impact revenue service.</p> <p>Mitigation: In order to ensure a November 2014 award the following steps were taken:</p> <ul style="list-style-type: none"> An industry outreach took place in November 2013 to ensure maximum participation in the RFP process. The solicitation documents became available to proposers on May 12, 2014. Received 10 technical proposals on August 26, 2014. Received 10 cost proposals on September 9, 2014.


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.




September 22, 2014

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Schedule Risks for Summer Outages 2015/2016 in Harold Interlocking	Re-sequencing & Repackaging plan to be completed by November 1, 2014	<p>Issues:</p> <ul style="list-style-type: none"> Lack of availability of force account resources to complete necessary work for 2015 (30 days) and 2016 (90 days) summer outages. Development and implementation of civil speed restrictions will have an impact on 2016 outage. <p>Impact: Delay of the completion of planned outages could result in Harold being near critical to the end date of construction.</p> <p>Mitigation: Develop a re-sequencing and repackaging plan to reduce the risk of delay in summer outages in Harold.</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.

September 22, 2014

September 2014 CPOC IEC Project Review



East Side Access



September 22, 2014

BUDGET & SCHEDULE

- The ESA budget is \$10.178B with a contingency of \$805M. This represents 15.8% of the remaining, unexpended budget of \$5.081B and includes allocated and unallocated contingency.
- The ESA Revenue Service Date is December 2022 with a 22-month unallocated contingency. The contingency did not change since it was established in June 2014.
- The Harold schedule is currently undergoing updates to reflect the latest repackaging and delays incurred. A revised Harold schedule will be available by November.



IEC CONCERNS

- Harold Interlocking:
 - Work in Harold is being delayed due to: upgrades to the signal system to improve safety; force account resources below required levels for both construction and protection; and, logic and duration changes to signal hut work.
 - Successful mitigation of these continuing delays is necessary in order for the Harold work to not become critical over time.
 - Progress of the Westbound Bypass work, which is funded by an FRA Grant, is behind schedule and will delay follow-on civil work due to a limited number of force account protection resources.



IEC CONCERNS

- **Systems Package 1 (CS179):**
 - The submission of a full baseline schedule is not planned until December and the contract start-up activities are incurring delays, which are reducing time to design, fabricate and install equipment.
 - The design of the communications backbone network requires significant revisions and the IEC recommends that the stakeholders work with LIRR to define network requirements prior to the start of the network design.
 - Close cooperation between LIRR and MTACC is required during the design and implementation of PTC in Harold and the new ESA track territory.



Recommendations Log

Recommendation (June 2014)	Agency Response/Action	Status
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.	MTACC will go forward with the repackaging as proposed.	Closed
Provide independent estimates for all remaining major civil and systems contracts in their current bid configuration.	Bid was received for Traction Power (CS084) contract on 09/11/14 – no further estimate required. Estimate for track and third rail in progress.	In progress
Further re-sequence work in Harold based on latest delays to civil and systems work, the revised contract packaging plan and FRA funding.	MTACC is re-planning the work in Harold and revising the schedule	In progress
Fully consider the application of PTC in new ESA track territory for existing and upcoming signals contracts.	Coordination between PTC Systems Integrator in Harold and MTACC has started.	Closed



Positive Train Control Project Status

Metro-North Railroad
Long Island Rail Road

September 22, 2014 CPOC



PTC Project

- Contracts with Bombardier/Siemens Joint Venture to design and furnish PTC Systems:
 - Awarded: November 13, 2013
 - Board Authorized Amount: \$428M(LIRR: \$218 and MNR: \$210)
- Total Project Cost \$914.4M includes \$486.4M for Force Account/3rd Party Installation and Project Management, as well as \$11.3M for 3 Change Orders related to improving the delivery schedules of PTC Kits.
 - Total Project Cost includes long term post warranty spare parts and software support to be funded by Operating Budgets and excludes costs related to the improved installation schedules.
- The estimated Total Project Cost may be revised upon completion of a LIRR/MNR/MTA Risk Assessment in the 1st Quarter of 2015.
- Funding (\$M)

Capital Program	LIRR	MNR NY	MNR CT
2005-2009	\$9.5	\$19.2	
2010-2014	\$314.4	\$254.68	\$53.2
2015-2019	\$100.72	\$70.74	\$92



PTC Improved Implementation Schedule

- Extensive PTC System Development and Pilot Testing resulted in the Delivery Schedules in the original Contracts supporting a December 2018 date for Full Implementation notwithstanding the statutory December 2015 Implementation Date.
- In April 2014, the Board authorized 3 Change Orders to improve the Delivery Schedules of On-Board/Wayside Kits allowing installation and earlier utilization of PTC on more track segments by a greater number of trains.

LIRR								
	Wayside Miles				On-Board Units ^{4,5}			
	Original	%	New	%	Original	%	New	%
Dec 2015	63	20%	63	20%	41	7.8%	61	11.7%
Dec 2016	172	54.7%	256	81.5%	223	42%	380	73%
Dec 2017	251	79.6%	314¹	100%	393	75.5%	499 ³	96%
Dec 2018	318	N/A	318²	N/A	520	100%	520	100%

¹ 314 Miles completed by August 2017 vs. Oct 2018 under the original schedule.

² 4 remaining miles for ESA only.

³ 478 Units installed by May 2017 (includes all M7's).

⁴ M9's are PTC ready upon delivery and not included in table.

⁵ LIRR M3's are not planned to be PTC equipped due to decommissioning beginning late 2017/early 2018.



PTC Improved Implementation Schedule

MNR								
	Wayside Miles				On-Board Units ^{a,b}			
	Original	%	New	%	Original	%	New	%
Dec 2015	52	19.2%	52	19.2%	86	25%	92	26.8%
Dec 2016	95	35.1%	155	57.4%	172	50.1%	258	75.2%
Dec 2017	171	63.3%	270	100%	258	75.2%	343	100%
Dec 2018	270	100%	N/A	N/A	343	100%	N/A	N/A

a. MNR M8s are not included in the count.

b. PTC will be installed on the Port Jervis Line under an option on a New Jersey Transit contract.



PTC Status

- Schedules
 - Conceptual Design frozen, subject to resolution of several key issues.
 - The System Integrator has expanded facilities and workforce to increase production.
 - Delays to date (approximately 2 months) have only affected Interim Milestones, and have not impacted Pilot Schedule (to commence April 2015) or the improved Delivery Schedules.
 - The System Integrator is working with LIRR/MNR to develop risk mitigation plan in connection with the LIRR/MNR improved Delivery Schedules.
- Communications System
 - Radio Frequency Design is behind schedule
 - Subcontractor performance requires improvement
 - GE Radios
 - Radios are being developed by GE and Northeast Corridor (NEC) Railroads for interoperability across all NEC territories.



PTC Status

- Transponders
 - Surface cracking concerns during testing may delay delivery to MNR; in turn delaying installation to enforce permanent speed restriction.
- EMI/EMC Testing
 - Subcontractor has been changed due to performance issues.
 - The new subcontractor has performed well.
- FRA Approvals
 - LIRR/MNR have engaged FRA early in the process to minimize the risk of project delay related to required FRA reviews and approvals.
- MNR radio spectrum
 - MNR continues to pursue obtaining spectrum for Orange, Dutchess, Fairfield and New Haven counties.



September 2014 CPOC IEC Project Review



Positive Train Control



September 22, 2014

Project Status Review

- **BUDGET** – The total cost estimate needs to be updated to include the force account costs associated with the recent change order increasing the implementation of wayside and on-board units in 2016-17.
- **SCHEDULE** – The Pilot Test will remain on schedule if the transponder quality issues are resolved within the next month. The Preliminary Design Review (PDR) is behind schedule but many of the elements of this milestone are under way and should have no impact on the schedule.



Project Status Review Remarks

- LIRR & MNR correctly state the project's design status.
- The impact on project cost and schedule of the pending interoperability agreements with the tenant railroads is yet to be determined.
- Railroad labor forces will do a significant amount of implementation work. IEC will review staffing plans with LIRR/MNR.



MTA Capital Program Commitments & Completions

through August 31, 2014



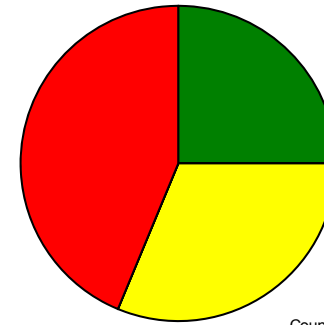
Capital Projects – Major Commitments – August 2014

55 major commitments are planned for 2014, for a total of \$6.5 billion; 32 are reported on through August. There are 24 slips through August, of which fourteen commitments are late and ten others were late, but have now been achieved. All slips are discussed on the following pages.

Agencies have committed a total of \$2.9 billion through August, versus a \$4.4 billion goal. The YTD shortfall is mostly due to delays, including 256 Articulated Bus purchase, South Ferry Sandy restoration and three MTACC projects. Despite a \$1.5 billion YTD shortfall, resulting from delayed YTD commitments, the MTA forecasts meeting 99% of its goal in large part due to \$0.5 billion in unplanned MTACC commitments to date and \$129 million in additional cost for ESA's GCT Concourse Finishes commitment.

For YTD commitments, 25% are on time and 66% are within budget. By year-end, 42% of major commitments are forecasted to be achieved on time and 69% are forecasted to be on budget. 47 of the 55 major commitments are forecasted to be committed within 2014.

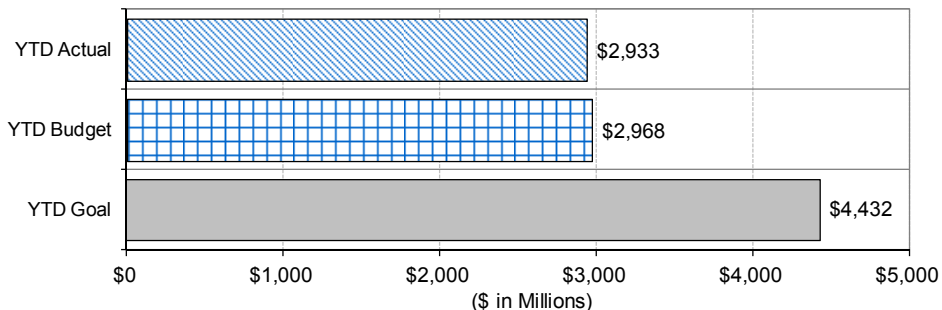
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within Goal	8	25%	↑ 1
YELLOW = Commitments delayed beyond Goal (already achieved)	10	31%	-
RED = Commitments delayed beyond Goal (not yet achieved)	14	44%	↑ 3
	32	100%	↑ 4

Budget Analysis

2014 Annual Goal	\$6,545	(\$ in millions)
2014 Annual Forecast	99%	of Annual Goal
Left to Complete	55%	(\$3,576)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – August 2014 – Schedule Variances

Actual Results Shaded

Project Commitment Goal Forecast

14 All-Agency Red Commitments (4 new this month; net increase of 3)

NYCT

Signals & Communications

Project	Commitment	Goal	Forecast
PA/CIS: Furnish & Install Cabinets, 89 Stations	Construction Award	Jun-14 \$44.8M	Nov-14 \$46.3M

Award delayed by two months due to additional time required to repackage scope for separate PA and CIS contracts. Bid opening postponed to mid September due to bid protest prior to bid opening, delaying the award by two additional months. Cost increase due to revised engineer's estimate at advertisement.

Stations

Project	Commitment	Goal	Forecast
Station Renewal: Culver Line, 7 Stations	Construction Award	Jun-14 \$106.1M	Sep-14 \$132.2M

Delay and cost increase reflects additional scope, including component work at two additional locations. Additional delay caused by extended time needed for procurement sign-off.

Bus Replacement

Project	Commitment	Goal	Forecast
Purchase 256 Articulated Buses	Purchase Award	Jun-14 \$245.5M	Jun-15 \$219.1M

Delay due to extended negotiations with vendors and an allowance for possible State review prior to award. Cost decrease reflects latest market conditions.

Depots

Bus Command Center - (New Item)

Project	Commitment	Goal	Forecast
Bus Command Center - (New Item)	Construction Award	Aug-14 \$50.9M	Dec-14 \$42.7M

The project award has been delayed due to additional scope added to the contract, such as ADA compliance and electrical work, which require additional drawings and specifications. Cost reflects Memorandum of Understanding with MTA Bus and refined engineer's estimate at advertisement.

Sandy Restoration

Project	Commitment	Goal	Forecast
Rutgers and Cranberry Tubes	Construction Award	Jun-14 \$154.0M	Feb-16 \$156.9M

The Rutgers tube award has been moved to February, 2016 in order to minimize the impact to the public. Previously Rutgers and Cranberry were a single contract, but are now to be split into separate contracts. To allow for repackaging, the Cranberry award has consequently slipped to December, 2014. Project cost adjusted to reflect estimates of separated contracts.

Project Commitment Goal Forecast

Sandy Restoration (cont'd)

Project	Commitment	Goal	Forecast
South Ferry Station Complex	Construction Award	Jul-14 \$221.3M	Oct-14 \$254.6M

Project delayed to resolve design coordination issues and regulatory requirements. Cost increase reflects added scope, including leak mitigation, and circuit break house and relay room work.

Project	Commitment	Goal	Forecast
St. George Interlocking	Construction Award	Jul-14 \$118.7M	Sep-14 \$119.9M

Project award delayed due to addition of Tower B restoration work to contract. Cost increase reflects added scope.

Project	Commitment	Goal	Forecast
Clark Street Tube Restoration - (New Item)	Construction Award	Aug-14 \$77.4M	Feb-16 \$77.4M

Project has been rescheduled as a result of coordination with other tube projects due to several factors, including programmatic concerns, community impacts and service impacts.

LIRR

Line Structures

Project	Commitment	Goal	Forecast
Colonial Road Improvements Project (Bridge & Pocket Track)	Construction Award	Jul-14 \$18.6M	Oct-14 \$26.7M

Award date re-forecast due to additional procurements steps to solicit vendor interest and feedback. Selection of Design-Build team forecast to be submitted to September Board Meeting. Cost increase reflects modified bridge type required to accommodate existing road alignment.

MTA Bus

Depots

Project	Commitment	Goal	Forecast
Bus Command Center - (New Item)	Construction Award	Aug-14 \$8.7M	Dec-14 \$12.7M

The project award has been delayed due to additional scope added to the contract, such as ADA compliance and electrical work, which require additional drawings and specifications. Cost reflects Memorandum of Understanding with NYCT and refined engineer's estimate at advertisement.

Capital Projects – Major Commitments – August 2014 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast
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14 All-Agency Red Commitments (4 new this month) (cont'd)

MTACC

East Side Access

GCT Concourse & Cavern Finishes (CM014B)	Construction Award	Jul-14 \$195.5M	Dec-14 \$324.7M
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Procurement methodology has shifted to an RFP process, which has added significant time to the award forecast. Forecast value increased due to the decision to include option in base contract.

