



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

December 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

I. Weinshall

C. Wortendyke

Capital Program Oversight Committee Meeting

347 Madison Ave. - Fifth Floor Board Room

New York, NY 10017

Monday, 12/15/2014

1:45 - 2:45 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES November 17, 2014

Minutes from November '14 - Page 4

3. COMMITTEE WORK PLAN

2015 CPOC Committee Work Plan - Page 7

4. UPDATE ON NYCT STATIONS DIVISION

NYCT Progress Report - Page 9

5. QUARTERLY UPDATE ON POSITIVE TRAIN CONTROL

a. Progress Report on Positive Train Control

MNR / LIRR PTC Report - Page 23

b. Independent Engineering Consultant Project Review on Positive Train Control

IEC PTC Presentation - Page 27

6. QUARTERLY MTA CAPITAL CONSTRUCTION COMPANY UPDATE

a. Progress Report on No. 7-Line Extension

MTACC No. 7-Line Extension Report - Page 30

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

IEC No. 7-Line Extension Presentation - Page 40

No. 7-Line Extension Appendix - Page 43

c. Progress Report on Second Avenue Subway

MTACC SAS Report - Page 44

d. Independent Engineering Consultant Project Review on Second Avenue Subway

IEC SAS Presentation - Page 53

SAS Appendix - Page 56

e. Progress Report on East Side Access

MTACC ESA Report - Page 57

f. Independent Engineering Consultant Project Review on East Side Access

IEC ESA Presentation - Page 64

ESA Appendix - Page 69

7. CAPITAL PROGRAM STATUS

Commitments, Completions and Funding Report - Page 70

8. QUARTERLY CAPITAL CHANGE ORDER REPORT (for information only)

Change Order Report - All Agencies - Page 84

9. QUARTERLY TRAFFIC LIGHT REPORTS

3rd Qtr Capital & Sandy TLRs - Page 86

Date of next meeting: Tuesday, January 20, 2015 at 1:45 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
November 17, 2014
New York, New York
1:45 P.M.

MTA CPOC members present:

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

MTA CPOC members not present:

Hon. Alan Cappelli
Hon. Andrew Saul
Hon. Vincent Tessitore
Hon. Iris Weinshall

MTA Board members present:

Hon. Charles Moerdler

MTA staff present:

Craig Stewart
Michael Wetherell

B&T staff present:

Jim Ferrara
Joe Keane

MNR staff present:

John Kennard

LIRR staff present:

John Hyland
Rich Oakley
Bob Oggeri
Mark O'Shea

Independent Engineering Consultant staff present:

Calvin Gordon
Mohammad Mohammadinia
Joe DeVito

* * *

Chairman Prendergast called the November 17, 2014 meeting of the Capital Program Oversight Committee to order at 1:45 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on October 27, 2014.

Committee Work Plan

Mr. Stewart noted that there were no changes to the CPOC Work Plan.

Annual Review of CPOC Charter

Mr. Stewart noted that, per the MTA Chief Compliance Officer, staff does not recommend any changes to the Charter at this time.

Bridges & Tunnels Capital Program Update

Mr. Keane provided a status report on a wide range of projects at a number of facilities, including Bronx-Whitestone Bridge, RFK Bridge, Verrazano-Narrows Bridge, Marine Parkway Bridge, Brooklyn Battery Tunnel, and the Queens Midtown Tunnel. In its Program Reviews of VN-80B, RK-65A, BB-28/28S, BB-54, QM-40/40S, and QM-18 Projects, the IEC stated that it is in general agreement with project information as provided in B&T's report. Further details of these presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

LIRR Update on Main Line Double Track

Mr. Oakley and Mr. Oggeri provided an overview of the project, which will be executed in two Phases. Phase 1 includes 5.3 miles of track, and is valued at \$138 million in the 2010-2014 Capital program; Phase 2 includes 7.3 miles of track and new platforms at Wyandanch and Pinelawn Stations, and is valued at \$250 million in the proposed 2015-2019 Capital Program. Key benefits of the project include the following: allows for half-hour, off-peak service; increases train service reliability; increases reverse peak and intra-island travel opportunities; and supports opportunities for additional future rail service. In its Program Review, the IEC stated that it is in general agreement with project information as provided in LIRR's report. Further details of these 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 MTAPD Police Radio

Mr. Hyland and Mr. O'Shea provided an overview of the project, which will replace the existing radio infrastructure to improve MTAPD radio coverage and communications to a level of a "public safety grade" system. The project is slated for award in the first quarter of 2015 and is on schedule for a November 2018 completion. Further details of this presentation, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MNR Update on Customer Service Initiatives

Mr. Kennard provided an update of a number of initiatives aimed at enhancing the provision of real-time information to customers, including cellular LED kiosks, information signs, a mobile app, dioramas, and station advisory panels. Program funding includes \$55 million in the 2010-2014 Capital Program and approximately \$160 million in the proposed 2015-2019 Capital Program. Further details of this presentation, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MTA Capital Program Commitments and Completions

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

Adjournment

Upon motion duly made and seconded, Chairman Prendergast adjourned the November 17, 2014 meeting of the MTA Capital Program Oversight Committee at 2:40 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2015 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

January 2015

NYCT Capital Program Update

- Sandy Recovery and Resiliency Update

NYCT, LIRR, MNR Update on New Fare Payment System

Update on Minority, Women and Disadvantaged Business Participation

February 2015

LIRR and MNR Capital Programs Update

- Quarterly Positive Train Control (PTC)

MNR

- Capital Program Overview
 - Track Program
 - Harmon Shop Phase V, Stage I
 - Hudson Line Power and Communications & Signals

LIRR

- Capital Program Overview
 - Track Program
 - Mainline Double Track
 - Jamaica Capacity Improvements

March 2015

Quarterly MTACC Capital Program Update

- Cortlandt Street Station
- East Side Access
- No. 7-Line Extension
- Second Avenue Subway

Update on Capital Program Security Projects (in Exec Session)

Quarterly Change Order Report

Quarterly Traffic Light Report

April 2015

NYCT Capital Program Update

May 2015

B&T Capital Program Update
Quarterly LIRR/MNR Positive Train Control (PTC) Update

June 2015

Quarterly MTACC Capital Program Update
Quarterly Change Order Report
Quarterly Traffic Light Report

July 2015

NYCT Capital Program Update
NYCT, LIRR, MNR Update on New Fare Payment System
Quarterly LIRR/MNR Quarterly Positive Train Control (PTC) Update
Update on Minority, Women and Disadvantaged Business Participation
Update on Small Business Development Programs

September 2015

Quarterly MTACC Capital Program Update
Update on Capital Program Security Projects (in Exec Session)
Quarterly Change Order Report
Quarterly Traffic Light Report

October 2015

LIRR and MNR Capital Programs Update

- Quarterly Positive Train Control (PTC)

November 2015

NYCT Capital Program Update

December 2015

Quarterly MTACC Capital Program Update
Quarterly Change Order Report
Quarterly Traffic Light Report

Stations Division

Capital Program Oversight Committee

Dilip Kumar Patel, P.E.
Program Officer

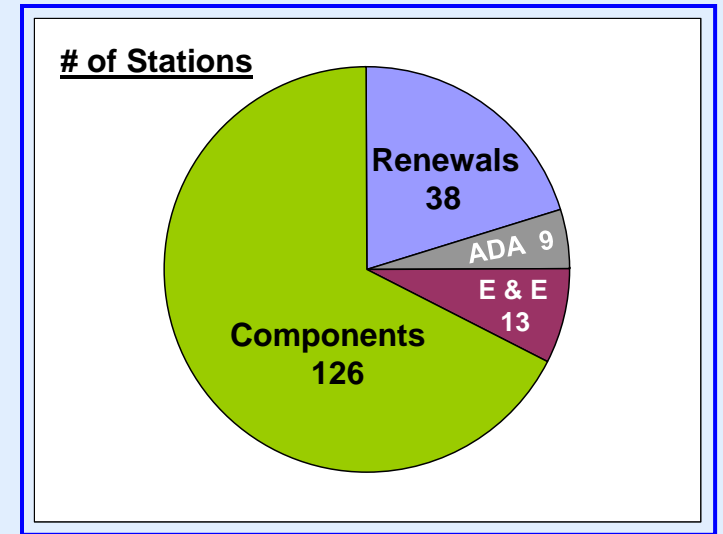
December 2014



2010-14 Capital Program (Stations)

Category	# of Stations
I. Component	126
II. Renewal	38
III. ADA Accessibility	9
IV. Elevator/Escalator Replacement	13

Total Stations 186



Progress Since Our Last Report

Design Completion and Award

Component Projects

- Completed design of 24 stations and awarded work at 12 stations

Renewals

- Completed design of remaining 22 stations (Culver, Sea Beach & New Lots Lines) and awarded 7 stations on Culver Line