System Package 4 (CS084)	Construction Award	Jul-14 \$114.7M	Oct-14 \$114.7M
--------------------------	--------------------	--------------------	--------------------

Delay due to additional time needed to finalize contract award documentation and extension of bid period to maximize competition.

Harold Structures Part 3D (CH057) - (New Item)	Construction Award	Aug-14 \$106.5M	Apr-15 \$122.5M
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Award date has been updated to reflect adjustments to the overall Harold schedule and in order to allow for assessment of completed work and resource availability in the area of the Harold interlocking. Cost increase reflects repackaging process.

MTA Police Department

PD Communications

MTA Police Radio Project	Design-Build Award	Jul-14 \$90.3M	Feb-15 \$90.3M
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A delay in starting the procurement process has pushed back the forecast project award date.

10 All-Agency Yellow Commitments (0 new this month)

NYCT

Signals & Communication

34th Street Interlocking/ 6th Ave	Construction Award	Feb-14 \$226.9M	Apr-14 (A) \$170.0M
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Delay was 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.

Project	Commitment	Goal	Forecast
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Signals & Communication (cont'd)

Passenger Station LAN: 30 Stations	Construction Award	Mar-14 \$28.1M	May-14 (A) \$26.5M
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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.

West 4th Interlocking- 6th Avenue	Construction Award	Jun-14 \$221.2M	Jul-14 (A) \$155.3M
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Award delayed by a month to resolve concerns of a signals supplier meeting production schedule. Project cost decrease reflects favorable bid.

Stations

Ozone Park - Lefferts Blvd Station Renewal and ADA Liberty	Construction Award	Apr-14 \$28.0M	May-14 (A) \$23.9M
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Award delayed due to a review of a supplier which was required due to prior adverse finding. The supplier was cleared. Cost decreased due to good bid savings.

Track & Switch

Track & Switch Program (18 Projects) - 1st QTR	Construction Start	Mar-14 \$174.1M	May-14 (A) \$174.2M
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All but one of 18 projects was awarded in first quarter. Track work on White Plains Rd. (\$20M) rescheduled to May, 2014. Construction delayed due to issues related to track access.

LIRR

Track

2014 Annual Track Program	Construction Award	Apr-14 \$50.9M	May-14 (A) \$50.6M
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The overall award slipped one month as a result of delays in processing the final track program commitments.

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

Capital Projects – Major Commitments – August 2014 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast
10 All-Agency Yellow Commitments (0 new this month) (cont'd)			
<i>Stations</i>			
Escalator Program	Construction Award	Apr-14 \$11.2M	Aug-14 (A) \$11.2M
Delays being experienced in finalizing procurement as the Vendor is experiencing difficulty in satisfying its MWDBE requirement.			
M TACC			
<i>East Side Access</i>			
System Package 1 (CS179)	Construction Award	Feb-14 \$366.9M	Mar-14 (A) \$366.9M
Delay was due to additional time needed to finalize contract award documentation.			
System Package 3 (VS086)	Construction Award	Feb-14 \$21.8M	Jun-14 (A) \$21.8M
Delay was due to additional time needed to finalize contract award documentation.			

Capital Projects – Major Commitments – August 2014 – Budget Only* Variances
Actual Results Shaded
**for variances of more than \$5 million or 10%*

Project	Commitment	Goal	Forecast
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2 All-Agency Budget Only Commitments (0 new this month)
Bridges & Tunnels
Roadways & Decks

Deck Replacement - Bronx Toll Plaza - Training Facility, Design/Build	Design/Build	Jun-14 \$11.8M	Jun-14 (A) \$13.1M
Increase in actual value reflects additional scope, including modifications to building design specifications in order to safely coordinate with ongoing construction projects at the bridge.			

Sandy Restoration

Hugh Carey Tunnel - Structural	Construction Administration	May-14 \$11.7M	May-14 (A) \$8.5M
Decrease in actual value reflects good bid savings.			

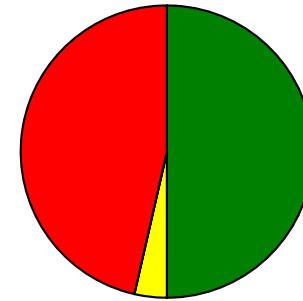
Capital Projects – Major Completions – August 2014

46 major completions are planned for 2014, for a total of \$5.7 billion; 28 are reported on through August. Fourteen completions are on time, thirteen are forecast as late, one was forecast as late but has now been completed. These variances are explained on the following pages.

Agencies have completed \$2.8 billion through August versus a \$4.3 billion year-to-date goal. The shortfall is due mostly to year-to-date slips, which collectively represent about \$1.4 billion. By year-end, the MTA forecasts meeting 79% of its overall \$5.7 billion goal. The decrease in annual budget forecast, from last month's 91%, is primarily due to the slip of the #7 Extension's Systems and Finishes contract to February 2015.

For YTD completions, 50% are on time and 86% are on budget. By year-end, currently 59% of major completions are forecasted to be on time and 80% are forecasted to be on budget. 37 of the 46 major completions are forecasted to be achieved within 2014.

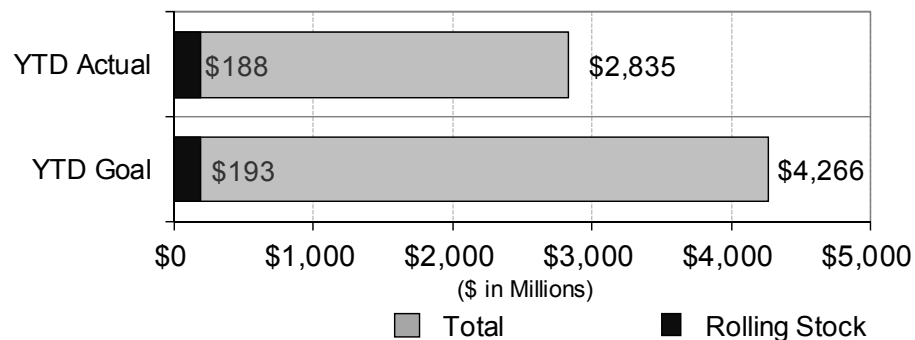
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	14	50%	↑ 1
YELLOW = Completions delayed beyond Goal (already achieved)	1	4%	-
RED = Completions delayed beyond Goal (not yet achieved)	13	46%	↑ 2
	28	100%	↑ 3

Budget Analysis

2014 Annual Goal	\$5,721	(\$ in millions)
2014 Annual Forecast	79%	of Annual Goal
Left to Complete	38%	(\$1,704)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – August 2014 – Schedule Variances

Actual Results Shaded

Project	Completion	Goal	Forecast
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13 All-Agency Red Completions (2 new this month)

NYCT

Track & Switch

Track & Switch Program (9 Projects) - 1st QTR	Construction	Mar-14 \$58.5M	Nov-14 \$62.7M
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All installations on the 6th Ave line have been completed except one, which requires a pre-final inspection and punch list work to be finished. General Orders for remaining work were not available until June 2014.

Track & Switch Program (19 Projects) - 2nd QTR	Construction	Jun-14 \$193.3M	Mar-15 \$191.6M
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2nd Quarter completions were impacted by scheduling conflicts, particularly on the 7th Ave and Concourse Lines. In addition, coordination for piggybacking opportunities for remaining work on the Myrtle Ave Line has resulted in delays. The value of the delayed projects represents \$115M of the \$193M goal.

Stations

Station Rehab: Smith-9th St & 4th Ave	Construction	Jul-14 \$40.7M	Mar-15 \$43.5M
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Due to work coordination issues, completion of rehab work is forecasted for September, excluding manuals, As-built drawings and other deliverables. NYCT forecasts Substantial Completion for 1st Qtr 2015. Cost increase reflects extended project duration.

Depots

Clara Hale Depot Reconstruction - (New Item)	Construction	Aug-14 \$246.4M	Sep-14 \$250.4M
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Delay due to scope modifications, as well as late delivery of Con Edison equipment, postponing initiation of electrical service. Cost increase can be attributed to additional scope and increased support costs due to extended project duration.

MNR

Structures

Moodna/Woodbury Viaducts Priority Repairs	Construction	Jun-14 \$9.0M	Oct-14 \$9.0M
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Delay due to additional rehabilitation work necessitated by significant cracking discovered in concrete foundation of Woodbury Viaduct.

Project	Completion	Goal	Forecast
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Track

West of Hudson Track Program	Construction	Jul-14 \$21.2M	Dec-14 \$19.8M
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Work on this project has been delayed due to re-deployment of resources for other MNR priority projects. Cost decrease reflects removal of surplus funds.

MTA Bus Company

Depots

Upgrade Parking Lot: JFK and Baisley Park	Construction	Jul-14 \$9.2M	Dec-14 \$9.2M
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Completion delayed due to requirement from Department of Environmental Protection to reconfigure the connection to the sewer main.

MTACC

East Side Access

44th Street Fan Plant and 245 Park Ave Entrance (CM004)	Construction	Feb-14 \$55.5M	Sep-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 and coordination issues with ongoing utility work on adjacent street.

GCT Concourse Finishes Early Work, CM014A	Construction	Apr-14 \$56.7M	Feb-15 \$56.7M
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Delay is due to the need to re-design of the Supervisory Control and Data Acquisition (SCADA) system. Slip of substantial completion out of year attributable to delays in delivery of medium voltage switchgear.

Harold Structures Part 2A (CH054A)	Construction	Jun-14 \$80.0M	Feb-15 \$67.4M
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Delay due to re-design of the 12 kV feeder duct bank and change order work for storm sewer construction. Budget reduced to reflect final approval of outstanding change orders.

Harold Structures - Part 1 (CH053) - (New Item)	Construction	Aug-14 \$326.1M	Mar-15 \$316.5M
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Delays resulting from the cutover of the new duct bank have impacted CH053 and have pushed substantial completion out of the year. Cost decrease due to final approved value of previously outstanding change order.

Capital Projects – Major Completions – August 2014 – Schedule Variances

Actual Results Shaded

Project	Completion	Goal	Forecast
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13 All-Agency Red Completions (2 new this month) (cont'd)

MTACC (cont'd)

Fulton Center

Transit Center Building (4F)	Construction	Jun-14 \$241.7M	Dec-14 \$241.7M
Substantial completion of this contract has been delayed due to extended testing and commissioning and subsequent punchlist items.			

MTA Police Department

Facilities

K-9 Training Facility	Construction	Jul-14 \$15.0M	Dec-14 \$15.0M
Delay due to unforeseen field conditions at the construction site.			

1 All-Agency Yellow Completions (0 new this month)

NYCT

Service Vehicles

Purchase 28 Diesel- Electric Locomotives	Purchase	May-14 \$109.3M	Jul-14 (A) \$109.3M
All 28 units have been tested and released for service. Delay was caused by late delivery and acceptance testing of several units.			

Capital Projects – Major Completions – August 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 Completions (0 new this month)

MTACC

East Side Access

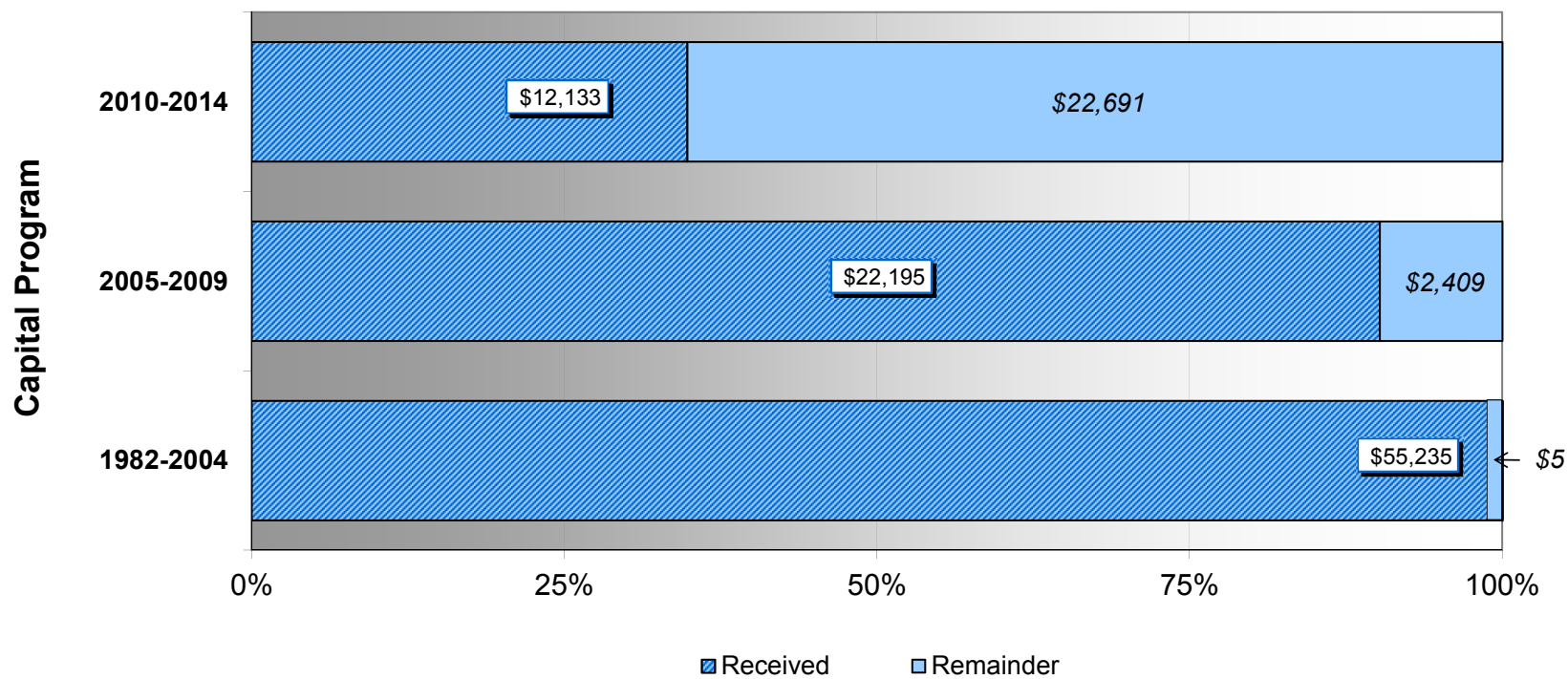
Queens Bored Tunnel and Structures (CQ031)	Construction Award	Apr-14 \$801.6M	Apr-14 (A) \$777.0M
Budget decrease reflects the final contract value, including all approved change orders and scope transfers.			

Status of MTA Capital Program Funding



Capital Funding (August 31, 2014)

\$ in millions



Capital Funding Detail (August 31, 2014)

\$ in millions

2005-2009 Program

Federal Formula and Flexible Funds
Federal New Start
Federal Security
Federal Other
Federal ARRA - Stimulus
City of New York
City #7 Line Extension Funds
MTA Bus Federal and City Match
Asset Sales and Program Income
State Transportation Bond Act
MTA Bonds (Including LGA)
B&T Bonds
Bonds from New Sources
Other (Including Operating to Capital)

Funding Plan	Receipts			
	Current	Thru May	This month	Received to date
	\$5,186	\$5,186	\$ -	\$5,186
	2,810	1,832	-	1,832
	322	242	16	258
	11	11	-	11
	654	654	-	654
	418	409	-	409
	2,367	2,038	-	2,038
	149	142	-	142
	1,214	594	1	595
	1,450	1,064	-	1,064
	3,039	3,039	-	3,039
	1,221	1,221	-	1,221
	5,624	5,624	-	5,624
	138	122	-	122
Total	24,604	22,177	18	22,195

2010-2014 Program

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

Funding Plan	Receipts			
	Current	Thru May	This month	Received to date
	\$5,836	\$4,029	\$ -	\$4,029
	295	295	-	295
	206	100	-	100
	-	-	-	-
	778	350	-	350
	770	150	-	150
	132	20	-	20
	12,703	4,665	567	5,232
	1,500	409	1	410
	2,079	634	-	634
	9,431	912	-	912
	160	-	-	-
	758	-	-	-
	175	-	-	-
Total	34,824	11,564	568	12,133

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 2nd Quarter 2014
(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Cost	Change Order Number	Date of Change Order Award	Change Order Description	Change Order Cost	Percentage of Change Order Cost to Base Contract Cost
MTA B&T	BW-89C	Replacement of the Queens Approach at the Bronx Whitestone Bridge	\$108,786,080	CO 23 / AM 12	4/11/2014	Perform complete full depth concrete removal and replacement in the north and south bound toll lanes of the Bronx Toll Plaza.	\$730,000	0.67%
MTA B&T	PSC-11-2884	Design & CSS for RK-23, Reconstruction and Rehab of Manhattan Approach Ramps to the RFK	\$8,227,267	AM 4	4/16/2014	Additional design services for emergency Pier (57) repair, fire standpipes, and relocation of traffic signals.	\$449,923	5.5%
MTA B&T	TBB-Task 39/C52077	Miscellaneous Structural Improvements at the TBB	\$42,859,750	AM 11	4/14/2014	Dry fire standpipe reconstruction.	\$693,932	1.6%
MTA B&T	PSC-12-2913	Design & Construction Support Services for BB-28, Phase II, Rehabilitation for Tunnel Walls, Roadway Drainage, Ceiling and Fire Line Repairs at the Brooklyn Battery Tunnel	\$2,702,411	AM 3	5/21/2014	Perform interim condition monitoring inspections, additional Sandy related testing services and additional design services to incorporate project AW-98 recommendations for tunnel hardening and way finding lighting.	\$743,775	27.52%
MTA B&T	TN-85C	Suspended Span Repairs at the Throgs Neck Bridge	\$24,369,700	AM 7	5/5/2014	Modify and/or replace existing railings and ladders at sixteen locations on the suspended span.	\$437,172	2%
MTA B&T	TN-82B	Interim Repairs of TNB Orthotropic Deck Structures	\$47,359,845	AM 4	5/6/2014	Provide and install additional caulking to seal crevices and gaps between the built-upsteel members that are below the deck joints and curb joints.	\$447,000	1%
MTA B&T	QM-30	Facility Wide Electrical Upgrade and Vent Buildings Switch Gear and MCC Replacement at the Queens Midtown Tunnel (QMT)	\$38,808,536	CO 4 / AM 3	5/29/2014	To provide all labor, material, equipment, superintendence and all items deemed necessary for the emergency replacement of the B-post Electrical Feeders at the Queens Midtown Tunnel (QMT).	\$515,000	1.33%
MTA B&T	BB-45	Replacement of Switchgear and Power Distribution System at the Brooklyn Battery Tunnel	\$40,246,081	AM 17	6/20/2014	To provide feeder terminations in Con Edison Vaults in the Brooklyn Ventilation Building and the Switchgear inside Building 130 for the Trust for Governors Island (TGI)	\$439,000	1.09%
NYCT	S-32742	Church Ave. Interlocking Signal System Modernization	\$119,290,000	46	5/13/2014	Signal Circuit Modifications to Support Montague Tube Restoration Project	\$586,000	0.49%
NYCT	S-32742	Church Ave. Interlocking Signal System Modernization	\$119,290,000	47	6/13/2014	Communications Changes at Church Ave. Relay Room and Church Ave. Master Tower, Culver Line	\$585,000	0.49%
NYCT	S-32742	Church Ave. Interlocking Signal System Modernization	\$119,290,000	62	6/13/2014	Rail and Traction Power Cable work at Church Ave. Yard, Culver Line	\$340,000	0.29%
NYCT	S-32731	Signal System Modernization, Lexington Avenue & 5 th Avenue Interlocking	\$105,491,975	148	4/8/2014	Cable Adjustment and Installation of Six Crossovers	\$278,183	0.26%
NYCT	C-33084	JFK Bus Depot and Baisley Park Bus Depot Parking Lots	\$7,847,757	8	4/9/2014	Revisions to the Storm Water Detention System at Baisley Park	\$430,000	5.48%
NYCT	CM-1366	Design and Construction Support Services for Installation of ADA Elevators at 68 th Street Station	\$2,633,850	2	5/6/2014	Additional Design Associated with Entrance Alternatives Study, Changes in BIM Standards, PSLAN and Digital CCTV Systems, and a 12-month Extension	\$371,520	14.12%

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 2nd Quarter 2014
(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Cost	Change Order Number	Date of Change Order Award	Change Order Description	Change Order Cost	Percentage of Change Order Cost to Base Contract Cost
NYCT	C-52111/C-52112	Furnishing and Installing an Electronic Security System at both 51st Street/Lexington and 74th Street/Roosevelt Avenue Station Complexes	\$17,951,000	18	5/19/2014	Connection Oriented Ethernet Equipment and License Upgrades	\$494,000	2.75%
MTACC	CQ032	Plaza Substation and Queens Structures for the East Side Access Project	\$147,377,000	43	5/6/2014	Stage 1 EAC Construction Sequence	\$560,000	0.38%
MTACC	CM013A	55th Street Ventilation Facility for the East Side Access Project	\$56,044,000	5	4/24/2014	Increase Bid Item #6 (TEA Allowance)	\$630,000	1.12%
MTACC	C-26006	Second Avenue Subway Route 132A – 63 rd /Lex. Ave. Station Reconstruction	\$176,450,000	74	4/17/2014	Changes to Ductwork Installation Due to Insufficient Clearance	\$396,000	0.22%
MTACC	C-26006	Second Avenue Subway Route 132A – 63 rd /Lex. Ave. Station Reconstruction	\$176,450,000	65	5/9/2014	Revised Routing of Conduits and Cables	\$343,500	0.19%
MTACC	C-26008	Second Avenue Subway Route 132A – 86th Street Station, Station Cavern Mining, and Heavy Civil Structure	\$294,306,000	48	5/9/2014	Cut and Cover Waterproofing at Entrance 2	\$410,000	0.14%
MTACC	C-26505	Furnishing and Installation of Finishes and Systems – Number 7 (Flushing) Line Extension	\$513,700,497	107	4/3/2014	Changes Associated with Revised Drawing Series No. 12, Furnishing and Installation of Two Submersible Pumps	\$257,000	0.05%
MTACC	C-26009	Track, Signal, Traction Power, Communication Systems, Second Avenue Subway Route 132A	\$261,900,000	13	4/1/2014	Resolution of Track Invert Conduit Installation Dispute	\$385,000	0.15%
MTACC	A-36125	Fulton Street Transit Center Enclosure	\$175,988,000	142	5/9/2014	Special Inspections Associated with Fulton Center Reprogramming	\$300,000	0.17%
MTACC	C-26512	Construction of a Station Entrance at Site P - Number 7 Line Extension	\$83,886,000	2	6/3/2014	Additional Cost for Processing and Disposal of Petroleum-contaminated Rock	\$350,000	0.42%
MTACC	CM-1189R	Preparation of a Draft and Final Environmental Impact Statement and Provision of Transit Engineering Design Services for the Proposed Number 7 Subway Line Extension	\$40,784,046	28	6/26/2014	Additional As-needed Work Due to Differing or Unforeseen Site Conditions During Construction	\$700,000	1.72%

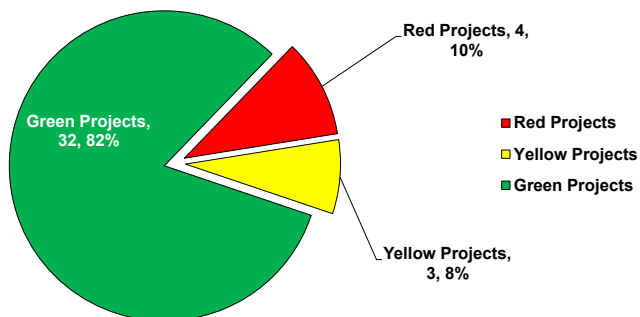
***Capital change order value \$250,000 to \$750,000, and change orders from \$50,000 to \$250,000 but over 15% of the adjusted contact amount (2nd Quarter 2014)**



2nd Quarter 2014 Traffic Light Report on MTA Capital Program Projects

A total of 235 Projects were Reviewed for the 2nd Quarter 2014

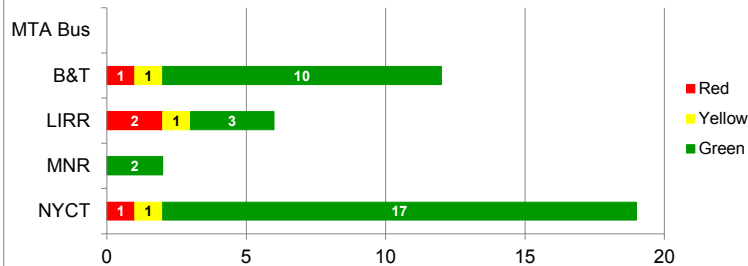
39 Projects in Design



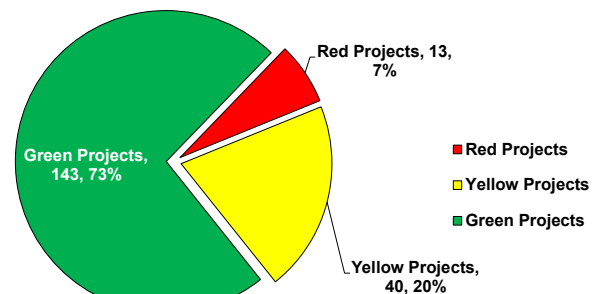
Projects in Design: 39 projects were reviewed in the design phase with 32 (82%) designated green, 3 (8%) yellow, and 4 (10%) were red. This is equal to the number of red projects in the 1st quarter 2014. 3 of the projects designated red this quarter were for a schedule variance and 1 was for both cost and schedule variances. The schedule variances ranged from 3 to 6 months, and were due to coordination of phased procurements, repackaging of design scope, and issues with obtaining a permit.

Last Quarter: 45 projects were reviewed in the design phase with 37 (82%) designated green, 4 (9%) yellow, and 4 (9%) were red.

39 Projects in Design



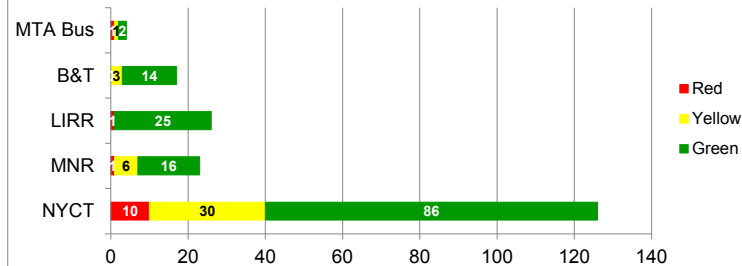
196 Projects in Construction



Projects in Construction: 196 projects were reviewed in the construction phase with 143 (73%) designated green, 40 (20%) yellow and 13 (7%) red. This is a decrease of 9 red projects since the 1st quarter 2014. Of the 13 red projects, 7 (54%) were red for a schedule variance, 4 for a cost variance, and 2 for a contingency variance. For the 7 projects designated red for schedule, the variances ranged from 3 months to 9 months. The schedule variances were due in part to the higher priority of Superstorm Sandy-related projects, limited track access, and unforeseen field conditions.

Last Quarter: 198 projects were reviewed in the construction phase with 147 (74%) designated green, 29 (15%) yellow and 22 (11%) red.

196 Projects in Construction









Terms and Definitions

2nd 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: 39

-  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: 196

-  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



Metropolitan Transportation Authority

2nd 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	100	.00	■	1.00	■	0	■	Y
Signal Key-By Circuit Modifications Phase 2	05 - 09	Construction	\$29,841,020	100	.00	■	1.00	■	-3	▼	G
Public Address / Customer Information Screens - Phase 3	05 - 09	Construction	\$88,585,076	79	.00	■	1.17	■	0	■	G
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$45,292,656	64	.43	▼	1.00	■	0	■	Y
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,761,630	98	.20	■	.99	■	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	100	.00	■	1.00	■	0	■	Y
Depot Equipment	05 - 09	Construction	\$9,325,797	20	.00	■	.94	▼	0	■	Y
Priority Repairs: 3 Depots	05 - 09	Construction	\$18,399,212	65	.34	■	1.01	■	0	■	Y
Purchase Bus Cameras	10 - 14	Construction	\$24,780,000	85	.00	■	.99	■	3	▲	R
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	22	.00	■	1.00	■	0	■	G
Purchase 276 Standard Buses	10 - 14	Construction	\$152,493,847	0	.00	■	1.00	■	0	■	G
Replacement of MetroCard Electronic Components	10 - 14	Construction	\$30,000,000	16	.00	■	.41	■	0	■	G
Passenger Station Local Area Network at 4 Stations	10 - 14	Construction	\$4,350,000	100	.00	■	.82	▼	1	▲	Y
Replace 2 Escalators at Roosevelt Av on the Queens Blvd Line	10 - 14	Construction	\$9,906,056	26	.00	■	1.00	■	0	■	G
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,303,933	13	.00	■	1.00	■	0	■	G
Station Work at Pelham Bay Park on the Pelham Line	10 - 14	Construction	\$5,763,996	19	.24	▼	1.00	■	0	■	G
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Construction	\$22,273,793	9	.26	▼	1.00	■	0	■	G
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Construction	\$26,467,400	89	.04	■	1.00	■	0	■	G
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Construction	\$20,999,979	9	.27	▼	1.00	■	0	■	G
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Construction	\$24,828,176	90	.01	■	1.00	■	0	■	G
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$60,546,760	31	.00	■	1.00	■	0	■	G