ADA Accessibility

- Awarded 23 St - Lex & Ozone Park - Lefferts Blvd. - Liberty

Elevator / Escalator Replacement

- Completed design of 7 hydraulic elevator project at 3 stations

Small Business Mentoring Program SBMP/SBFP

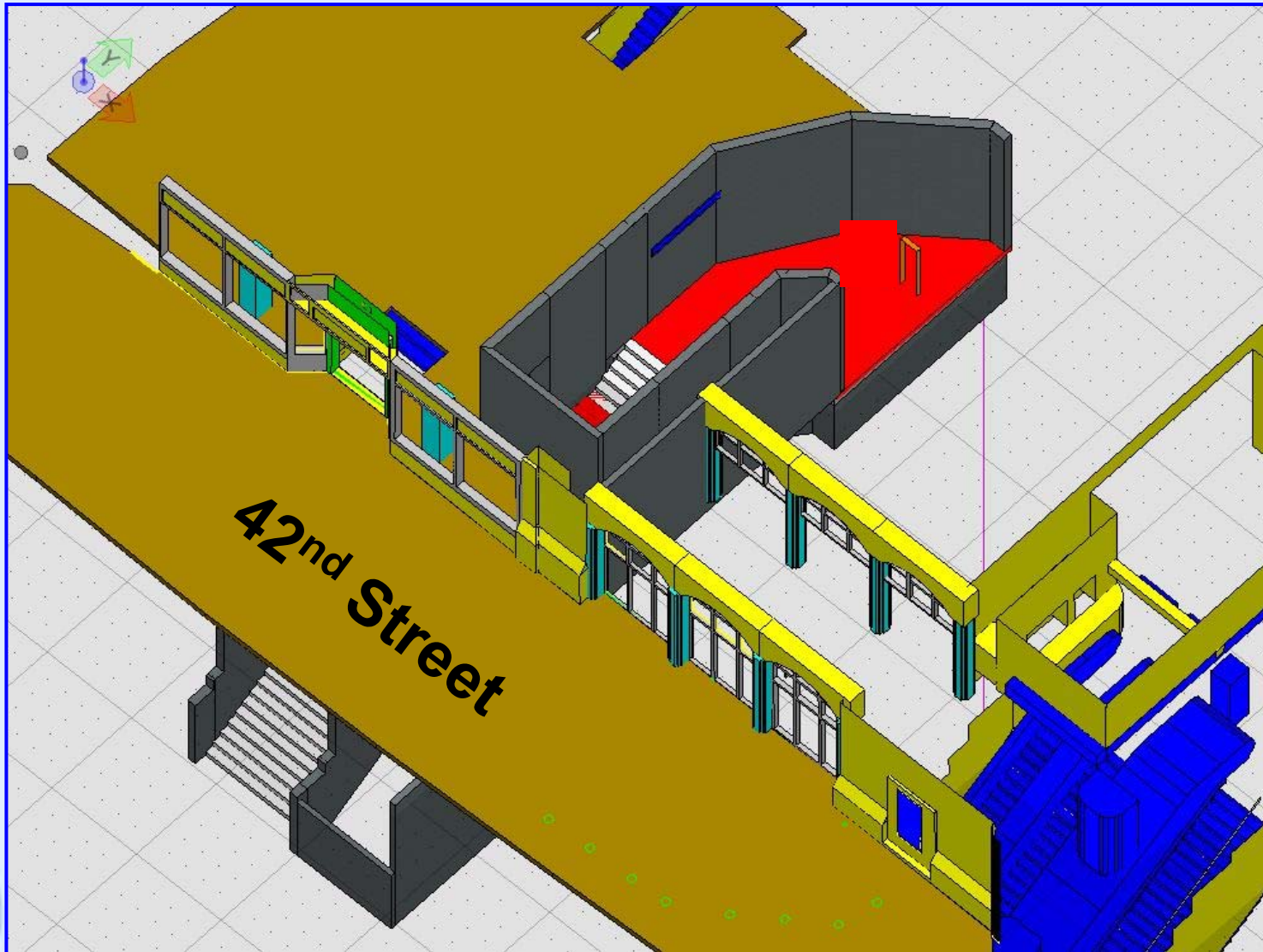
- Continued to expand the Mentoring Program
- Completed design of 12 SBMP projects and awarded 17 projects

Access Improvements at Grand Central 42 St. Station

- The first improvement project is to build a new stair entrance at 42nd Street. Project is awarded; contractor is mobilized.
- Feasibility study for other improvements is in progress

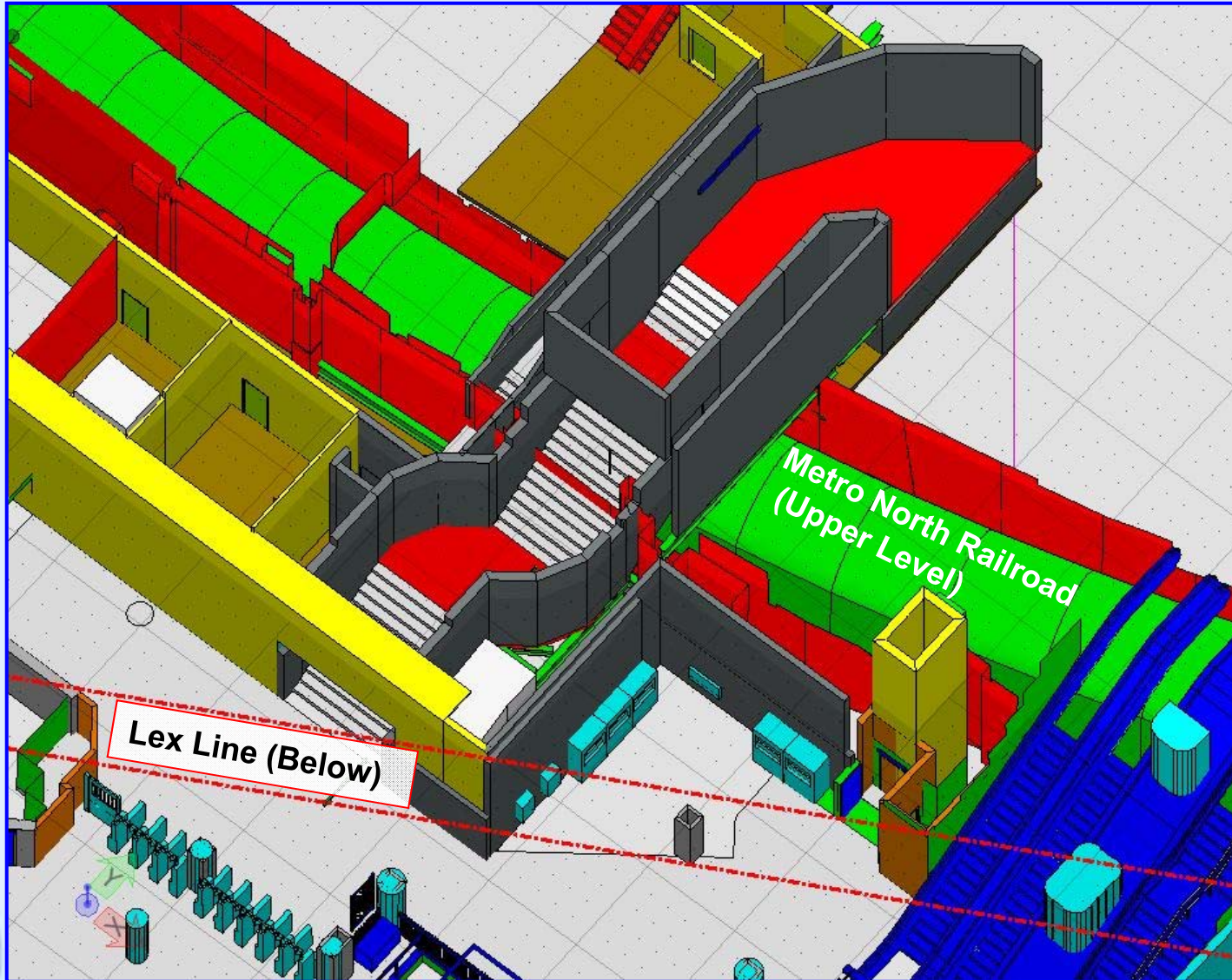


New Stair Entrance (Street Level)



Grand Central 42 St. Station

New Stair Entrance (Mezzanine Level)



Progress Since Our Last Report (Continued)

Construction Completion

Component Work at 11 Stations

- 5 Stations on Broadway **R**
(City Hall, Rector St, Court St, Whitehall St, Jay-Metro Tech)
- 2 Stations on Crosstown Line (In-House) **G**
(21 St & Greenpoint Ave)
- 3 Southbound Stations (ahead of schedule) on Brighton Line **B Q**
(Parkside Ave, Beverly Rd, Cortelyou Rd)
- Essex Street-Nassau Loop **F J M Z**

Renewal Projects at 5 Stations and 2 Southbound Stations










- 3 Stations Myrtle Ave Line **M**
(Fresh Pond Rd, Forest Ave, Seneca Ave)
- 2 Stations Pelham Line **6**
(Castle Hill Ave & Middletown Road)
- 2 Southbound Stations Liberty Ave Line **A**
(88 St, 104 St)
- Work at Northbound Stations is in progress



Progress Since Our Last Report (Continued)

Construction Completion (Cont'd)

ADA Accessibility Projects at 4 Key Stations

- *Forest Hills 71st Avenue - Queens Blvd Line*    
- *Utica Avenue - Fulton Line*  
- *Hunts Pt Ave - Pelham Line* 
- *Kingsbridge Rd - Concourse Line*  

Escalator Work





- *Bowery*   & *East Broadway*  *Stations*




SBMP/SBFP Projects

- *Completed 18 SBMP Projects at 23 Locations*
- *Completed 1 SBFP Project at 5 Locations*
























I. Overall Progress - Component Projects (126 Stations)

Line	Stations	Status (As of 11/2014)				MTA 3rd Quarter Traffic Light Report Overall Status	
		Design		Construction		Cost	Schedule
		In Design	Complete	In Construction	Complete		
Various	117	7	17	47	46		
Various	9	7	2	0	0		
Total	126	14	19	47	46		