Metropolitan Transportation Authority

2nd Quarter 2014 Traffic Light Report Projects in Design and Construction

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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
NYCT - New York City Transit Program											
Renewal of 104 Street Station on the Liberty Line	10 - 14	Construction	\$13,948,770	13	.00	■	1.00	■	0	■	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$7,385,565	0	.00	■	1.00	▲	0	■	G
Renewal of 111 Street Station on the Liberty Line	10 - 14	Construction	\$13,439,382	4	.00	■	1.00	■	0	■	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Construction	\$14,232,778	4	.00	■	.99	■	0	■	G
Renewal of 88 Street Station on the Liberty Line	10 - 14	Construction	\$13,843,083	19	.00	■	1.00	■	0	■	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Construction	\$14,188,927	4	.00	■	1.00	■	0	■	G
Component Repairs at 5 Stations on the Brighton Line	10 - 14	Construction	\$6,915,730	61	.70	■	.82	▼	-1	▼	G
Ventilator Repairs at 4 Locations in Queens, Manhattan and Brooklyn	10 - 14	Construction	\$7,924,003	30	.00	■	1.44	■	0	■	Y
Component Repairs at 3 Stations on the Broadway Line	10 - 14	Construction	\$9,907,413	38	.00	■	1.00	■	0	■	G
Component Repairs at 2 Stations on the Broadway Line	10 - 14	Construction	\$7,212,342	10	.00	■	1.00	■	0	■	G
ADA Accessibility at Forest Hills-71 Av Station on the Queens Blvd Line	10 - 14	Construction	\$21,798,619	100	.80	■	1.00	■	0	■	G
ADA Accessibility at Kingsbridge Rd Station on the Concourse Line	10 - 14	Construction	\$20,305,233	89	.77	▼	1.00	■	1	▲	G
ADA Accessibility at Utica Ave Station on the Fulton Line	10 - 14	Construction	\$14,125,330	100	.93	■	1.00	■	1	▲	G
ADA Accessibility at Hunts Point Ave Station on the Pelham Line	10 - 14	Construction	\$14,251,216	92	.76	▼	1.00	■	2	▲	Y
ADA Accessibility at 23 St Station on the Lexington Av Line	10 - 14	Construction	\$16,836,263	3	.00	■	1.00	■	0	■	G
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$21,623,882	0	.00	■	1.00	▲	0	■	G
Water Condition Remedy	10 - 14	Construction	\$6,241,520	75	1.75	▼	1.00	■	0	■	G
2012 Welded Rail Installation	10 - 14	Construction	\$9,049,206	24	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement: Design and Support Costs	10 - 14	Construction	\$6,043,078	50	.00	■	1.00	■	0	■	G



Metropolitan Transportation Authority

2nd Quarter 2014 Traffic Light Report Projects in Design and Construction

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■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
2014 Welded Rail Installation	10 - 14	Construction	\$18,441,754	25	.00	■	1.00	■	2	▲	G
2012 Mainline Track Replacement on the Myrtle Line	10 - 14	Construction	\$12,172,185	95	.00	■	1.00	■	3	▲	R
2012 Mainline Track Replacement on the 6 Avenue Line	10 - 14	Construction	\$18,181,677	96	.00	■	.98	■	-4	▼	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	\$18,463,000	96	.00	■	1.02	■	2	▲	Y
2013 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$10,892,010	97	.00	■	.96	■	0	■	Y
2013 Mainline Track Replacement on the Sea Beach Line	10 - 14	Construction	\$13,529,578	98	.00	■	1.12	■	-1	▼	Y
2013 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$23,256,000	97	.00	■	1.65	▲	-1	▼	R
2013 Mainline Track Replacement on the Lenox-White Plains Road Line	10 - 14	Construction	\$5,586,001	86	.00	■	1.00	■	0	■	Y
2013 Mainline Track Replacement on the Canarsie Line	10 - 14	Construction	\$18,591,141	84	.00	■	.97	■	9	▲	R
2013 Mainline Track Replacement on the Jerome Line	10 - 14	Construction	\$7,861,000	96	.00	■	1.23	■	2	▲	Y
2013 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$7,880,611	62	.00	■	1.00	▼	0	■	Y
2013 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$19,081,154	39	.00	■	1.00	■	0	■	Y
2014 Mainline Track Replacement on the 4 Avenue Line	10 - 14	Construction	\$5,074,746	58	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the 8 Avenue Line	10 - 14	Construction	\$12,759,251	15	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$14,700,751	64	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the White Plains Road Line	10 - 14	Construction	\$19,961,819	0	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Jerome Line	10 - 14	Construction	\$8,774,153	91	.00	■	1.00	■	3	▲	R
2014 Mainline Track Replacement on the Lexington Avenue and 42 Street Shuttle Lines	10 - 14	Construction	\$13,556,317	34	.00	■	1.00	■	0	■	G



Metropolitan Transportation Authority

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NYCT - New York City Transit Program											
2014 Mainline Track Replacement on the Pelham Line	10 - 14	Construction	\$20,808,332	19	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$28,405,037	32	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$5,979,511	23	.00	■	1.00	■	0	■	Y
2014 Mainline Switch Replacement: Design and Support Costs	10 - 14	Construction	\$6,337,794	42	.00	■	1.00	■	0	■	G
2013 Mainline Switch Replacement on the Queens Boulevard Line	10 - 14	Construction	\$14,484,042	40	.00	■	.94	■	0	■	Y
2013 Mainline Switch Replacement on the Jamaica Line	10 - 14	Construction	\$10,865,150	90	.00	■	.78	■	2	▲	Y
2014 Mainline Switch Replacement on the Eastern Parkway Line	10 - 14	Construction	\$8,718,000	92	.00	■	1.40	▲	0	■	R
2014 Mainline Switch Replacement on the White Plains Road Line	10 - 14	Construction	\$17,097,239	10	.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
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Construction	\$52,194,561	12	.00	■	1.00	■	0	■	G
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$60,908,428	63	.20	▲	1.00	■	0	■	G
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,338,068	12	.00	■	1.00	■	0	■	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,072,428	71	.00	■	1.00	■	0	■	G
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$40,381,428	87	.00	■	.99	■	0	■	Y
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,966,354	77	.97	▼	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	36	.00	■	1.00	■	0	■	G
Structure Repairs on the Dyre Ave Line	10 - 14	Construction	\$11,168,950	5	.00	■	1.00	■	0	■	G
Overcoat Painting from Broadway Junction-Cypress Hills on the Jamaica Line	10 - 14	Construction	\$19,011,173	100	.47	■	1.00	■	0	■	Y



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NYCT - New York City Transit Program											
Overcoat Painting from Dyckman St-215 St on the Broadway-7th Av Line	10 - 14	Construction	\$13,908,803	36	.00	—	1.00	—	0	—	G
Steinway Tube Rehabilitation	10 - 14	Construction	\$10,583,199	86	2.20	—	.54	—	0	—	Y
Portal Repairs on the Broadway-7 Avenue Line	10 - 14	Construction	\$20,330,826	47	21.46	▲	1.00	—	0	—	Y
Structural Repairs at 9 Avenue Station on the West End Line	10 - 14	Construction	\$22,237,313	18	.00	—	1.00	▼	-1	▼	G
Modernize Signal Interlocking at Church Avenue on the Culver Line	10 - 14	Construction	\$202,387,500	92	.65	▼	1.00	—	0	—	G
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$16,679,555	40	.45	▼	.99	—	0	—	G
Install Station Time Signal Enhancements on the Lexington Avenue Line - Phase 2	10 - 14	Construction	\$28,905,461	95	.33	—	.99	—	0	—	G
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$310,818,652	23	.53	▼	1.00	—	0	—	G
Modifications to Signal Control Lines - Phase 5	10 - 14	Construction	\$9,623,158	46	.00	—	.96	—	0	—	G
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,192,104	17	.10	▼	1.00	—	0	—	G
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,405,148	32	.34	—	1.00	—	0	—	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Construction	\$180,331,324	2	.00	—	1.00	—	0	—	G
Rehabilitation of Ducts and Cables, Steinway Tube	10 - 14	Construction	\$50,738,080	86	1.22	▲	1.06	—	0	—	R
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	5	.00	—	1.00	—	0	—	G
Automated Train Supervision: Hardware and Software Upgrade	10 - 14	Construction	\$5,700,109	10	.00	—	.96	—	0	—	G



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NYCT - New York City Transit Program											
Install Public Address/Customer Info Screen Systems at 45 Stations	10 - 14	Construction	\$91,627,792	28	.00	■	1.07	▼	0	■	G
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	50	.00	■	1.00	■	0	■	Y
Waterproofing of Communication Rooms	10 - 14	Construction	\$10,232,399	39	.00	■	1.00	■	0	■	G
Passenger Station Local Area Network at 31 Stations	10 - 14	Construction	\$26,530,419	2	.00	■	1.00	▼	0	■	G
Help Point at 93 Stations	10 - 14	Construction	\$43,384,853	11	.00	■	1.42	▲	0	■	Y
Track Intrusion Detection System Pilot	10 - 14	Construction	\$5,348,192	40	.00	■	1.00	■	0	■	G
Repair/Replace Underground Substation Hatchways - Phase 2	10 - 14	Construction	\$15,612,000	54	1.31	▼	1.08	■	0	■	G
Cabling Central Substation - 6th Avenue Line	10 - 14	Construction	\$14,085,027	50	.00	■	1.00	■	0	■	G
Rehabilitate Roof/Enclosure of 2 Substations	10 - 14	Construction	\$5,172,594	20	.61	▲	1.00	■	0	■	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Construction	\$18,859,459	35	1.06	▲	.99	■	0	■	G
Rehab Circuit Breaker House #403 on the Flushing Line	10 - 14	Construction	\$14,648,910	15	2.64	■	1.00	■	0	■	G
Rehab Circuit Breaker House #146 on the Brighton Line	10 - 14	Construction	\$6,605,987	53	1.09	▲	.99	■	0	■	G
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Construction	\$14,734,348	43	.96	▲	1.00	■	0	■	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Construction	\$15,175,861	9	.00	■	.98	■	0	■	G
2013 Yard Track Replacement	10 - 14	Construction	\$4,978,293	90	.00	■	.88	▲	2	▲	Y
2013 Yard Switch Replacement	10 - 14	Construction	\$7,157,966	50	.00	■	1.00	■	2	▲	Y
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$21,033,285	59	.00	■	.84	■	0	■	Y
Upgrade Heating, Ventilation, Air Condition Systems at 4 Depots	10 - 14	Construction	\$17,111,799	21	4.88	▲	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	\$15,496,789	9	.00	■	1.11	▲	0	■	R
Purchase 101 Non-Revenue Vehicles	10 - 14	Construction	\$11,155,779	0	.00	■	.97	▼	0	■	G



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NYCT - New York City Transit Program											
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$17,395,195	51	.00	■	1.00	■	0	■	G
Enterprise Security Network Infrastructure	10 - 14	Construction	\$10,390,000	10	.00	■	1.00	■	0	■	G
Fire Sprinkler/Alarm Systems at 11 Employee Facilities	10 - 14	Construction	\$28,324,541	47	1.03	▲	.94	■	11	▲	G
Disposition of Jay Street Systems Phase 1	10 - 14	Construction	\$19,451,891	75	.00	■	1.92	▲	0	■	R
Maspeth Warehouse Repairs	10 - 14	Construction	\$9,969,840	100	.92	▲	1.00	■	0	■	G
Facility Roof Repair/Replacement Phase 3	10 - 14	Construction	\$12,672,796	24	3.05	▲	1.00	■	0	■	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	89	.00	■	1.00	■	4	▲	R
Replace 7 Hydraulic Elevators	10 - 14	Design	\$24,137,745	90	.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 4 Stations on the Jamaica Line	10 - 14	Design	\$52,136,302	60	.00	■	1.30	▲	3	▲	R
Component Repairs at 103 Street Station on the Lexington Line	10 - 14	Design	\$10,412,872	90	.00	■	1.00	■	0	■	G
Rehabilitation of Retaining Wall on the Sea Beach Line	10 - 14	Design	\$41,003,846	0	.00	■	1.00	■	0	■	G



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NYCT - New York City Transit Program											
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	80	.00	■	.89	■	2	▲	Y
Rehab 1 Car Washer at Coney Island Yard	10 - 14	Design	\$8,194,416	93	.00	■	1.27	■	0	■	G
Manhattanville Comprehensive Facade Repairs	10 - 14	Design	\$10,000,047	95	.00	■	1.00	■	0	■	G
Construct 1 Bus Washer and Rehab 2 Bus Washers at Michael J. Quill Depot	10 - 14	Design	\$6,651,899	95	.00	■	7.46	■	0	■	G
Rapid Transit Operations Facilities Hardening Phase 2	10 - 14	Design	\$10,000,000	80	.00	■	1.00	▲	0	■	G
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$12,820,432	83	.93	▼	1.00	▼	0	■	Y
Rehabilitation of 8 Bridges and 1 Culvert on the Staten Island Railway	10 - 14	Construction	\$18,454,334	100	.89	▲	.95	▲	-1	▼	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$22,707,687	20	12.30	▲	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	3	.00	■	1.00	■	0	■	G
Wheel Spur Yard	05 - 09	Construction	\$13,357,000	95	.00	■	1.00	■	0	■	G
Shea Yard Improvements	05 - 09	Construction	\$18,300,000	95	.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	49	.00	■	1.00	■	6	▲	R
Main Line Corridor Improvements -Hicksville North Siding	05 - 09	Design	\$37,700,000	69	.00	■	1.00	■	0	■	G
Main Line Corridor Improvements -Hicksville Station Improvements	05 - 09	Design	\$55,200,000	70	.00	■	1.00	■	0	■	G
Main Line Corridor Improvements -Ellison Avenue Bridge	05 - 09	Design	\$39,200,000	100	.00	■	1.00	■	1	▲	G
Massapequa Station Platform Replacement	10 - 14	Construction	\$20,520,000	43	.24	▼	1.00	■	0	■	G



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LIRR - Long Island Rail Road Program											
Wyandanch Parking Facility	10 - 14	Construction	\$29,000,000	24	.00	■	1.00	■	0	■	G
2014 Annual Track Program	10 - 14	Construction	\$50,930,000	44	.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	92	.00	■	1.00	■	0	■	G
East River Tunnel Track Replacement	10 - 14	Construction	\$28,000,000	37	.00	■	1.00	■	0	■	G
Bridge Painting Program	10 - 14	Construction	\$5,409,500	100	.00	■	1.00	■	0	■	G
150th Street - Jamaica Bridge Rehabilitation	10 - 14	Construction	\$24,949,404	30	.00	■	1.00	■	0	■	G
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	56	.00	■	1.00	■	0	■	G
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	58	.00	■	1.00	■	0	■	G
Communication Pole / Copper Plant Replacement system wide	10 - 14	Construction	\$7,000,000	95	.00	■	1.00	■	0	■	G
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	58	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Cable Replacement	10 - 14	Construction	\$5,100,000	61	.00	■	1.00	■	0	■	G
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	77	.00	■	1.00	■	0	■	G
Hillside Facility Roof Renewals	10 - 14	Construction	\$6,000,000	85	2.02	▲	1.00	■	0	■	R
Employee Facilities Renewals	10 - 14	Construction	\$9,369,343	60	.00	■	1.00	■	0	■	G
Replacement of Hillside & Kew Garden Substations	10 - 14	Construction	\$25,522,757	62	-.03	■	1.00	■	0	■	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	67	.00	■	1.00	■	0	■	G
3rd Rail - Aluminum Rail replacement	10 - 14	Construction	\$10,900,000	93	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	56	.00	■	1.00	■	0	■	G
Replacement of Port Washington Substation	10 - 14	Construction	\$22,459,452	8	.00	■	1.00	■	-1	▼	G