	Red	Significant impacts that have led to an increase in Project Cost or Overall Project Duration
	Yellow	Previous impacts that have led to Project Cost increases or Schedule delays.
	Green	No Current Impact for Design & Construction. Successful management of major activities



II. Overall Progress - Renewal Projects (38 Stations)

Line	Stations	Status % Complete (11/2014)		MTA 3rd Quarter Traffic Light Report Status	
		Design	Const	Cost	Schedule
	Hunters Pt. Ave Flushing Line (1)		Complete		
	Myrtle Ave Line (5)		Complete		
	Pelham Line (4)		70%		
	Liberty Ave Line (6)		23%		
	Culver Line (7)		1%		
* 	Sea Beach Line (9)	Complete			
* 	New Lots Line (6)	Complete			

* In Procurement



III. Overall Progress - ADA Accessibility (9 Stations)

Line	Station	Status % Comp (11/2014)		MTA 3 rd Quarter Traffic Light Report Status	
		Design	Const	Cost	Schedule
1	Dyckman St - Broadway (Southbound)		Complete	G	Y
E F M R	Forest Hills - 71 st Ave - QBL		Complete	G	G
A C	Utica Ave - Fulton		Complete	G	G
6	Hunts Pt. Ave - Pelham		Complete	G	Y
B D	Kingsbridge Rd - Concourse		Complete	G	G
6	23 St - Lexington		10%	G	G
A	Ozone Park Lefferts Blvd-Liberty		7%	G	G
N Q R	57 St - 7 th Av - Broadway	85%		TBD	TBD ¹
6	68 St Hunter College - Lex	40%		G	R ²

1. Project has not been on Traffic Light Report due to Preliminary Engineering Signoff.

2 - Design schedule slipped due to community concerns for location of new entrance.



IV. Overall Progress - Elevator/Escalator Replacement Projects (13 Stations)

Stations	Status % Complete (11/2014)		MTA 3 rd Quarter Traffic Light Report Status	
	Design	Const	Cost	Schedule
Replace 3 Escalators – Southern Manhattan (3)		Complete	Y	Y
Replace 11 Hydraulic Elevators (6)		17%	G	G
Replace 2 Escalators – Jackson Hts Roosevelt Ave (1)		66%	G	G
* Replace 7 Hydraulic Elevators (3)	Complete		G	G

* In Procurement



Overall Progress of 2010-14 Capital Program (Stations)

Category	# of Stations	Awarded	Advertised	In Design
I. Component	126	93	2	31
II. Renewal	38	29	9	0
III. ADA Accessibility	9	7	0	2
IV. Elevator/Escalator Replacement	13	10	3	0
Total	186	139	14	33





Highlights of Recently Completed Projects










Component Projects

- ***Broadway Line*** 
- ***Brighton Line***  

Renewal Projects

- ***Pelham Line*** 
- ***Myrtle Ave Line*** 
- ***Liberty Line*** 

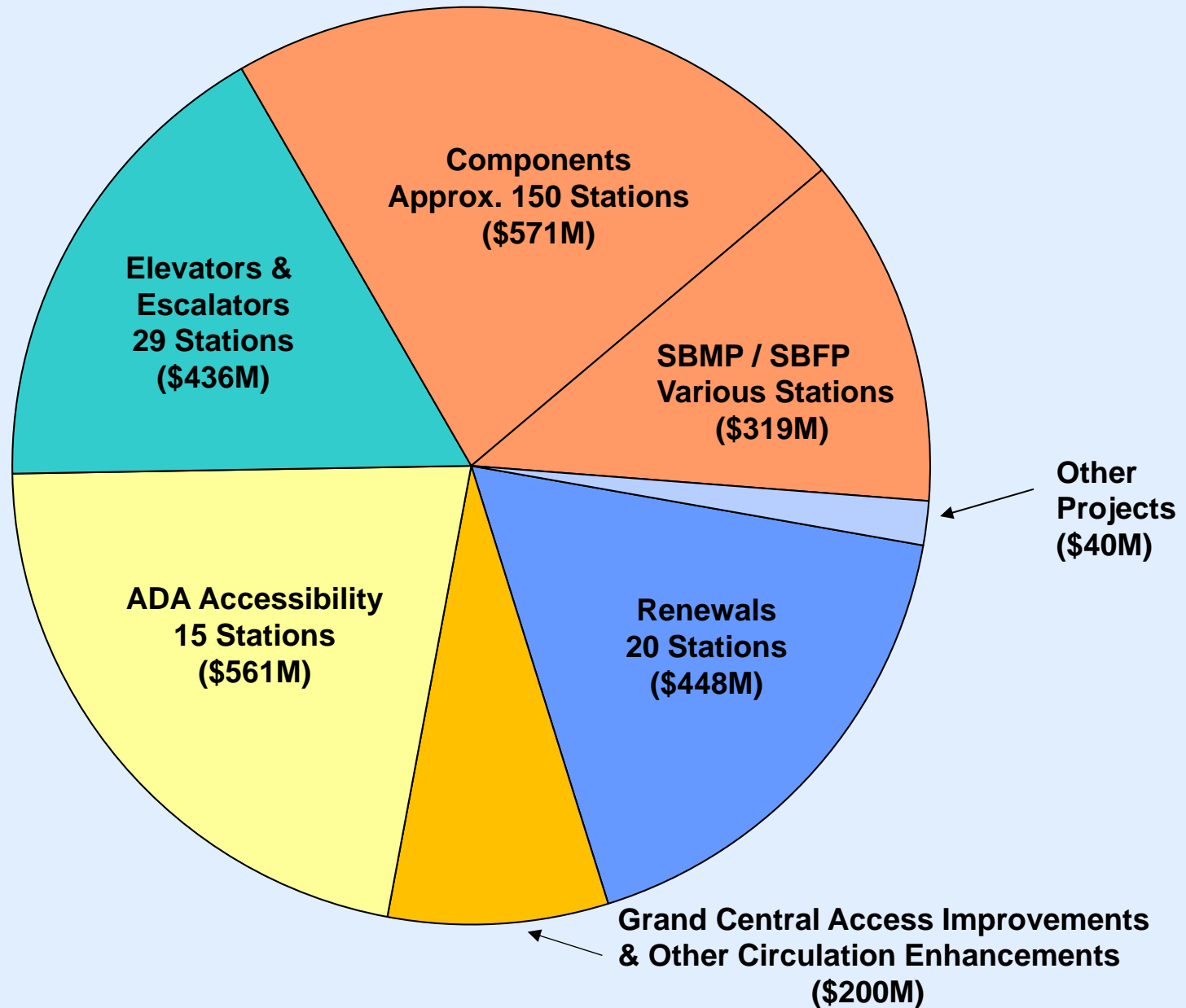
ADA Accessibility at 4 Key Stations

- ***Forest Hills - 71 Avenue – Queens Blvd Line***    
- ***Utica Avenue – Fulton Line***  
- ***Hunts Point Ave – Pelham Line*** 
- ***Kingsbridge Rd – Concourse Line***  

Escalator Projects at Bowery   ***& East Broadway*** 



Proposed 2015-19 Capital Program (Stations)



Positive Train Control Project Status

Metro-North Railroad
Long Island Rail Road

December 15, 2014 CPOC



PTC Project Overview



MNR/LIRR

Overall Status

Item	Comments
Schedule	On schedule for the Improved Implementation Plan per Appendices A&B.
Cost	Within \$976M budget (includes contingency).
Funding	Railroads are seeking \$215M in their 2015-2019 Capital Program submissions. MNR is also seeking the remaining CDOT Funding of \$104M (\$53M already committed).

Highlights

Progress

- DOT and FRA are in the last stages of review in regards to MTA's RRIF loan.
- Initial delivery of transponders for MNR implementation of permanent speed restrictions – due December 31, 2014 is on schedule.
- Preliminary design review in progress to be completed by December 31, 2014.
- Formal Risk Assessment commenced in November 2014.
- PTC radio design and production samples completed.

90 Day Look Ahead

- Commence MNR transponder installation in January 2015, and continue transponder deliveries.
- A number of final design reviews to be completed – March 1, 2015.
- Risk Assessment will be completed and reported to CPOC – February 2015.
- Independent Lab testing of PTC radio to be completed February 2015.
- Continue secondary market spectrum acquisition effort - ongoing.

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

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



December 2014 CPOC IEC Project Review



Positive Train Control



December 15, 2014

Project Status Review

- **BUDGET** – The total cost estimates have been updated and include force account estimates for the change order to speed up the installation of wayside & on-board units.
- **SCHEDULE** – The Pilot Tests remain on schedule to start in 2015. The transponder quality issue is being controlled and will not delay the pilot tests.



Project Status Review

Remarks

- The railroads correctly highlight the project's major actions taken and current status.
- The interoperability agreements with tenant railroads and the MNR spectrum acquisition are progressing slowly but will not impact the pilot testing.
- The IEC remains concerned that the developmental risks with adapting the ACSES II system could impact the schedule. These risks will be discussed with a presentation of the Risk Assessment results at the February 2015 CPOC.



MTACC Quarterly Progress Report to CPOC

Number 7 Line Extension

December 15, 2014

Number 7 Line Ext.

Project Overview

Overall Status

Item	Comments
Schedule	Currently, the contractor shows a delay in completing their work according to the acceleration agreement and projects the completion date to be in the 2 nd Quarter of 2015. All parties are working together to bring the construction completion as close as possible to the original agreed upon date.
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 \$9 Million under budget.