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LIRR - Long Island Rail Road Program											
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	50	.00	■	1.00	■	0	■	G
Atlantic Branch Half tie replacement	10 - 14	Design	\$14,000,000	90	.00	■	1.00	■	0	■	Y
Atlantic Avenue Viaduct - Phase IIb	10 - 14	Design	\$26,355,115	90	.00	■	1.00	■	4	▲	R
MNR - Metro-North Railroad Program											
Overhead Bridge Program-E of H	05 - 09	Construction	\$6,754,094	45	.00	■	.99	■	0	■	G
Signal System Replacement	05 - 09	Construction	\$35,084,189	70	1.05	▲	.99	■	0	■	G
HRLB Replace Breaker Houses	05 - 09	Construction	\$15,976,673	12	.00	■	.95	■	0	■	G
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$18,253,223	2	21.56	▲	.97	▲	0	■	G
Grand Central Terminal Utility System Improvements	10 - 14	Construction	\$24,015,197	1	11.37	▲	.87	■	4	▲	R
Fordham Station Improvements	10 - 14	Construction	\$13,571,765	12	.00	■	.96	■	0	■	G
New Haven Line Stations Component Renewals	10 - 14	Construction	\$35,192,243	86	1.29	▼	.97	■	0	■	Y
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$63,186,659	52	.00	■	.98	▲	0	■	Y
Grand Central Terminal Turnout / Switch Renewal	10 - 14	Construction	\$14,881,438	99	.00	■	1.00	■	1	▲	G
Maintenance of Way Equipment/Rolling Stock Replacement	10 - 14	Construction	\$5,888,504	0	.00	■	1.00	■	0	■	G
Rock Slope Remediation -Priority Sites Along the Right-of-Way	10 - 14	Construction	\$7,275,733	44	7.85	▲	1.03	▲	0	■	G
Drainage and Undercutting Improvements Along the Right-of-Way	10 - 14	Construction	\$8,836,000	10	.00	■	.88	■	0	■	G
Annual Track Program (2013)	10 - 14	Construction	\$12,666,000	30	.00	■	1.00	■	0	■	Y
Employee Welfare and Storage Facility Rehabilitations	10 - 14	Construction	\$6,378,167	38	.00	■	.63	■	0	■	G
Repair/Replacement of Undergrade Bridges	10 - 14	Construction	\$17,592,680	98	.00	■	.81	■	0	■	G
Harlem River Lift Bridge Cable Replacement	10 - 14	Construction	\$10,027,709	12	.00	■	.95	■	0	■	G
West of Hudson Annual Track Program	10 - 14	Construction	\$19,448,082	90	1.00	▲	.92	■	5	▲	Y



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MNR - Metro-North Railroad Program											
Moodna and Woodbury Viaduct Rehabilitation	10 - 14	Construction	\$8,253,893	70	1.81	■	.91	■	4	▲	Y
Upgrade West of Hudson Signal System	10 - 14	Construction	\$65,698,900	75	.20	▼	.97	■	0	■	G
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$30,882,563	55	.00	■	1.01	■	0	■	Y
Renewal of Harlem and Hudson Substation Switchgear	10 - 14	Construction	\$8,755,227	100	.00	■	1.09	▲	-7	▼	G
Harlem and Hudson Line Power Improvements	10 - 14	Construction	\$35,135,837	2	.00	■	.98	■	0	■	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$14,631,610	12	.00	■	.98	■	0	■	G
Harlem Line Stations Component Renewal	10 - 14	Design	\$25,697,115	37	.00	■	.99	■	0	■	G
Repair/Replace Undergrade Bridges on the West of Hudson, Port Jervis Line	10 - 14	Design	\$9,215,005	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	85	.00	■	1.00	■	0	■	G
Substructure and underwater scour protection - Marine Parkway Bridge	10 - 14	Construction	\$27,648,187	1	.00	■	1.09	▲	0	■	G
Miscellaneous structural rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$22,043,388	12	.00	▼	1.00	■	0	■	G
Steel repairs, concrete rehabilitation and repair/rehabilitation of drainage systems - Verrazano-Narrows Bridge	10 - 14	Construction	\$14,030,796	12	.00	■	1.03	■	0	■	G
Deck Replacement - the Queens Elevated and on-grade approach of the Bronx-Whitestone Bridge	10 - 14	Construction	\$148,454,326	77	.20	■	1.00	■	0	■	G
Demolition and reconstruction of the Manhattan to Queens ramp of the Robert F Kennedy Bridge	10 - 14	Construction	\$60,899,520	89	.24	■	.95	■	0	■	G



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B&T - Bridges and Tunnels Program											
Phase B of the rehabilitation of the Orthotropic Deck - Throgs Neck Bridge	10 - 14	Construction	\$25,368,124	93	.00	▼	1.00	—	0	—	Y
Toll Plaza improvements at eastbound and westbound ramps of Verrazano Narrows Bridge Eastbound mainline rehabilitation at Verrazano-Narrows Bridge	10 - 14	Construction	\$66,203,277	70	.34	▼	1.00	—	0	—	G
Replacement of the upper level suspended span deck - Verrazano-Narrows Bridge	10 - 14	Construction	\$370,274,863	25	.01	—	1.03	—	0	—	G
Installation of Closed Circuit TV and Fiber Optic Cable Networks	10 - 14	Construction	\$17,256,377	52	.00	—	1.00	—	0	—	G
Replacement of the electrical switchgear and equipment at Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,736,825	93	.63	▼	1.00	—	0	—	Y
Installation of New Necklace Lighting System and Acoustic Monitoring System - Bronx-Whitestone Bridge	10 - 14	Construction	\$12,035,096	33	.00	—	1.00	—	0	—	G
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$57,312,793	26	.73	▲	1.02	—	0	—	G
Rehabilitation of Electrical Substation #1 at the Verrazano-Narrows Bridge	10 - 14	Construction	\$16,634,699	10	.00	—	1.00	—	0	—	G
Paint Bronx approach of Throgs Neck Bridge	10 - 14	Construction	\$42,238,475	93	.63	▲	1.00	—	0	—	Y
Paint Brooklyn and Staten Island lower level ramps at Verrazano Narrows Bridge	10 - 14	Construction	\$16,993,313	12	.00	—	1.00	—	0	—	G
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$32,908,184	25	.00	—	1.00	—	0	—	G



2nd 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
B&T - Bridges and Tunnels Program											
Rehabilitation of tunnel walls Roadway drainage and fire line repair at Brooklyn-Battery Tunnel	10 - 14	Design	\$78,571,795	98	.00	—	1.00	—	2	▲	G
Miscellaneous structural rehabilitation: steel and concrete repairs - Bronx Whitestone Bridge	10 - 14	Design	\$13,514,929	70	.00	—	3.71	▲	0	—	G
Monitoring, inspection, and testing of the Bronx-Whitestone Bridge's main cable and cable wires	10 - 14	Design	\$9,236,537	96	.00	—	3.28	▲	0	—	G
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Design	\$20,593,747	96	.68	▼	1.00	—	2	▲	G
Rehabilitation of Tunnel Walls, Ceiling Repair and Leak Control - Queens Midtown Tunnel	10 - 14	Design	\$23,026,879	97	.89	—	1.00	—	2	▲	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Design	\$112,619,002	47	2.19	▼	1.00	—	0	—	G
Replacement of the Upper and Lower Level Toll Plaza and Southbound Approach - Henry Hudson Bridge	10 - 14	Design	\$49,437,562	48	.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	\$325,430,923	100	.52	▲	1.00	—	1	▲	G
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Design	\$46,270,637	90	.00	—	1.00	—	6	▲	R
Phase A of the suspended span deck replacement - Throgs Neck Bridge - Utility relocation and prototype construction	10 - 14	Design	\$22,178,185	32	.00	—	1.00	—	0	—	G



Metropolitan Transportation Authority

2nd 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
B&T - Bridges and Tunnels Program											
Rehabilitation of the Programmable Logic Controller and electrical and mechanical systems of the Marine Parkway Bridge Lift Span	10 - 14	Design	\$24,028,701	80	.00	■	1.00	■	0	■	Y
MTA Bus Program											
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$14,319,698	32	.50	▲	1.00	■	2	▲	Y
Relo. Tanks/Washers-Eastchester	05 - 09	Construction	\$13,456,268	53	.98	▼	1.00	■	0	■	G
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,200,470	93	.80	■	1.00	■	7	▲	R
Security Upgrade 5 Locs.	05 - 09	Construction	\$6,767,354	52	.06	■	1.00	■	0	■	G

MTA Agency: New York City Transit	Status as of June 30, 2014
Project Name: Bus Cameras Purchase	Current Budget: \$24.8M
	Project EAC: \$24.8M
	Substantial Completion Date at Award: Sept 2013
Project No: T6030223	Current Substantial Completion Date: Sept 2014
Project Phase: Construction	Phase Complete: 85%

Project Description

This project entails the installation of bus camera security systems (BCSS) on 1,017 NYCT buses (reduced from originally forecasted number of 1,045), and installation of camera network infrastructure at 12 NYCT depots. The goal of the program is to improve passenger and employee security, to serve as a deterrent to criminal activity and to provide a video record of any criminal activity that has occurred.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 2nd Quarter 2014, the forecast Substantial Completion date slipped three months from June 2014 to September 2014. This delay is the result of the last bus being unavailable for camera installation. Bus #4899, purchased under the “90 Standard Diesel Buses” project, was held at the bus manufacturer, as this bus was used for testing of a new manufacturer’s engine. At the conclusion of testing, the original engine was re-installed. The manufacturer, under the direction of NYCT DOB (New Bus Project Management), continued to utilize bus #4899 for further testing at their facility. The bus was delivered to the post-delivery inspection (PDI) facility Northeast Bus Rebuilders (NEBR) at JFK in late July 2014.

What is Being Done

Schedule: Subsequent to the 2nd Quarter reporting period, Bus #4899 was delivered to the Ulmer Park depot on August 25, 2014. The installation of the camera system was completed on August 26, 2014. With the camera acceptance period underway and final payment processing, the project is scheduled to be completed by September 30, 2014.

IEC Comment

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

All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency with the Agency’s evaluation of the overall vendor’s performance rating for this reporting period.

MTA Agency: New York City Transit	Status as of June 30, 2014
Project Name: 2012 Mainline Track Replacement on the Myrtle Avenue Line	Current Budget: \$12.2M
	Project EAC: \$12.2M
	Substantial Completion Date at Award: Feb 2013
Project No: T6050233	Current Substantial Completion Date: Sept 2014
Project Phase: Construction	Phase Complete: 95%

Project Description

This Track Reconstruction project involves the installation of 143 track panels Type III located south of Wyckoff to south of Central Avenue and 18 panels at the Bushwick Cut (Type VI Panels - Ballasted Track Panels without concrete invert) on the Myrtle Avenue Line.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 2nd Quarter 2014, the forecast Substantial Completion date slipped three months, from June 2014 to September 2014 due to limited track access for General Orders needed to complete the work.

What is Being Done

Schedule: Substantial Completion will be achieved by the end of 3rd Quarter 2014.

All the Type III Track Panels have been installed to date south of Wyckoff Avenue to south of Central Avenue. Due to structural issues identified on the viaduct, installation of the 18 panels at the Bushwick Cut will be incorporated into the 2015-19 Capital Program

IEC Comment

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

All Agency Contractor Evaluation: 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 June 30, 2014
Project Name: 2013 Mainline Track Replacement on the 8th Avenue Line	Current Budget: \$14.0M
	Project EAC: \$23.3M
	Substantial Completion Date at Award: Mar 2014
Project No: T6050263	Current Substantial Completion Date: Jun 2014
Project Phase: Construction	Phase Complete: 97%

Project Description

This Track Reconstruction Project consisted of 2,742 Track Feet of Ekki Blocks Embedded in Hilti Mortar 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 480 Track Feet of Type II Scheduled Component Replacement Program (SCRP) N/O 125th Street Track A-4 on the 8th Avenue Line, IND.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the 2nd Quarter 2014, the Estimate at Completion (EAC) increased from \$16.3M to \$23.3M for the following three reasons:

- An increase in diversion and bus costs for work at Hoyt-Schermerhorn which had to be rescheduled due to Superstorm Sandy work conflicts.
- Scope changes involved chipping the trough area, removing “D” bolts, relocation of third rail brackets and cables and drainage issues.
- An increase in footage of 171 track feet.

This project achieved Substantial Completion June 2014.

What is Being Done

Cost: Evaluation for the overall budget for the 2013 track program is underway. It is anticipated the \$7.0M cost overrun described 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 action 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 June 30, 2014
Project Name: 2013 Mainline Track Replacement on the Canarsie Line	Current Budget: \$19.1M
	Project EAC: \$18.6M
	Substantial Completion Date at Award: Feb 2014
Project No: T6050269	Current Substantial Completion Date: Mar 2015
Project Phase: Construction	Phase Complete: 84%

Project Description

This Track Reconstruction Project Contract consists of 3,051 Track Feet of Ekki Blocks Embedded in Hilti Mortar north of (N/O) Grand Street Track Q-1, Union Square Station Track Q-1, Bedford Avenue Station Q-1, Lorimer Street Station Track Q-1, Bedford Avenue Station Track Q-2 and Graham Avenue Track Q-2 on the Canarsie Line, BMT.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 2nd Quarter 2014, the forecast Substantial Completion date slipped nine months from June 2014 to March 2015. For this contract, five out of the six locations have achieved Beneficial Use and are Substantially Complete. General Orders (G.O.) were not available to do the Ekki Hilti embedded in Hilti Mortar job at Union Square Station Track Q-1; due to higher priority Superstorm Sandy work.

What is Being Done

Schedule: Track Access is very limited on the Canarsie Line due to a reduction of available GO's caused by higher priority projects. G.O's for the work at Union Square Station will become available during the 1st Quarter of 2015 and the work is expected to be completed then.