Number 7 Line Ext.

Project Overview

Overall Status Highlights

- 99% of overall Construction required for Revenue Service has been completed.
- Finishes and Systems contract (C-26505, last contract required for Revenue Service) is 95% complete (92% complete as of last report).
- Signal In-service testing completed on November 10th and it will help support start of Operational Service training.

Ongoing Finishes and Systems contract major activities include:

- Elevators
- Testing & Commissioning

Challenges to schedule include:

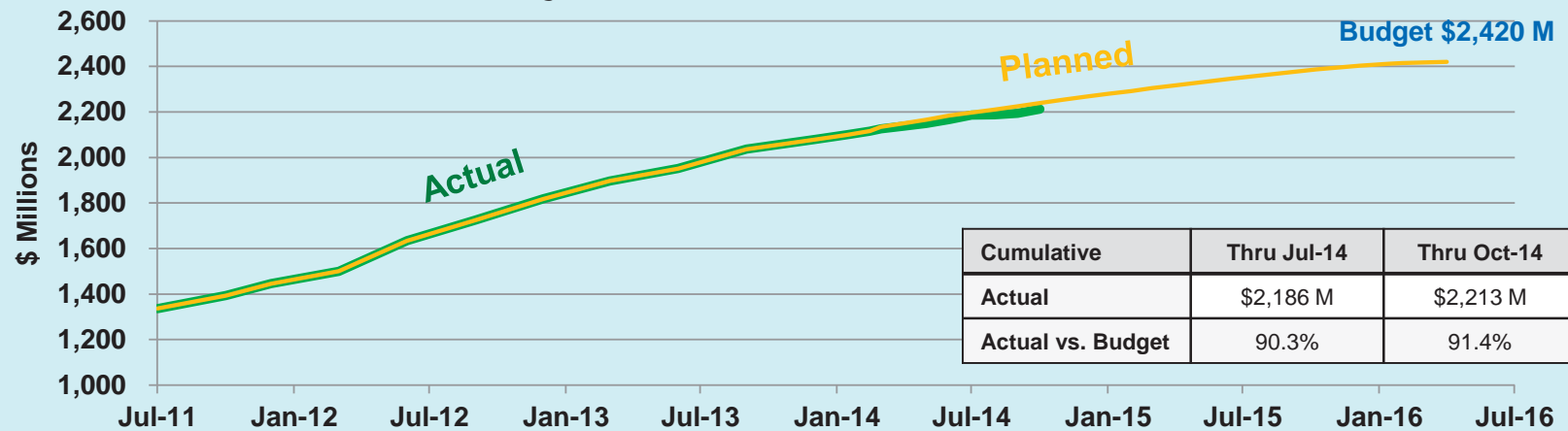
- Communications Systems – Testing and Commissioning



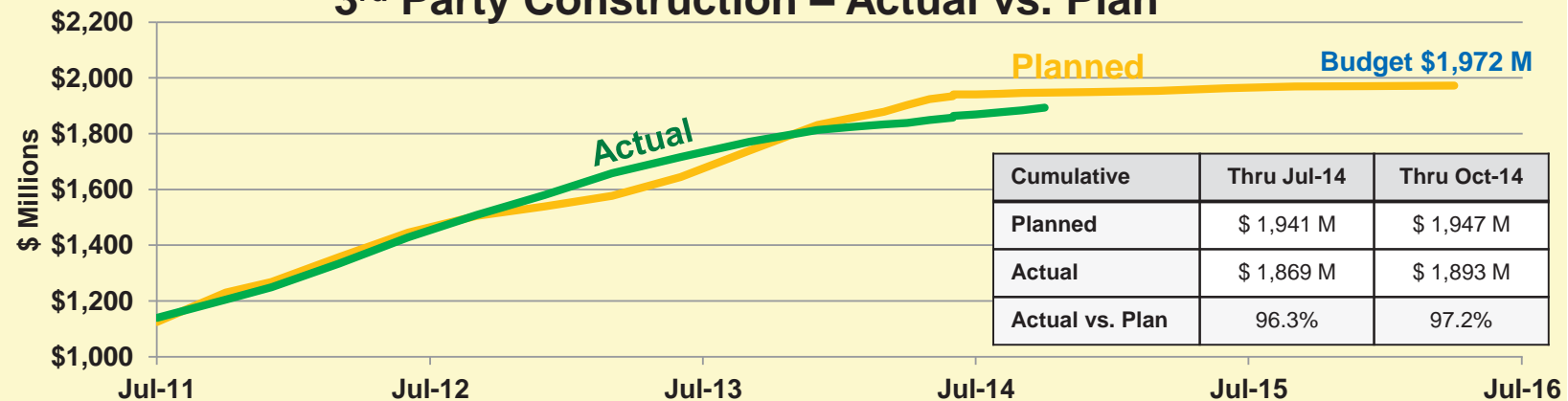
Number 7 Line Ext.

Cost & Schedule Performance

Total Project – Actual vs. Plan



3rd Party Construction – Actual vs. Plan



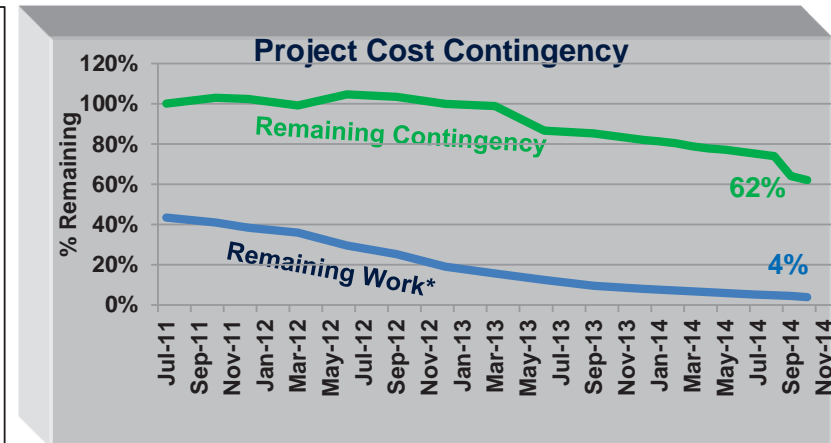
December 15, 2014

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.




* 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 \$64.8M in remaining contingency, a decrease of \$13.2M from the last report (\$78M).
- Currently the project forecasts a remaining contingency balance \$9M at completion.




December 15, 2014

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Testing & Acceptance of Fire Alarm (Contract C-26505)	Start Level 4 December 2014	<p>Issue: Fire Alarm: Delay in preparation and submission of Sequence of Operation (SOO) matrix.</p> <p>Impact: Delay in Fire Alarm Testing could impact Systems Integration testing of all major systems i.e. Escalators, Elevators, CCTV, Ventilation fans etc.</p> <p>Mitigation: Contractor recently submitted SOO matrices and MTACC is expediting review. MTACC requested that the contractor increase their man-power, work weekends and start testing immediately. MTACC is exploring the possibility of minimizing the review time of the test results and has hired additional support to witness field testing. NYCT Witness Testing (Level 4) is scheduled for December 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.




December 15, 2014

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Testing & Acceptance of Tunnel Ventilation Fans at Site J (Contract C-26505)	Complete Level 4 January 2015	<p><u>Issue:</u> Factory Acceptance Test (FAT) of Site J fans failed (last of three Tunnel Ventilation Fan Plants).</p> <p><u>Impact:</u> Delayed installation and subsequent field testing.</p> <p><u>Mitigation:</u> Issues with all FAT resolved. FAT successfully completed, all fans have been installed and the contractor started field testing (Level 3). NYCT witness testing (Level 4) is scheduled for early January 2015.</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.




December 15, 2014

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Testing & Acceptance of High Rise Escalators at 34th Street Station Entrance (Contract C-26505)	Start Level 4 December 2014	<p><u>Issue:</u> Initial Factory Acceptance Test (FAT) failed (June 21, 2013).</p> <p><u>Impact:</u> Delayed installation and subsequent field testing.</p> <p><u>Mitigation:</u> Issues with all FATs resolved. Initial Acceptance test has been successfully completed. Contractor's field testing completed (Level 3) as well. Witness testing (Level 4) is in progress.</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.




December 15, 2014

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Testing & Acceptance of Inclined Elevators at 34th Street Station Entrance (Contract C-26505)	Complete Level 3 December 2014	<p><u>Issue:</u> Initial Factory Acceptance Test (FAT) for inclined elevator failed twice.</p> <p><u>Impact:</u> Delayed installation and testing of inclined elevators.</p> <p><u>Mitigation:</u> Contractors Initial Acceptance Testing (Level 3) is scheduled to be completed in December 2014 and NYCT Witness Testing (Level 4) is scheduled to start in January 2015.</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.




December 15, 2014

Number 7 Line Ext.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Testing & Acceptance of Transmission Backbone System (TBS) (Contract C-26505)	Start Level 4 December 2014	<p>Issue: Lack of timely submission of various testing procedures by the contractor delayed the Factory Acceptance Test (FAT) of the TBS.</p> <p>Impact: Integration (Level 5) testing of all systems depends upon completion of TBS. Delay in testing of TBS could impact all major systems such as escalators, elevators, fire alarm, fans, HVAC system, etc.</p> <p>Mitigation: All factory testing completed successfully and cabinets installed. Contractor's field test (Level 3) were completed as well. NYCT Witness Testing (Level 4) is scheduled to start in December 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.