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: 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 June 30, 2014
Project Name: 2014 Mainline Track Replacement on the Jerome Avenue Line	Current Budget: \$8.8M
	Project EAC: \$8.8M
	Substantial Completion Date at Award: Sept 2014
Project No: T6050289	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 91%

Project Description

This project involves the installation of 1,739 Track Feet of Type III Panels, south of (S/O) Bedford Park Boulevard Track J-1 and at S/O 161st Street – Yankee Stadium Track J-1, Jerome Avenue Line, IRT.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 2nd Quarter 2014, the forecast Substantial Completion date slipped three months, from September 2014 to December 2014 due to the limited availability of General Orders needed to complete the work.

What is Being Done

Schedule: All the Type III Track Panels have been installed at S/O Bedford Park Boulevard and at S/O 161st Street – Yankee Stadium, Track J-1, Jerome Line, IRT. General Orders will become available later this year to complete the work in the 4th Quarter 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: Construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.

MTA Agency: New York City Transit	Status as of June 30, 2014
Project Name: 2014 Mainline Switch Replacement on the Eastern Parkway Line	Current Budget: \$6.2M
	Project EAC: \$8.7M
	Substantial Completion Date at Award: May 2015
Project No: T6050321	Current Substantial Completion Date: May 2015
Project Phase: Construction	Phase Complete: 92%

Project Description

This Switch Replacement project is for the installation of Type I – I Subway Switches located north of (N/O) Nostrand Avenue, Track’s E-2 & E-3, Switches #’s 425A and 425B, Eastern Parkway Line, IRT.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the 2nd Quarter 2014, the Estimate at Completion (EAC) increased from \$6.2M to \$8.7M due to changes to the project scope and unforeseen field conditions. The project was originally planned as a component switch renewal. Subsequently, a decision was made to replace these switches with a new tangential crossover with complete reconstruction requiring extra diversions and bus costs. An increase of 235 Track Feet of reconstruction on Track E-3 in conjunction with the switches was necessary due to deteriorated rails, ties and plates in the vicinity of Switch # 425A.

What is Being Done

Cost: Evaluation of the overall budget for the 2014 track and switch program is underway. It is anticipated the overrun described will be offset by savings within the 2014 track and switch program.

IEC Comment

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

All Agency Contractor Evaluation: 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 June 30, 2014
Project Name: Rehabilitation of Ducts and Cables, Steinway Tube	Current Budget: \$47.6M
	Project EAC: \$50.7M
	Substantial Completion Date at Award: Jan 2015
Project No: T6080322	Current Substantial Completion Date: Apr 2015
Project Phase: Construction	Phase Complete: 86%

Project Description

This project will demolish and rebuild the outer wall duct banks on Tracks C1 and C2 of the Steinway Tube, Flushing Line. A new equalizer Circuit Breaker House (CBH) is being built at Vernon-Jackson. An existing equalizer CBH was relocated and rebuilt south of Main Street.

Also awarded as part of this contract is the restoration of the 63rd St. Tube Cathodic Protection anode wells, which were destroyed with the collapse of the Queensbridge Park East River sea wall.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: The Contingency balance is approximately \$400K. The projected cost of the identified pending Additional Work Orders (AWO's) exceeds the Contingency balance by several hundred thousand dollars. Major projected and pending AWO's pertain to Vernon – Jackson CBH # 401 layout modifications, manhole repairs and sliding door interferences, installation of handrails in the cast iron sections of Steinway Tube and fiber optic distribution panel modifications at 50th Avenue/11th Street Substation.

What is Being Done

Contingency: A Budget Modification is being developed to increase the Contingency budget.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2014
Project Name: Purchase 80 Non Revenue Vehicles	Current Budget: \$13.9M
	Project EAC: \$15.5M
	Substantial Completion Date at Award: Oct 2014
Project No: T6130205	Current Substantial Completion Date: Oct 2014
Project Phase: Construction	Phase Complete: 9%

Project Description
This project will replace 80 Non Revenue vehicles that have exceeded their expected life span. Replacement of these vehicles will allow Support Feet Services (SFS) to keep its fleet in a state of good repair vital to the support of system wide maintenance and operational abilities in the departments of Subways, Buses and Executive Vice President's office.
Problem Since Last Quarterly Report
Index Trigger(s): Cost
Cost: The increase to the Estimate At Completion (EAC) from \$12.5M to \$15.5M was the result of increases to the project scope. SFS requested the advancement from the 2015-2019 Capital Program for the procurement of 11 Snow Fighters vital to the plowing and removal of snow from bus routes. This function supports the day to day operations of the DOB fleet of buses in the transport of passengers during snow events. This advance in purchase will allow the vehicles to be available for the 2015-2016 snow season and will replace aging equipment that had a high breakdown rate during the 2013-2014 snow season. In addition, one utility vehicle was advanced to replace a vehicle that was totaled due to an accident.
What is Being Done
Cost: Funding for these additional vehicles is to be provided from the 2010-2014 Authority-Wide Contingency fund.
Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the agency.
All Agency Contractor Evaluation: The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.

MTA Agency: New York City Transit	Status as of June 30, 2014
Project Name: Jay Street Systems: Phase 1: New PBX Room	Current Budget: \$10.1M
	Project EAC: \$19.5M
	Substantial Completion Date at Award: Dec 2014
Project No: T6160702	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 75%

Project Description

This project will construct a new communications Public Branch Exchange (PBX) Room at 370 Jay Street, Mezzanine Level as a sub-project of Jay Street Systems which will migrate all NYCT Communication Systems out of the building and into the Subway Station Level. This will vacate equipment for the new building pursuant to a Relocation Agreement between the City of New York, MTA/NYCT and New York University (NYU). NYCT will relocate their operations and equipment from the building. Per the agreement, the work is structured on a 42-month schedule in which after 24 months NYU becomes the lessee of the building and stages its development work around final completion of NYCT's relocation work. The agreement stipulates that NYU will make payments to NYCT totaling \$50M for the relocation work. This contract is being constructed by in-house forces of Infrastructure Capital Construction (ICC, Subways).

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the 2nd Quarter 2014, the EAC for the sub-project (D37448) which involves the relocation of the PBX communications room, prior to the disposition of 370 Jay Street, increased from \$12.0M to \$15.5M and is summarized as follows:

- TA Labor estimates increased due to additional work, field conditions and additional General Orders
- Engineering Force Account increased due to unanticipated Additional Work Orders (AWO) including the processing and ordering of parts as well as support for unforeseen field conditions and support for as-built drawings
- In-house construction increased due to additional work required by changes caused by field conditions with overtime required to stay on schedule.

What is Being Done

Cost: Budget changes will be resolved when adjustments are made to direct reimbursements from NYU funding.

IEC Comment

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

All Agency Contractor Evaluation: 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 June 30, 2014
Project Name: Rehabilitate Employee Facility at 207th Street/ 8th Avenue Line	Current Budget: \$6.65M
	Project EAC: \$6.65M
	Substantial Completion Date at Award: Jul 2013
Project No: T6160713	Current Substantial Completion Date: Oct 2014
Project Phase: Construction	Phase Complete: 89%

Project Description

This project provides for the construction of a new facility and rehabilitates existing facilities on the mezzanine level and platform level of the 207th Street Station, 8th Avenue Line. The total area of rehabilitation and reconstruction is approximately 14,000 sq. ft. The project will provide offices, M/F locker rooms and toilets, workshop, storage rooms, wash-up areas, mechanical room, Electrical Panel Room (EPR), HVAC, electrical system, lighting, plumbing, flooring and communication systems. The facilities from six operating divisions, including Stations, Car Equipment, Track, Structures and Facilities, Rapid Transit Operations (RTO) and Signals, will be rehabilitated.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 2nd Quarter 2014, Substantial Completion slipped four months, from June 2014 to October 2014 for several reasons. Previous project delays have been attributed to the redeployment of resources due to an increase in capital projects awarded to in-house forces, Infrastructure Capital Construction (ICC) including Superstorm Sandy-related projects. Additional project issues causing delays include the water tap, the need to relocate communication and mechanical rooms and the provision to install a heat tracing system for the sprinkler system.

What is Being Done

Schedule: The revised designs addressing the project issues are presently being reviewed by the ICC Group. The full impact to the construction schedule caused by the systems redesign and the additional unscheduled capital projects is being assessed. The Department of Subways is forecasting a Substantial Completion date of October 2014. An action plan is under development.

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 June 30, 2014
Project Name: Stations Components: 4 Stations on the Jamaica Line	Current Budget: \$39.8M
	Project EAC: \$52.1M
	Original Design Completion Date: Aug 2012
Project No: T6041260	Current Design Completion Date: Nov 2014
Project Phase: Design	Phase Complete: 60%

Project Description

This project encompasses component repairs at four stations, including the replacement of the platform edges at the 121 Street, 111 Street, 104 Street, and Myrtle Avenue stations; repair the platform columns at the 121 Street and 104 Street stations; and replace the mezzanine to platform stairs at the 104 Street station; in addition to platform stairs with other component work, including platform girders repairs.

Problem Since Last Quarterly Report:

Index Trigger(s): Schedule & Cost

Schedule: During the 2nd Quarter 2014, the forecast Design Completion date slipped three months from August 2014 to November 2014 to revise and repackage the design based on the revised scope. During preliminary design, the platform girders were found to be in need of repair along with several other station elements. Therefore, due to budget constraints, work at Woodhaven Boulevard and Cypress Hills was moved to a renewal project in the 2015-2019 capital program, leaving component work at four locations (121 Street, 111 Street, 104 Street and Myrtle Avenue), out of the original six locations initially for this project.

Cost: During the 2nd Quarter 2014, the Estimate at Completion (EAC) increased from \$39.8M to \$52.1M in order to fund the additional work to be addressed.

What is Being Done

Schedule: The final design is progressing and is scheduled to be completed in November 2014.

Cost: A budget modification will be circulated to address the funding 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 IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall design contractor's performance rating for this reporting period.

MTA Agency: Long Island Rail Road	Status as of June 30, 2014
Project Name: New Elevators At Flushing Main Street	Current Budget: \$16.44M
	Project EAC: \$16.44M
	Original Design Completion Date: June 2014
Project No: L502042E	Current Design Completion Date: Dec 2014
Project Phase: Design	Phase Complete: 49%

Project Description

Design and Construction of two new elevators, one for each platform, to provide ADA accessibility from ground level to the elevated platforms at the Flushing Main Street Station.

- Furnish and install two hydraulic elevators and entry vestibules.
- Elevator shafts, machine rooms, pits, vestibules, and associated equipment.
- Platform improvements including railings, new shelter sheds, CCTV cameras, tactile edge warnings, new ticket office and platform access stairs.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 2nd Quarter 2014, final design completion slipped six months, from June 2014 to December 2014.

A design concept was chosen that excluded an overpass option. The revised design relocated the westbound elevator to newly acquired property. The Design was on hold in anticipation of the property acquisition and property access for environmental assessment.

What is Being Done

Schedule: MTA Real Estate is progressing with the property acquisition via condemnation. The LIRR is progressing with the issuance of a change order to the designer to make the required changes to place the ticket office and westbound elevator in the location of the newly acquired property.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of June 30, 2014
Project Name: Hillside Support Facility Roof Renewals	Current Budget: \$6M
	Project EAC: \$6M
	Substantial Completion Date at Award: Oct 2014
Project No: L60601YB	Current Substantial Completion Date: Oct 2014
Project Phase: Construction	Phase Complete: 85%

Project Description
<p>This project replaces the roof over the Maintenance of Equipment Motor, Wheel and Truck Shops at the Hillside Support Facility (Building 1). The old rubber roll roof is to be removed and replaced with new PVC membrane built-up roofing system.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the 2nd Quarter 2014 the Contingency Index was 2.02. The estimated contract was \$2,163,316 while the Willingness to Assume Risk (WAR) Certificate was \$2,068,000.</p> <p>The estimated 3rd Party Contract value has exceeded the project's existing WAR. This was a result of administrative lag in increasing the WAR to match the current EAC. A WAR increase request was made prior to Additional Work Orders (AWO's) being submitted.</p>
What is Being Done
<p>Contingency: WAR was updated on July 11, 2014 to account for approved and pending AWOs. The current and estimated contracts are now \$2,137,498 with a WAR of \$2,300,000. This will not impact the overall budget and schedule, which remain unchanged.</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 action taken by the agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: Long Island Rail Road	Status as of June 30, 2014
Project Name: Atlantic Ave. Viaduct, Design of Nostrand Ave. Station	Current Budget: \$26.4M
	Project EAC: \$26.4M
	Original Design Completion Date: Apr 2014
Project No: L60401BF	Current Design Completion Date: Aug 2014
Project Phase: Design	Phase Complete: 90%

Project Description
<p>The scope of the project provides a final design for rehabilitation and improvements for Nostrand Station including the following major items:</p> <ul style="list-style-type: none"> • Replacement of the station platforms, railings, and canopy roofing system • Replacement of four (4) pedestrian overpasses and stairs • Installation of two (2) new elevators • Replacement and upgrades to station lighting, electrical & communications systems, and signage
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 2nd Quarter 2014, final design completion slipped four months, from April 2014 to August 2014.</p> <p>Additional time for design is required for LIRR to obtain a permit from New York City DOT. The permit is for LIRR to reduce the width of the three lanes of Atlantic Avenue between New York Ave and Nostrand Avenue in order to accommodate the new ADA elevators on each side of Atlantic Ave.</p>
What is Being Done
<p>Schedule: The Designer of Record submitted proposed width reduction of Atlantic Avenue traffic lanes to NYCDOT during the early design phase and is still awaiting approval.</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 action 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 Designer's performance rating for this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of June 30, 2014
Project Name: Grand Central Terminal Utility System Improvements	Current Budget: \$27.4M
	Project EAC: \$24M
	Substantial Completion Date at Award: Aug 2014
Project No: M6020108	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 1%

Project Description

This project replaces the existing 43rd and 49th Street domestic water holding tank and pumping set along with the Grand Central Terminal fire service piping and pump at 49th Street.

Funding is also available for the beginning of the phased replacement of the fire standpipe system in the Trainshed. The base contract is for the replacement of the lower level piping and the two options (two halves of the upper level), which will be executed if the bids are within available funding.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: The Domestic Water Tank contractor for this project had to revise the dimensions of the new suction tank at 49th Street due to an existing steam dirt leg that interferes with the original footprint of the tank. This revision led to the fabrication date being delayed. In addition, MNR requested seven modifications to the two new domestic water pumps. These modifications were a result of MNR Maintenance personnel's requests that were made after a visit to the manufacturer's factory. After witnessing modification options at the factory, it was determined that the modifications would greatly increase ability to manage the system with the greatest efficiency. These options were not known during design since this manufacturer was substituted for the original specified manufacturer by the contractor. As a result, during the 2nd quarter 2014, the scheduled completion date for the domestic water construction has slipped from August 2014 to December 2014.