December 15, 2014

December 2014 IEC Project Review



Number 7 Line Extension

December 15, 2014



Budget Review

- The overall project budget remains at \$2.42B, which includes \$266M to cover HYDC-funded non-subway work.
- Based on project information, the IEC currently forecasts an estimate at completion of \$2.41B.
- The contingency at project completion is \$9M, which is a decrease of \$7M from last reported (\$16M). This reduction includes disputes/claims not included in settlement agreement, provisions for advertisements and concessions, hiring of Testing & Commissioning experts, etc.



Schedule Review

- Two systems, fire alarm and backbone communications remain on the critical path of the Systems and Finishes contractor's schedule and continue to be delayed.
- Several systems (fire alarm, radio systems, computer based dispatch, train ID) have not reached the appropriate test level to start operator Training and continue to be delayed.
- Additional mitigations have been proposed, including the prioritization of contractor acceptance testing and NYCT review/approval cycles. MTACC has obtained additional testing & commissioning experts with NYCT expertise to further advance the schedule.
- NYCT continues to provide the requested support for the compressed schedule, but significant schedule risk remains as there is no contingency on multiple system paths.
- As a result, the IEC forecasts a revenue service date no earlier than April 2015.



Recommendations Log

Recommendation	Agency Action	Status
September 2014 <p>As stated in June 2014, the IEC had previously recommended that in order to ensure adequate resources MTACC perform a coordinated review of mega projects (FC, SAS) projects.</p>	<p>The IEC recognizes that MTACC and NYCT have prioritize their testing and commissioning efforts and resources to the Line 7 extension revenue service date.</p>	ONGOING
June 2014 <p>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.</p> <p>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.</p> <p>As there is no formal program risk, McKissack recommends MTACC closely monitor the remaining schedule risks to ensure timely mitigations are implemented.</p>	<p>MTACC has started its coordinated review of mega projects (FC, Line 7, SAS).</p> <p>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.</p> <p>MTACC, along with the contractor, has developed a T&C matrix in effort to closely monitor any further slippage in several critical activities.</p>	<p>ONGOING</p> <p>CLOSED</p> <p>ONGOING</p>



MTACC Quarterly Progress Report to CPOC

Second Avenue Subway

December 15, 2014

SAS

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

- Substantial completion of the 86th Street Cavern Contract (5B) will be achieved by the end of December 2014
- Completed disassembly of the 86th Street Station muck house and gantry crane
- Completion of the platform slab at 72nd Street Station will be achieved by December 2014
- Provided access to the Systems Contractor for tunnels between 63rd Street Station and 72nd Street Station
- Released facility power equipment for 86th Street Station for fabrication at the end of September
- Began delivery of facility power equipment to 96th Street Station
- Installed 5,080 linear feet of track out of 22,000 linear feet of track (last report 3,680 linear feet)
- Integrated Project Schedule was updated to include a detailed plan for Systems Testing and Commissioning, Facility Power & Traction Power
- Began escalator installation at 96th Street Station

90 Day Look Ahead

- Complete previously delayed work in Signal, Communication and Traction Power Rooms at 72nd and 96th Street Station and turn over to the Systems Contractor, one month later than last reported
- Complete the mezzanine level slab work at 86th Street Station
- Complete communications conduit turnover to Systems Contractor for entire 63rd Street Station
- Provide access to Systems Contractor for tunnels between 72nd Street Station and 86th Street Station, one month later than last reported