What is Being Done

Schedule: Initially, due to the delays in obtaining fabrication completion dates for the domestic water suction tank and water pump suppliers, it was determined that the completion date may slip to April 2015. However, the contractor tentatively updated this schedule after receiving updated fabrication schedules from its vendors and now forecasts the project to be completed by the end of December 2014.

IEC Comment

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

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

MTA Agency: Bridges and Tunnels	Status as of June 30, 2014
Project Name: Interim Repairs, Toll Plaza Deck – Robert F. Kennedy Bridge	Current Budget: \$46.3M
	Project EAC: \$46.3M
	Original Design Completion Date: May 2014
Project No: D602RK75	Current Design Completion Date: Nov 2014
Project Phase: Design	Phase Complete: 90%

Project Description

Design services for project RK-75, Bronx Plaza Structure Rehabilitation and Interim Rehabilitation of the Manhattan Plaza at the Robert F. Kennedy Bridge. The services include replacements or rehabilitation of the roadway deck, barriers, bridge bearings, expansion joints, electrical systems, drainage at the Bronx and Manhattan toll plazas, demolition of buildings below the Manhattan plaza, and as needed repair or replacement of the roadway's framing and piers. The design contract for this project also covers design services for project RK-65A.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 2nd Quarter 2014, design completion slipped six months from May 2014 to November 2014. The primary reason causing an increase to the project's design schedule is due to coordination of phased procurements of multiple construction contracts under RK-75 and other ongoing capital projects.

To coordinate with the project schedules for RK-65R2 (New Central Maintenance Building to be completed Fall 2014) and RK-65R3 (New Training Facility to be completed end of year 2015), the RK-75 project involving the demolition of the spaces beneath the Manhattan plaza was split into two projects, with the demolition of the unoccupied areas, being awarded in 2014, and the demolition of the currently occupied spaces scheduled for 2015 award. As a result, the overall design schedule for RK-75 has been extended.

What is Being Done

Schedule: No further action is necessary at this time as the project design will remain within the original contract duration.

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.

IEC Comment

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

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

MTA Agency: MTA Bus	Status as of June 30, 2014
Project Name: New Bus/Employee Parking Lot at Baisley Park & JFK Depots	Current Budget: \$9.2M
	Project EAC: \$9.2M
	Substantial Completion Date at Award: Aug 2011
Project No: U5030209	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 93%

Project Description

This project will replace the existing deteriorated parking lots at Baisley Park and JFK Depots. Additionally, new storm water retention systems with connections to the City of New York storm sewer system will replace the existing systems at the depots.

JFK Depot: A formerly unpaved lot located across from the depot will be rebuilt to provide an additional 58,776 sq. ft of bus parking space. This new parking lot will include a new storm water retention system, new paving, security booth, security fencing, and area lighting.

Baisley Depot: The outdoor parking area will be upgraded to alleviate the existing drainage problem in the parking area. This new parking lot will include a new storm water retention system, new paving, landscaping, area lighting, and a new oil-water separator.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: The 2nd Quarter 2014 Traffic Light Report identifies a seven month schedule variance, with Substantial Completion slipping from May 2014 to December 2014. The variance in schedule was triggered by the redesign of the storm water retention system for connection to the City of New York storm sewer system, required by the New York City Department of Environmental Protection, (NYCDEP), resulting in an extension to the schedule.

What is Being Done

Schedule: A change order for the redesign for the connection to the City of New York storm sewer system on Linden Boulevard is pending. The sewer connection on 115th Avenue will be done through an operating contract and the related cost will not affect this project. The Substantial Completion date has been revised to December 2014.

Comment

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

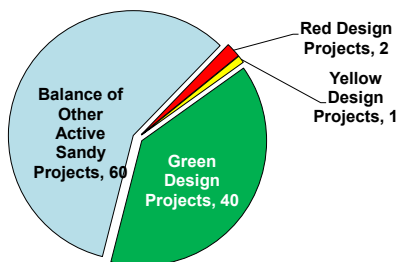
All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.

2nd Quarter 2014 Traffic Light Report on MTA Sandy Program

A total of 103 Active Sandy Projects were Reviewed for the 2nd Quarter 2014

The 103 active projects include 43 projects in Design, 17 in Post-Design to Construction Award, and 43 in Construction

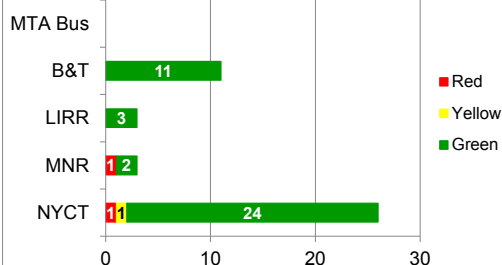
43 of 103 Projects in Design



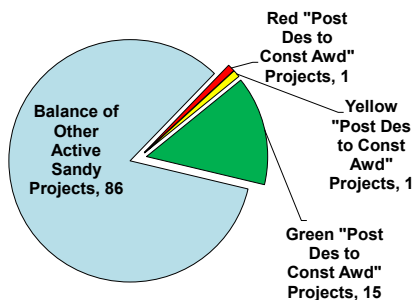
Summary of Projects in Design: 43 projects were reviewed in this phase with 40 (93%) designated green, 1 (2%) yellow, and 2 (5%) were red. The 2 design projects designated Red, both are for schedule slippages of 3 & 4 months due to the reallocation of design resources by the agencies which focused on higher priority work.

Last Quarter: 49 design projects were reviewed; with 47 (96%) designated green, 0 (0%) yellow and 2 (4%) were red.

43 Projects in Design



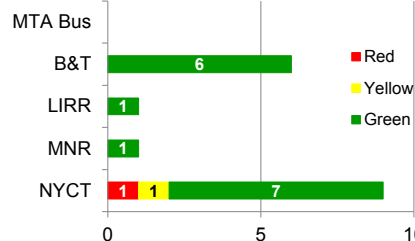
17 of 103 Projects in Post-Design to Construction Award



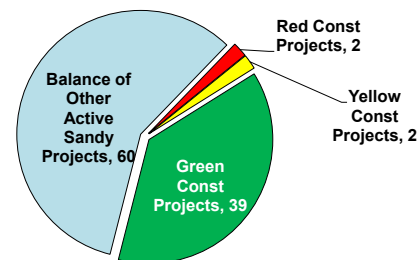
Summary of Projects in Post-Design to Construction Award: 17 projects were reviewed in this phase with 14 (82%) designated green, 1 (6%) yellow and 2 (12%) red. The 1 designated Red is for a 20 month schedule slippage & a high cost index. The schedule variance is due to project deferral. The cost variance will not be reconciled until advertisement for construction award.

Last Quarter: 12 projects were reviewed; with 11 (92%) designated green, 0 (0%) yellow and 1 (8%) were red.

17 Projects in Post-Design to Construction Award



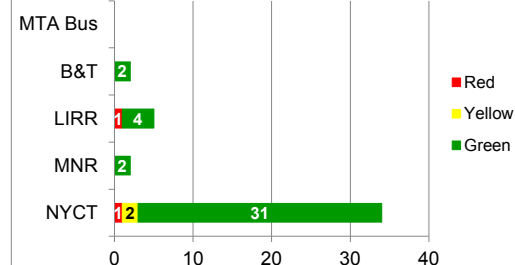
43 of 103 Projects in Construction



Summary of Projects in Construction: 43 projects were reviewed in this phase with 39 (90%) designated green, 2 (5%) yellow and 2 (5%) red. The 2 construction projects designated Red were both for cost variances directly related to change orders, unforeseen field conditions & additional work.

Last Quarter: 42 projects were reviewed; with 40 (95%) designated green, 0 (0%) yellow and 2 (5%) were red.

43 Projects in Construction



203 total Sandy Program projects in the 2nd Quarter 2014 include 103 Active projects, 21 Completed and 79 in Planning which will not be reported as Active until reaching the Design phase







MTA Sandy Recovery Projects Terms and Definitions

2nd 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 Recovery Traffic Light Report Project Terms and Definitions





Projects in Design: 43

-  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 / Pre-Construction Award Phase: 17

-  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: 43

-  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: 79

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



<u>Projects Completed: 21</u>
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.

<u>Report Index Formulas and Criteria:</u>
➤ Cost Variance = EAC – Current Project Budget Amount (Note: Current Budget is not Budget at Award)
➤ Cost Contingency Index = % Contingency Spent/% 3 rd Party Contract Completion <ul style="list-style-type: none">– 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



Metropolitan Transportation Authority

2nd 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												
ET040210	Recovery: Employee Facilities at Stillwell Terminal	Construction	Recovery	\$13,111,918	15	.00	■	1.00	■	0	■	G
ET040211	Recovery: Police District Office #34 at Stillwell Terminal	Construction	Recovery	\$1,053,628	15	.00	■	1.00	■	0	■	G
ET040212	Recovery: South Ferry Advance Removal	Construction	Recovery	\$6,091,170	0	.00	■	1.00	▲	0	■	G
ET040303	Mitigation: South Ferry Near-Term Flood Protection	Construction	Mitigation	\$6,215,137	99	.45	▼	1.07	■	0	■	G
ET040304	Mitigation: Removable Stair Cover Prototype (SBFP)	Construction	Mitigation	\$2,031,093	100	.00	■	1.00	■	0	■	G
ET040305	Mitigation: Removable Ventilator Covers (SBFP)	Construction	Mitigation	\$1,199,614	90	.00	■	1.00	■	1	▲	G
ET040307	Mitigation: Lower Manhattan Flood Doors/Hatches (SBFP)	Construction	Mitigation	\$2,182,600	0	.00	■	1.00	▲	0	■	G
ET040308	Mitigation: Lower Manhattan Hatch Installation (SBFP)	Construction	Mitigation	\$1,325,139	0	.00	■	1.00	▼	0	■	G
ET050206	Recovery: Mainline Track (Montague Tube)	Construction	Recovery	\$27,888,991	80	.89	▲	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	80	1.19	▲	1.00	■	0	■	G
ET050214	Recovery: Mainline Track (Steinway Tube)	Construction	Recovery	\$6,107,845	25	7.85	▲	1.00	■	0	■	G
ET060207	Recovery: Tunnel Lighting (Montague Tube)	Construction	Recovery	\$32,837,736	80	.01	■	1.00	■	0	■	G
ET060208	Recovery: 2 Pump Rooms (Montague Tube)	Construction	Recovery	\$9,410,744	80	.00	■	1.00	■	0	■	G
ET060209	Recovery: Fan Plant (Montague Tube)	Construction	Recovery	\$5,112,498	80	.03	■	1.00	■	0	■	G
ET060210	Recovery: Tunnel Lighting (Greenpoint Tube)	Construction	Recovery	\$34,800,180	58	.00	■	1.02	■	0	■	G
ET060211	Recovery: Pump Room (Greenpoint Tube)	Construction	Recovery	\$5,329,465	9	.00	■	1.01	■	0	■	G
ET060212	Recovery: Fan Plant (Greenpoint Tube)	Construction	Recovery	\$9,752,677	7	12.27	▲	1.00	■	0	■	G
ET060221	Recovery: Pump Room (Steinway Tube)	Construction	Recovery	\$12,335,884	40	.35	▲	1.01	■	0	■	G
ET060304	Mitigation: Conversion of 2 Pump Trains	Construction	Mitigation	\$13,885,942	40	.00	■	1.00	■	0	■	Y
ET080208	Recovery: Security Equipment in Under River Tubes	Construction	Recovery	\$7,322,000	92	.00	■	1.00	■	0	■	Y
ET080209	Recovery: Signals (Greenpoint Tube)	Construction	Recovery	\$5,414,058	75	.00	■	1.00	■	0	■	G
ET080216	Recovery: Signals (Montague Tube)	Construction	Recovery	\$31,043,605	29	.00	■	1.00	■	0	■	G



2nd 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												
ET080218	Recovery: Install Programmable Logic Controller Signal Equipment on the Rockaway Line	Construction	Recovery	\$6,028,978	45	.00	■	1.00	■	0	■	G
ET080221	Recovery: Install Closed-Circuit Television Systems (Rutgers Tube)	Construction	Recovery	\$2,036,495	2	.00	■	1.00	■	0	■	G
ET080222	Recovery: Install Closed-Circuit Television Systems (Cranberry Tube)	Construction	Recovery	\$2,088,836	2	.00	■	1.00	■	0	■	G
ET090207	Recovery: 3 Circuit Breaker Houses (Montague Tube)	Construction	Recovery	\$10,893,382	80	.58	▲	1.00	■	0	■	G
ET090208	Recovery: Power Cable, Communication Cable and Ducts (Montague Tube)	Construction	Recovery	\$77,823,593	80	.14	▼	1.01	■	0	■	G
ET090209	Recovery: 2 Substations (Montague Tube)	Construction	Recovery	\$1,367,307	80	.00	■	1.00	■	0	■	G
ET090210	Recovery: Power and Communication Cables (Greenpoint Tube)	Construction	Recovery	\$24,876,733	90	.00	■	1.53	▲	0	■	R
ET090302	Mitigation: Power Cables and Ducts in the Montague Tube	Construction	Mitigation	\$56,361,181	80	.00	■	1.00	■	0	■	G
ET160208	Recovery: Miscellaneous Facilities	Construction	Recovery	\$3,881,022	37	.00	■	1.00	■	0	■	G
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	\$15,445,180	49	.00	■	1.07	▼	0	■	Y
ET060225	Recovery: 3 Fan Plants (Cranberry and Rutgers Tubes) - Design Only	Design	Recovery	\$120,000	100	.00	■	1.00	■	0	■	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels - Design Only	Design	Mitigation	\$2,691,873	10	.00	■	1.00	■	0	■	G



Metropolitan Transportation Authority

2nd 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												
ET080206	Recovery: Signals in Under River Tubes - Design Only	Design	Recovery	\$1,095,500	70	.00	—	1.00	—	0	—	G
ET080207	Recovery: 207 Street and 200 Street Interlockings on the 8th Avenue Line	Design	Recovery	\$3,075,000	18	.00	—	1.00	—	5	▲	G
ET080219	Recovery: Revenue Facility Microwave Communications System	Design	Recovery	\$488,700	80	.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	45	.00	—	1.00	—	0	—	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Design	Recovery	\$7,588,586	45	.00	—	1.78	▲	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
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Design	Recovery	\$2,921,998	30	.00	—	1.21	—	0	—	G
ET090226	Recovery: Circuit Breaker House (53 Street Tube)	Design	Recovery	\$223,000	30	.00	—	1.00	—	0	—	G
ET090227	Recovery: 12 Circuit Breaker Houses - Design Only	Design	Recovery	\$2,643,782	37	.00	—	1.10	▲	0	—	G
ET100209	Recovery: Power Cable at 148 Street Yard	Design	Recovery	\$443,238	33	.00	—	1.00	—	0	—	G
ET100210	Recovery: Power Cable at 207 Street Yard	Design	Recovery	\$770,867	35	.00	—	1.00	—	0	—	G
ET100211	Recovery: Power Cable at Coney Island Yard	Design	Recovery	\$1,031,867	29	.00	—	1.00	—	0	—	G