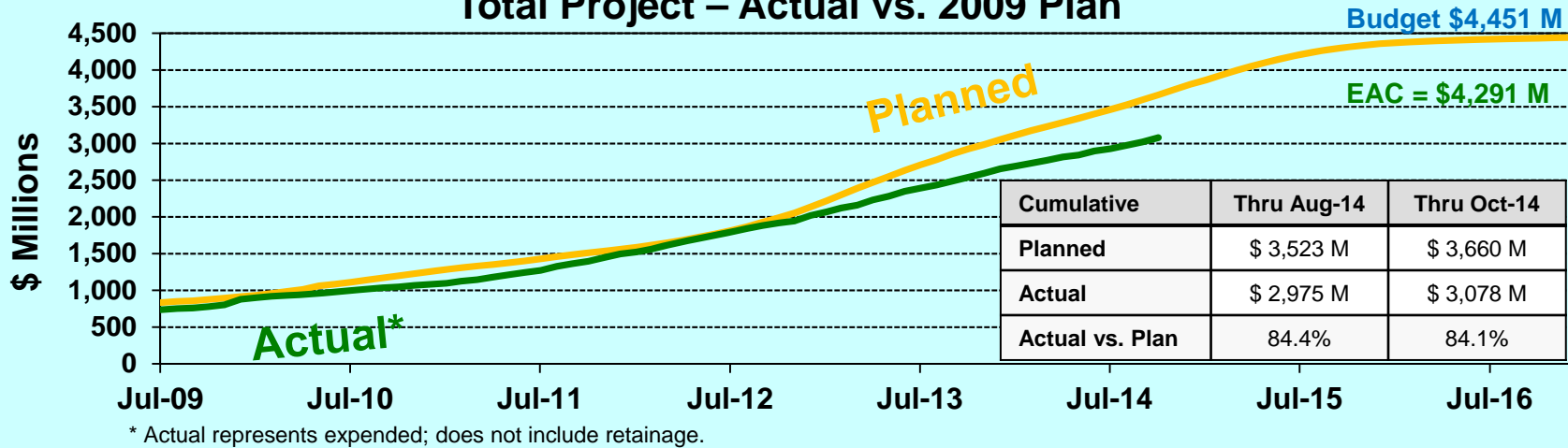
December 15, 2014

SAS

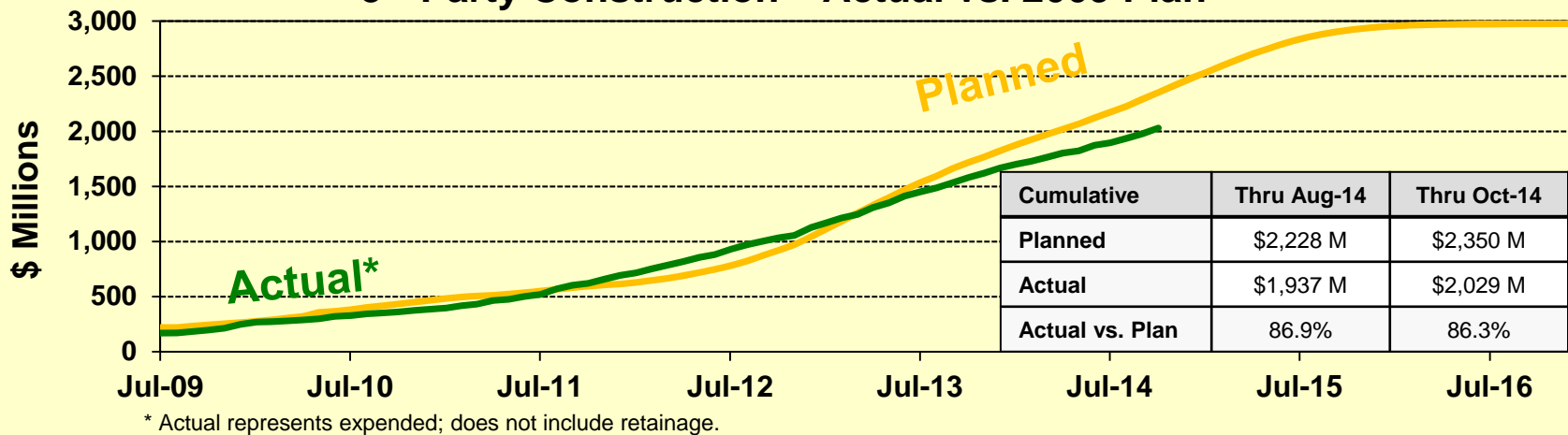


Cost & Schedule Performance

Total Project – Actual vs. 2009 Plan



3rd Party Construction – Actual vs. 2009 Plan

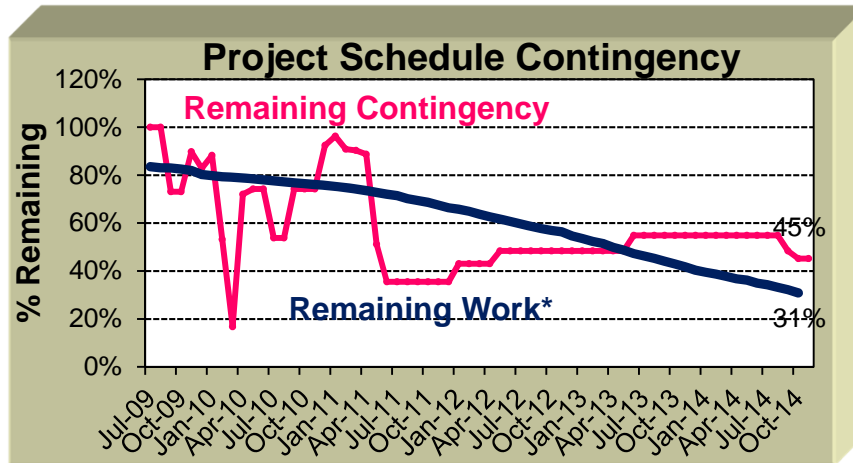


December 15, 2014

SAS

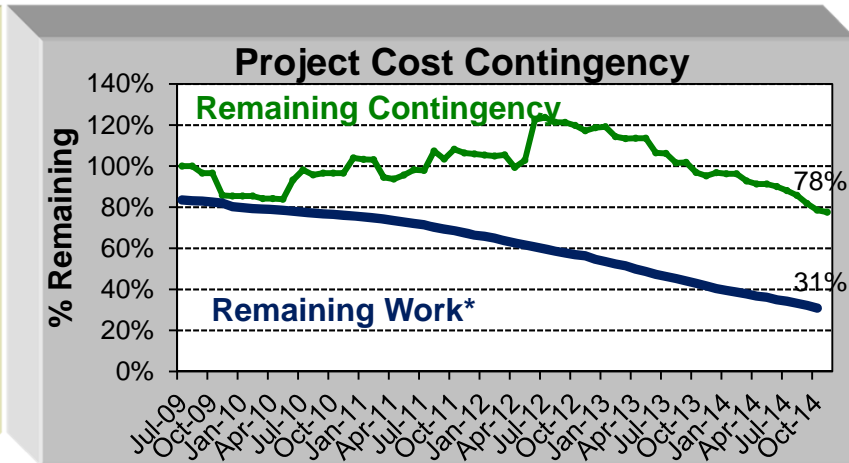


Cost & Schedule Contingency Status



* Remaining work starts in 2009

- 2009 schedule contingency: 186 days
- Current schedule contingency decreased to 84 days from 102 days in the last report. Loss of contingency was due to slow progress of 72nd Street Station Entrance 1 rock excavation and Ancillary 2 at 96th Street work.
- Project continues pursuing efforts to maintain program contingency by accelerating specific work activities in affected contracts




* Remaining work starts in 2009

- 2009 budget contingency: \$322 million
- Current budget contingency is \$250 million, \$26 million less than the last report (\$276 million)
- This reduction in contingency is due primarily to forecasted AWOs for the Stations and Systems contracts and increase in soft cost.




December 15, 2014

SAS

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Construction of Entrance #1 (at 69th Street) of 72nd St. Station is behind schedule (Contract 4C)	Completion of Entrance #1 Construction September 2016 Completion of Concrete Lining by October 2015	<p><u>Issue:</u> Contractor is implementing an agreed to mitigation plan to recover previously lost time with the Entrance #1 work. However, Contractor has recently encountered 21 days of delay with removal of the rock at the top of escalator incline which will require additional mitigation.</p> <p><u>Impact:</u> Delays to Substantial completion of the 72nd Street Station. This delay has also impacted project contingency.</p> <p><u>Mitigation:</u></p> <p>The Project is working with the Contractor to mitigate delays with the rock removal:</p> <ul style="list-style-type: none"> • Arrange to pass materials through an opening to support work at bottom of the incline • Commence with concreting the lower portion of the escalator incline ahead of planned schedule • Additional measures are under discussion to fully mitigate overall Entrance #1 delay


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.




December 15, 2014

SAS

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	63rd Street/ Lexington Avenue Station Reconstruction Conduits for Systems Contract for Communication and Signal work to be installed as part of Milestone 4 (Contract 3)	Pending Evaluation of Opening Date for New Entrances	<p>Issue: Turnover of systems conduit from Stations Contract to Systems contract was delayed by an additional month since last reported.</p> <p>Impact: Delayed access to Systems Contract and potential delay to the beneficial use date of the station. 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"> • Provided track outages on week nights for two weeks in December to facilitate conduit installation • Continual coordination meetings take place between the Systems (C6) and Finishes (C3) Contractors to resolve issues before they result in further delay


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.




December 15, 2014

SAS

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Delivery of Station Facility Power Equipment (Contract 5C)	April 2015	<p>Issue: Delivery of Station Facility Power equipment for the 86th Street Station may not be available in time to support planned Testing and Commissioning Activities.</p> <p>Impact: Delay to the availability of permanent power at 86th Street Station may have a direct impact on project contingency.</p> <p>Mitigation:</p> <ul style="list-style-type: none"> The 86th Street Station power equipment was released for fabrication in September to meet the April 2015 delivery date Confirmation was received from the power equipment supplier supporting the April 2015 delivery date.


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.




December 15, 2014

SAS

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Energization of Station Facility Power at 96th, 86th, 72nd Street Stations (Contract 2B, 5C, 4C)	Energization Required by December 2015	<p>Issue: Facility Power energization at all new stations may not be available in time to support planned Testing and Commissioning activities.</p> <p>Impact: Delay in the availability of permanent power will have a direct impact on project contingency.</p> <p>Mitigation: Worked with Contractors to do the following:</p> <ul style="list-style-type: none"> • Developed detailed schedules for Facility Power installation • Implement installation acceleration plans • Re-sequencing of Testing and Commissioning activities • Work with Con Edison to firm up energization dates to support December 2015


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.




December 15, 2014

SAS

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Ancillary 2 (Fan Plant & Electrical Distribution Rooms) at 96 th Street Station is currently behind schedule (Contract 2B)	September 2015 (start of fan installation)	<p>Issue: Ancillary 2 at 96th Street Station has experienced delays in construction of the structure.</p> <p>Impact: Delays to Substantial Completion of the 96th Street Station. This delay has also impacted Project contingency.</p> <p>Mitigation: The Project is working with the Contractor to mitigate delays:</p> <ul style="list-style-type: none"> Finalize mitigation plan by the end of December 2014. Work multiple shifts and Saturdays to bring substantial completion current forecast of October 2016 back to July 2016.

Legend

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	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
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December 15, 2014

December 2014 CPOC IEC Project Review



Second Avenue Subway



December 15, 2014

Schedule & Budget Review

- **SCHEDULE** - The revisions to the Project's schedule logic recommended in March are expected by the end of December. The IEC is undertaking a comprehensive review of the schedule and reserves judgment on the Project's reported 84 days of schedule contingency until this review is completed. The IEC's concerns include:
 - Testing & Commissioning schedules for the new stations are not detailed
 - Testing schedule for the Systems Contractor is being revised to reflect actual delayed access to station equipment rooms
 - Track installation is lagging its recovery schedule by at least 30 days
- **BUDGET** - Project is on budget and cost contingency is consistent with remaining risks.



Findings

In accord with its previous recommendations made this year, the IEC concurs with the Project Team's current priorities to:

- Complete key additions to the Project's schedule
- Complete and execute schedule acceleration plans to build needed contingency
- Update the Testing & Commissioning Plan and correlate it with lessons learned from the Fulton Center & 7 Line Extension Projects

These efforts are critical to improving confidence in the Project's December 2016 target Revenue Service date.



Recommendations Log

Recommendation	Agency Action	Status
March 2014 Expedite current efforts to resolve key schedule variances with contractors and complete a full update of the Integrated Project Schedule.	The October IPS Update incorporated the detailed facility power “fragnets” and the November update will include updated turnover dates for systems rooms and conduit. The December update will rework the Systems Contractor’s installation and testing plan with the latest room availability dates and include detailed testing & commissioning schedules for the station finish contractors.	IN-PROGRESS
June 2014 Complete mitigation plans for major program level schedule risks to improve confidence in December 2016 target revenue service date:	Schedule mitigation plans for acceleration of 96 th St and 72 nd St Finish Contract work are in negotiation. Mitigation plans for Systems Contract work will be refined when the December IPS update is available.	IN-PROGRESS
September 2014 The Project Team should focus its test & integration staff on updating the Testing & Commissioning Plan	This effort is underway with weekly briefings by the Test Director and development of detailed status reports for all contracts.	IN-PROGRESS

MTACC Quarterly Progress Report to CPOC

East Side Access

December 15, 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

- Manhattan South Structures (CM005) contract, all physical work in the Caverns (Milestones #2& #3) was completed
- Manhattan North Structures (CM006) contract, concrete and waterproofing work continues in the west side structures at 50th and 55th streets. Contractor continues to progress smoothing shotcrete and waterproofing at GCT 5 West Wye, GCT 4 Crossover, GCT 4 West Wye, and Cross Flue. The contractor has fallen behind schedule and is currently working on a recovery schedule
- Notice of Award and Notice to Proceed was given to E-J Electrical Installation Company on October 29, 2014 for the System Package 4 – Traction Power Procurement and Installation (CS084) contract
- Negotiations continue on GCT Concourse and Finishes contract (CM014B) Request For Proposal
- Completed H4 CIL cutover (a component of the new computerized signal system that will control train traffic through Harold Interlocking) in December