2nd 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												
ET100212	Recovery: Power Cable at Rockaway Park Yard	Design	Recovery	\$420,487	90	.00	■	1.00	■	0	■	G
ET100213	Recovery: Rockaway Park Yard Assessment	Design	Recovery	\$869,170	37	.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	90	.00	■	1.00	■	0	■	G
ET100216	Recovery: 207 Street Yard Assessment	Design	Recovery	\$922,328	90	.00	■	1.00	■	0	■	G
ET100218	Recovery: 207 Street Yard Signal System	Design	Recovery	\$6,334,200	9	.00	■	1.00	■	4	▲	R
ET100304	Mitigation: Rockaway Park Yard - Design Only	Design	Mitigation	\$957,590	11	.00	■	1.00	■	10	▲	G
ET040213	Recovery: South Ferry Station Complex	Post Des to Const Awd	Recovery	\$137,684,406	100	.00	■	6.69	▲	0	■	G
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	\$6,520,798	100	.00	■	205.79	■	20	▲	G
ET060224	Recovery: 3 Fan Plants in Lower Manhattan	Post Des to Const Awd	Recovery	\$25,679,043	30	.00	■	236.33	▼	1	▲	G
ET080201	Recovery: South Ferry Interlocking	Post Des to Const Awd	Recovery	\$36,263,100	99	.00	■	21.33	▲	2	▲	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$40,873,415	100	.00	■	4.35	■	20	▲	R
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Post Des to Const Awd	Recovery	\$58,223,307	100	.00	■	16.69	▲	6	▲	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Post Des to Const Awd	Recovery	\$6,153,119	99	.00	■	1.29	▲	0	■	G



2nd 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												
ES070210	Recovery: Clifton Shop - Phase 1	Construction	Recovery	\$2,616,590	100	.00	—	1.00	—	0	—	G
ES070212	Recovery: St. George Terminal Tower B - Phase 1	Construction	Recovery	\$693,838	100	.00	—	1.00	—	0	—	G
ES070209	Recovery: Staten Island Railway Restoration - Design Only	Design	Recovery	\$7,551,519	100	.00	—	1.00	—	0	—	G
ES070213	Recovery: St. George Terminal Tower B - Phase 2	Post Des to Const Awd	Recovery	\$6,215,321	0	.00	—	7.69	▲	0	—	G
ES070214	Recovery: St. George Interlocking	Post Des to Const Awd	Recovery	\$106,277,318	98	.00	—	1.00	—	1	▲	Y
LIRR - Long Island Rail Road Sandy Program												
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$56,400,000	11	.00	—	1.00	—	0	—	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	7	.00	—	1.39	▲	0	—	R
EL0603ZK	Long Island City Yard Resiliency	Construction	Mitigation	\$26,803,367	1	.00	—	1.00	—	0	—	G
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$56,633,000	7	.00	—	1.00	—	0	—	G
EL0702ZN	Long Island City (LIC) Substation Component Replacement	Construction	Recovery	\$1,367,000	65	.00	—	1.00	—	0	—	G
EL0402ZB	Wreck Lead Bridge Systems Restoration	Design	Recovery	\$7,000,000	10	.00	—	1.00	—	0	—	G
EL0602ZL	Long Island City Yard Restoration	Design	Recovery	\$4,197,608	1	.00	—	1.00	—	0	—	G
EL0902ZF	Infrastructure / System Upgrades (Various Locations)	Design	Recovery	\$6,000,000	3	.00	—	1.00	—	0	—	G
EL0702ZM	First Avenue Substation Restoration	Post Des to Const Awd	Recovery	\$6,100,000	100	.00	—	1.00	—	0	—	G
MNR - Metro-North Railroad Sandy Program												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,721,849	20	.00	—	.96	—	0	—	G
EM040207	Communications & Signal Infrastructure Restoration - Equipment Replacement	Construction	Recovery	\$18,929,000	5	.00	—	1.00	—	0	—	G



Metropolitan Transportation Authority

2nd 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
MNR - Metro-North Railroad Sandy Program												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Design	Recovery	\$66,691,493	20	.00	—	.99	—	2	▲	G
EM050206	Power Infrastructure Restoration Phase 1	Design	Recovery	\$70,920,000	20	.00	—	1.00	—	2	▲	G
EM050208	Power Infrastructure Restoration - Substations	Design	Recovery	\$39,132,633	80	.00	—	.98	—	3	▲	R
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Post Des to Const Awd	Recovery	\$5,091,169	55	.00	—	.99	—	0	—	G
B&T - Bridges and Tunnels Sandy Program												
ED010209	Restoration of Verrazano Narrows Bridge after Super Storm Sandy	Construction	Recovery	\$1,662,052	0	.00	—	1.00	—	0	—	G
ED040208	Restoration of Marine Parkway Bridge Lighting System damaged by Super Storm Sandy	Construction	Recovery	\$692,841	1	.00	—	.76	▼	0	—	G
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Design	Recovery	\$156,397,327	95	.00	—	1.00	—	0	—	G
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Design	Mitigation	\$10,000,000	0	.00	—	1.00	—	0	—	G
ED020203	Restore Queens Midtown Tunnel roadway after Super Storm Sandy	Design	Recovery	\$62,236,853	95	.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	—	2	▲	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Design	Recovery	\$8,955,203	25	.00	—	1.00	—	2	▲	G
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Design	Recovery	\$83,865,294	99	.00	—	1.00	—	0	—	G



2nd Quarter 2014 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or 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

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												
ED050201	Restoration of Cross Bay Bridge Service Building after Super Storm Sandy	Design	Recovery	\$3,201,566	15	.00	■	1.00	■	5	▲	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Design	Recovery	\$8,577,326	95	.00	■	1.00	■	0	■	G
ED050204	Restoration of Queens Midtown Tunnel - Service Buildings after Super Storm Sandy	Design	Recovery	\$2,078,147	95	.00	■	1.00	■	0	■	G
ED050301	Flood Mitigation - Relocate revenue equipment at Verrazano Narrows Bridge	Design	Mitigation	\$4,000,000	75	.00	■	1.00	■	1	▲	G
ED050302	Flood Mitigation - Studies and conceptual design	Design	Mitigation	\$6,100,000	15	.00	■	1.00	■	0	■	G
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Post Des to Const Awd	Recovery	\$230,930,304	0	.00	■	1.00	■	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Post Des to Const Awd	Recovery	\$74,720,437	0	.00	■	1.00	■	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Post Des to Const Awd	Recovery	\$112,321,038	0	.00	■	1.00	■	0	■	G
ED040301	Flood Mitigation-Equip.Relocations-Agency-Wide	Post Des to Const Awd	Mitigation	\$8,500,000	0	.00	■	1.00	■	0	■	G
ED050202	Environmental clean-up at Hugh Carey Tunnel after Super Storm Sandy	Post Des to Const Awd	Recovery	\$4,279,863	0	.00	■	1.00	■	0	■	G
ED050221	Restoration of Hugh Carey Tunnel -Ventilation Buildings after Super Storm Sandy	Post Des to Const Awd	Recovery	\$11,542,407	0	.00	■	1.00	■	0	■	G

MTA Agency: New York City Transit	Status as of June 30, 2014
Project Name: Power and Communications Cables – Greenpoint Tube Project Type: Recovery	Current Budget: \$16.2 M
	Project EAC: \$24.9 M
	Substantial Completion Date at Award: Jan 2015
Project No: ET090210	Current Substantial Completion Date: Jan 2015
Project Phase: Construction	Phase Complete: 90%

Project Description

This project will repair damaged cables in the Greenpoint Tube that resulted from flooding due to Superstorm Sandy. Communication and Power Cables to be replaced or repaired include: fiber optic, antenna, control, battery and negative cables.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: This project is one contract within the larger Greenpoint Recovery project. For this contract, during the 2nd Quarter 2014, the Estimate at Completion (EAC) increased from \$16.2M to \$24.9M to reflect the total need due to approved, pending and potential changes. The work being added to the project includes the repair of additional ducts, cables and other damaged equipment in the tube as required.

What is Being Done

Cost: The Departments of Capital Program Management and Subways are reviewing all tasks within the Greenpoint Tube Recovery contracts to identify surpluses to reallocate funds to cover the shortfall in this contract.

The overall Greenpoint Tube Recovery project is expected to have adequate funds to cover the budget shortfall described above.

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 June 30, 2014
Project Name: Sandy Repairs 207 th St. Yard Signal System Project Type: Recovery	Current Budget: \$6.3 M
	Project EAC: \$6.3 M
	Original Design Completion Date: Oct 2015
Project No: ET100218	Current Design Completion Date: Feb 2016
Project Phase: Design	Phase Complete: 9%

Project Description

This project will repair damage to the signal system at the 207th St. Yard that resulted from flooding due to Superstorm Sandy, as well as to modernize the existing signal system. This project will build a Relay Room, Tower & ancillary rooms and will include all signal and ancillary work.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the 2nd Quarter 2014, Design Completion slipped four months, from October 2015 to February 2016. The delay in Final Design Completion was due to the need to reallocate design resources to the 6th Avenue Interlocking project, in order to take advantage of the Rutgers Tube General Orders (G.O.'s).

What is Being Done

Schedule: NYCT's design resources have been restored to the project and design is expected to be completed in February 2016.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2014
Project Name: Power and Communications Cables - Rutgers Tube Project Type: Recovery	Current Budget: \$9.4 M
	Project EAC: \$40.9 M
	Original Award Date: Jun 2014
Project No: ET090219	Current Award Date: Feb 2016
Project Phase: Post-Design to Construction Award	Phase Complete: 100%

Project Description
<p>This project will repair damaged cables in the Rutgers Tube that resulted from flooding due to Superstorm Sandy. Communication and Power Cables to be replaced or repaired include: fiber optic, antenna, control, battery and negative cables.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule & Cost
<p>Schedule: Design Completion was achieved in January 2014 however, during the 2nd Quarter 2014, the forecasted construction award slipped 20 months from June 2014 to February 2016. NYCT's original plan was to award Superstorm Sandy work in the Rutgers and Cranberry Tubes at the same time. However, it was later determined that in the best interests of the operation of the transit system and to provide optimal service to transit customers, shutdowns of both Tubes could not be done at the same time.</p> <p>Cost: The current Estimate At Completion (EAC) of \$40.9M exceeds the Current Budget of \$9.4M because NYCT Sandy project construction budgets will not be allocated until the project is ready to be advertised. Therefore the EAC will not be reconciled and brought into alignment with the current budget until that time.</p>
What is Being Done
<p>Schedule: To accommodate the sequential shutdown of the Rutgers and Cranberry Tubes, the forecast construction award of the Rutgers Tube project has been reprogrammed and deferred to February 2016.</p> <p>Cost: The Current Budget will be adjusted and the cost discrepancy between the current budget and the EAC will be reconciled when the project is advertised in advance of the forecasted February 2016 construction award date.</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 evaluation of the overall design contractor's performance rating for this reporting period.</p>

MTA Agency: Long Island Rail Road	Status as of June 30, 2014
Project Name: West Side Storage Yard Restoration	Current Budget: \$31.1M
Project Type: Recovery	Project EAC: \$43.3M
Project No: EL0602ZD	Substantial Completion Date at Award: Feb 2020
Project Phase: Construction	Current Substantial Completion Date: Feb 2020
	Phase Complete: 7%

Project Description
The project provides for storm-damaged replacement of: Third Rail Disconnect Switches, Third Rail Protection Boards and Brackets, Third Rail MCM2000 Feeder Cable, Third Rail 500MCM Bonding Cables, M3 Signal Switch Machines, Signal Cables and Signal Racks, Switch Timbers, Tower Switch Controls / Signal Equipment, Communication Radio Base Stations and Combiner Networks, Fiber Optic Distribution Panel and CCTV Recording System, PA Amplifiers, PA and Radio Infrastructure Ancillary Equipment and Racks, Fire Alarm Detection System, and Electric Light & Power component replacement.
Problem Since Last Quarterly Report
Index Trigger(s): Cost
Cost: During the 2 nd quarter 2014, the Estimate at Completion (EAC) increased from \$31.1M to \$43.3M from the prior quarterly report. This was a result of the development of a more defined scope, as a more extensive and thorough site survey and investigation was implemented. The original scope was developed using existing drawings and sketches accompanied with a general site walkthrough and assumptions for damaged components not readily accessible and assumed “typical” working conditions. Upon more rigorous site investigations, more extensive damage was discovered as well as working conditions (track time) being less than optimal. This has led to increased scope as well as increased efforts for the remaining tasks.
What is Being Done
Cost: LIRR is currently in the process of increasing the total budget. The damaged infrastructure that has been surveyed has been deemed critical in nature and cannot be “de-scoped” nor postponed in order to match the original budget. The project team will closely monitor project progress to ensure the most efficient means are being employed, to mitigate “scope creep”, and explore potential cost savings as construction progresses.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material in this report, including the stated problems and the actions taken by the Agency.
All Agency Contractor Evaluation: The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.

MTA Agency: Metro-North Railroad	Status as of June 30, 2014
Project Name: Power Infrastructure Restoration Substations Project Type: Recovery	Current Budget: \$39.5 M
	Project EAC: \$39.1 M
	Original Design Completion Date: Apr 2014
Project No: EM050208	Current Design Completion Date: July 2014
Project Phase: Design	Phase Complete: 80%

Project Description

This project will replace three damaged Hudson Line substations (A13/Riverdale, A25/Tarrytown, and A33/Croton-Harmon). While the three substations have been repaired, their useful lives have been reduced and require full replacement in order to provide the functionality and reliability needed to continue running full Hudson Line service. Resiliency will be incorporated by raising the new substations to above base flood elevation (ABFE) +4 feet. The Base Flood Elevation is the regulatory height requirement in relation to the mean sea level that has a one percent chance or greater of flooding in a given year as determined by the Federal Emergency Management Agency (FEMA).

Problem Since Last Quarterly Report

Index Trigger (s) : Schedule

Schedule: The designer was given a change in priority by MNR Capital Engineering to complete other Sandy designs for the Harlem River Lift Bridge (HRLB) facility houses. This allowed MNR to progress related work already under contract. After the other priority design was completed, work then continued on the Substations design. As a result, the design completion date for this project has slipped three months, from April 2014 to July 2014.

What is Being Done

Schedule: Subsequent to the 2nd Quarter 2014 reporting period, bid package designs and specifications were completed on July 28, 2014 and advertising for the construction bid was published August 14, 2014 with bids due October 1, 2014 and an anticipated construction award in December 2014.

Comment

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.

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.

Projects in CPOC's Risk-Based Monitoring Program
(Second Quarter 2014 Traffic Light Report – Period Ending June 30, 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
- Restoration of Hugh Carey Tunnel