90 Day Look Ahead

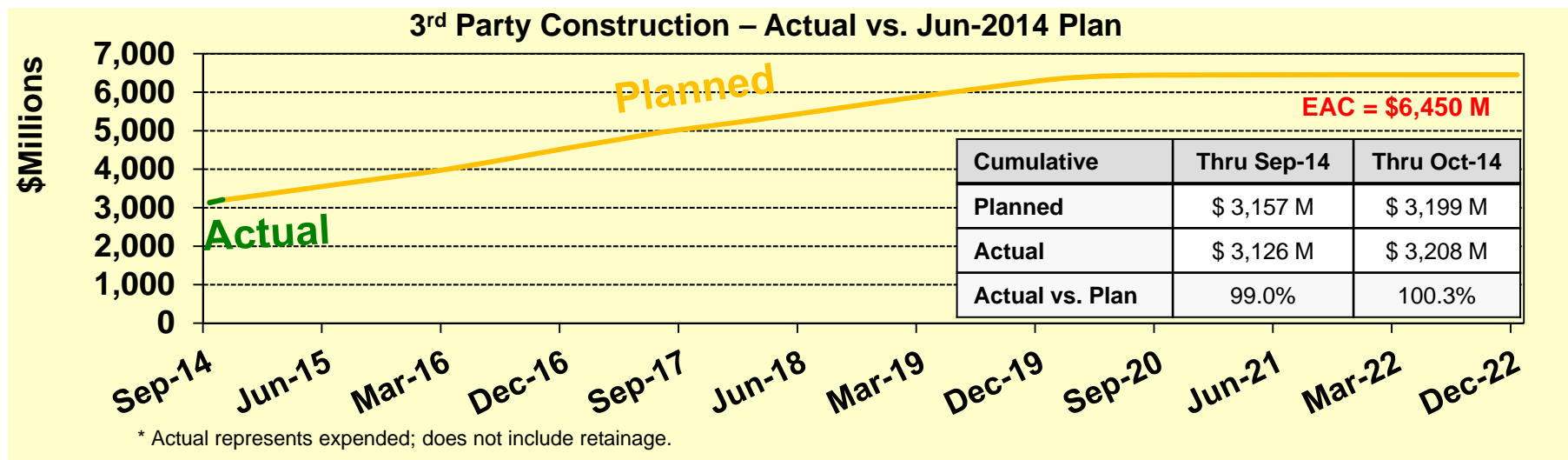
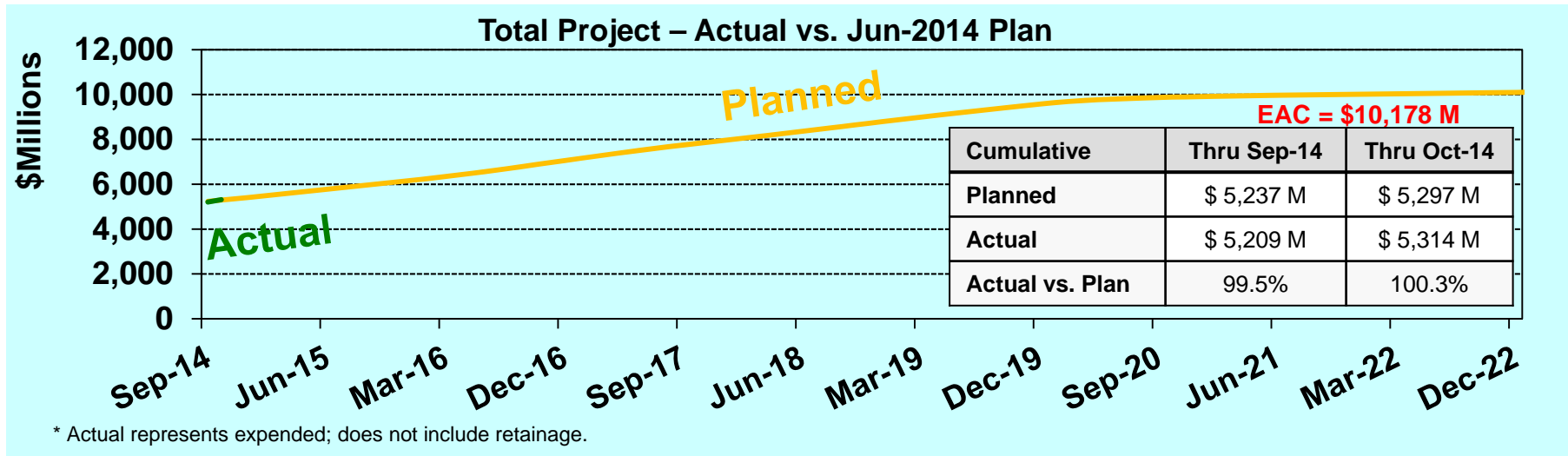
- In Harold, complete installation of the 12kV feeder system in the CH054A contract and commission system in the CH053 contract
- Award GCT Concourse and Finishes contract (CM014B)
- Advertise Manhattan Cavern contract (CM007) (see critical issues slide)
- Advertise Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure contract (CH057)
- Systems Package 1 (CS179) contractor will submit baseline schedule for review

December 15, 2014

ESA



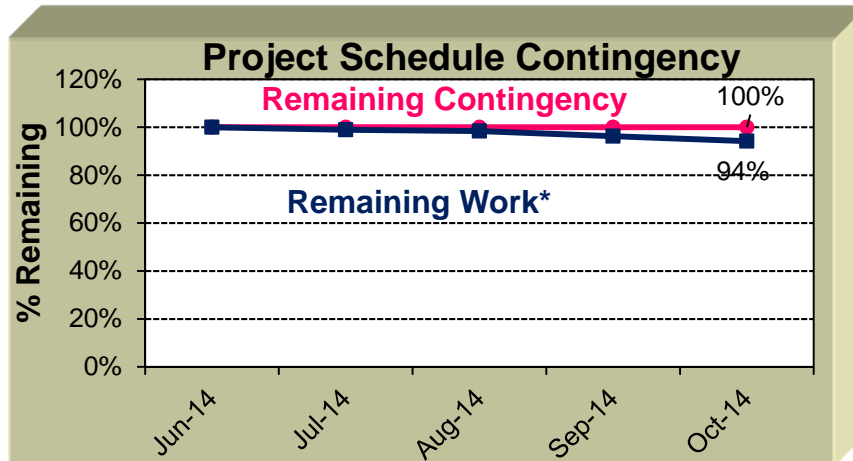
Cost & Schedule Performance



December 15, 2014

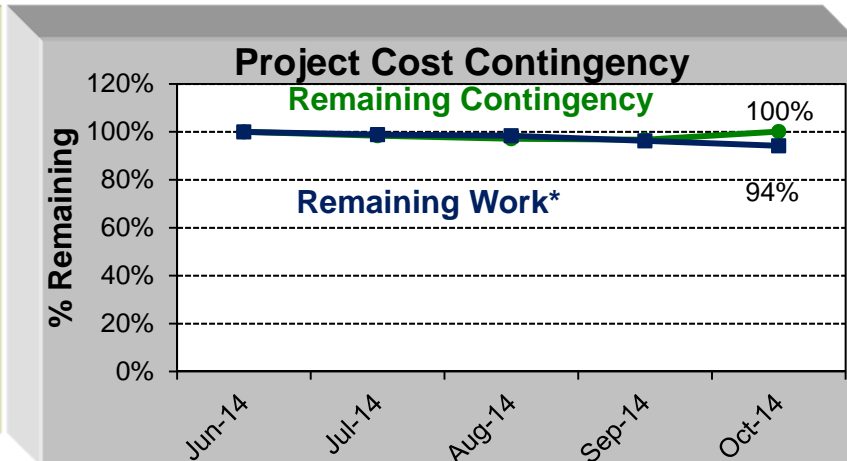
ESA

Cost & Schedule Contingency Status



* Remaining work is re-planned in June 2014 and indexed to 100% remaining

- 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 11 month reduction in float, which is a 4.5 month reduction since last report.




* Remaining work is re-planned in June 2014 and indexed to 100% remaining

- June 2014 plan budget contingency: \$818 million
 - Unallocated contingency: \$439 million
 - Allocated contingency: \$266 million
 - Design development contingency (AFI): \$113 million
- Current budget contingency: \$819 million (last reported \$805 million)
 - Unallocated contingency: \$465 million
 - Allocated contingency: \$249 million
 - Design development contingency (AFI): \$105 million
- Net increase in cost contingency primarily due to favorable bid on Traction Power contract (CS084).




December 15, 2014

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Procurement of Manhattan Cavern contract (CM007)	Advertise by the end of December 2014	<p>Issue: Award of this contract is crucial as it is on the project's critical path.</p> <p>Impact: Delays on this contract would impact Integrated Systems Testing (IST) and potentially impact revenue service.</p> <p>Mitigation: Advertise current package by the end of December 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.




December 15, 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 December 2014	<p>Issues: The change in durations and logic to the LIRR CIL cutover pre-testing and the time required to update the CIL software with civil speed enforcement criteria, pushed the outages from 2015/2016 to 2016/2017.</p> <p>Impact: Harold schedule extended by 11 months but is not on the ESA project critical path.</p> <p>Mitigation: A re-sequenced plan will be completed by December 2014. Improvements to methodology of Eastbound Reroute Tunnel construction will mitigate some of the delay and reduce forecasted cost.</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.




December 15, 2014

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Amtrak Resources Required for Harold Interlocking Work	Continuing Need; Per Project Schedule Requirements	<p>Issues: Amtrak has not provided the agreed-upon level of protection and production resources required by ESA to meet its schedule.</p> <p>Impact: If the above issue is not resolved, Harold Interlocking work will become the program critical path, and has the potential to delay Revenue Service.</p> <p>Mitigation:</p> <ul style="list-style-type: none"> ESA continues to meet with Amtrak on the critical nature of the issue in order to develop strategies to provide the required resources and outages to support schedule.

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.

December 2014 CPOC IEC Project Review



East Side Access



December 15, 2014

BUDGET & SCHEDULE

- The ESA budget is \$10.178B with a contingency of \$819M. This represents 17.2% of the remaining, unexpended budget of \$4.760B and includes allocated and unallocated contingency.
- The ESA Revenue Service Date is December 2022 with a 22-month unallocated contingency. The contingency has not changed since it was established in June 2014.
- The Harold schedule incurred further delays, but remains off the critical path.



IEC CONCERNS - MANHATTAN

Manhattan civil work is on the project critical path

- The procurements and awards of the remaining Manhattan civil contracts GCT Concourse (CM014B) and GCT Caverns (CM007) have to be executed as planned to preserve the 22-month project contingency
- The Manhattan North Structures (CM006) contractor is currently working with a recovery schedule to make up lost time and keep the work off the project critical path



IEC CONCERNS - SYSTEM

Systems work takes over the project critical path after the completion of Manhattan civil work

- A detailed schedule for Systems Package 1, which includes project-wide integrated systems testing (IST), agreed-on by the contractor and MTACC has to be provided without further delay to allow tracking of progress
- The interface matrix between civil and systems contracts has to be updated based on the start-up delays in Systems Package 1 and the procurement revisions to the GCT Concourse (CM014B) and the GCT Cavern (CM007) contracts



IEC CONCERNS - HAROLD

- The revisions to the signal hut (CIL) cutover plan have pushed out the planned summer outages (2015/2016) by one year to 2016/2017. To execute the revised cutover plan, the following predecessors have to be completed in time:
 - Fiber optic ring, including aerial lines between Harold and Woodside
 - Certain switch, track and required catenary installations to facilitate required train routes
 - Software upgrades and pre-cutover testing of signal huts
- While MTACC has slowed the rate of contingency loss, the Amtrak ET resource issue has to be resolved to keep Harold off the critical path for the remainder of the work.

Recommendations Log

Recommendation (September 2014)	Agency Response/Action	Status
Stakeholders should work with LIRR to define network requirements prior to the start of network design. The network requirements should be compatible with LIRR plans to upgrade its Fiber Optic Network (FON) in the future.	Based on design review meetings between LIRR, MTACC and the GEC where network architecture and functionality were discussed, the contractor has proposed revisions to the network architecture, which are currently under review by LIRR and MTACC.	In progress
Provide independent estimates for all remaining major civil and systems contracts in their current bid configuration.	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 has re-planned the work in Harold and revised the schedule.	In progress
In light of the Systems Package 1 (CS179) base and options repackaging and the breakup of Systems Package 2 (CS284) into two packages (CS084 and CS284), the ESA team should revisit the LIRR Force Account Support during Testing & Commissioning, exclusive of the review/co-review of submittals for Systems Packages 1 and 2, to determine if the budget is sufficient.	To date the agency has not discussed the issue with LIRR.	Open

MTA Capital Program Commitments & Completions

through November 30, 2014



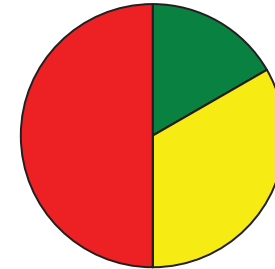
Capital Projects – Major Commitments – November 2014

55 major commitments are planned for 2014, totaling \$6.5 billion; 48 are reported on through November. There are 40 slips through November, of which 24 commitments are late and 16 others were late, but have now been achieved. All variances are discussed on the following pages.

Agencies have committed a total of \$4.0 billion through November, versus a \$6.1 billion YTD goal. The YTD shortfall is mostly due to delays, including the purchase of 256 Articulated Buses, Sea Beach Line Station Renewal, and two East Side Access projects. By year-end, the MTA forecasts meeting 84% of its overall \$6.5 billion goal. The decrease in annual budget forecast, from last month's forecast of 96%, is primarily due to the recent delay of eight projects beyond year-end, which represent a total value of \$685 million. These slips include ESA's CM014B, NYCT's PA/CIS B Division, the 53rd Street tube Sandy reconstruction and two MTA Bus procurements.

For YTD commitments, 17% are on time and 65% are within budget. By year-end, 20% of major commitments are forecasted to be achieved on time and 65% are forecasted to be within budget. 37 of 55 major commitments are forecasted to be committed in 2014.

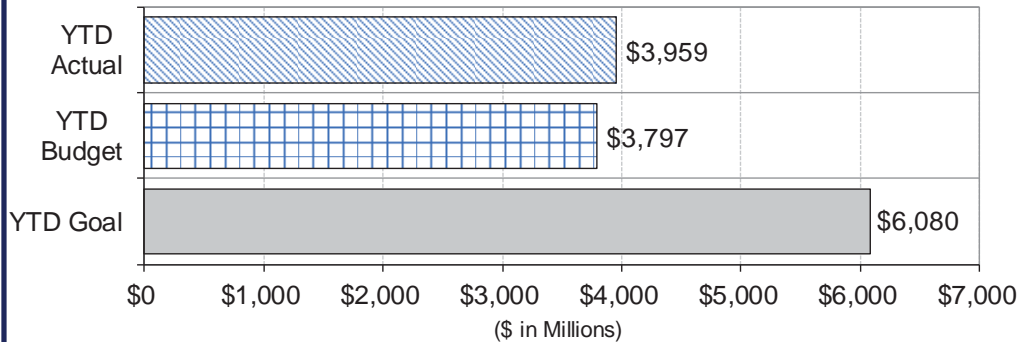
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast w within Goal	8	17%	-
YELLOW = Commitments delayed beyond Goal (already achieved)	16	33%	↑ 3
RED = Commitments delayed beyond Goal (not yet achieved)	24	50%	↑ 5
	48	100%	↑ 8

Budget Analysis

2014 Annual Goal	\$6,545	(\$ in millions)
2014 Annual Forecast	84%	of Annual Goal
Left to Complete	28%	(\$1,518)



Year-to-Date Agency Breakdown

Prior month variance			
	GREEN	YELLOW	RED
New York City Transit			
2	8	9	
	----	+1 YELLOW	+3 RED
Long Island Rail Road			
1	4		
	----	+1 YELLOW	-1 RED
Metro-North Railroad			
1	3		
	----	+1 YELLOW	-1 RED
Bridges and Tunnels			
3	6		
	----		+4 RED
Capital Construction Company			
1	3	2	
	----	----	----
MTA Bus Company			
3			
	----	----	----
MTA Police Department			
1			
	----	----	----

Capital Projects – Major Commitments – November 2014 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
24 All-Agency Red Commitments (8 new this month; net increase of 5)				Depots			
NYCT							
Stations							
ADA: Phase 2; 57th Street/7th Ave - (New Item)	Construction Award	Nov-14 \$35.9M	Oct-15 \$43.4M	Bus Command Center	Construction Award	Aug-14 \$50.9M	Jun-15 \$42.7M
Delay reflects unforeseen field conditions that need to be incorporated and extended design. Cost increase reflects changes to duct and elevator scope.				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. Additional addendum for scope addressing comments on structural and foundation design to delay project beyond year-end. Cost reflects Memorandum of Understanding with MTA Bus and refined engineer's estimate at advertisement.			
Sea Beach Line: 3 Stations and Retaining Walls - (New Item)	Construction Award	Nov-14 \$124.3M	Dec-14 \$98.8M	Sandy Restoration	Construction Award	Jun-14 \$154.0M	Feb-16 \$165.7M
Delay reflects extended advertisement in order to increase competition. Cost decrease reflects refined estimate.				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.			
Sea Beach Line: 6 Stations and Retaining Walls - (New Item)	Construction Award	Nov-14 \$268.M	Dec-14 \$255.1M	Clark Street Tube Restoration	Construction Award	Aug-14 \$77.4M	Feb-16 \$77.4M
Delay reflects extended advertisement in order to increase competition. Forecast cost reflects recent bid opening.				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.			
Signals & Communications				53rd St. Tube - (New Item)	Construction Award	Nov-14 \$77.6M	Jan-15 \$89.2M
PA/CIS: Furnish & Install Cabinets, 89 Stations	Construction Award	Jun-14 \$44.8M	Feb-15 \$46.3M	Award schedule slipped to January due to protracted advertisement and procurement period. Cost increased reflecting a refined estimate based on RTA			
Project award postponed to 2015 due to extended qualification period of lowest bidder. There had been prior delays for packaging of scope and, later, a bid protest. Cost increase due to revised engineer's estimate at advertisement.							
Bus Replacement				MNR			
Purchase 256 Articulated Buses	Purchase Award	Jun-14 \$245.5M	Jun-15 \$219.1M	Track			
Delay due to extended negotiations with vendors and an allowance for possible State review prior to award. Cost decrease reflects latest market conditions.				2014 Cyclical Track Program	Construction Award	Oct-14 \$12.7M	Jun-15 \$12.8M
				Due to other competing priorities, including the Bronx Remediation Project, work was delayed.			

Capital Projects – Major Commitments – November 2014 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
24 All-Agency Red Commitments (8 new this month) (cont'd)				MTACC			
MNR (cont'd)				East Side Access			
Shops & Yards				GCT Concourse & Cavern Finishes (CM014B)	Construction Award	Jul-14 \$195.5M	Feb-15 \$324.7M
Harmon Shop Improvements	Construction Award	Oct-14 \$26.8M	Dec-14 \$27.8M	There has been an additional two month slip from December to February due to the extended procurement process. The initial delay was due to a change in the procurement methodology to an RFP process. Forecast value increased due to the decision to include option in base contract.			
Delay due to extended design-build procurement process.							
Sandy Restoration				Harold Structures Part 3D (CH057)	Construction Award	Aug-14 \$106.5M	May-15 \$122.5M
Power Infrastructure Restoration: 4 Substations	Construction Award	Oct-14 \$48.5M	Dec-14 \$47.2M	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.			
Delay due to prioritization of design work on Harlem River Lift Bridge facility houses over design of substations. Cost decrease represents refined estimate.							
MTA Bus				MTA Police Department			
Depots				PD Communications			
Bus Command Center	Construction Award	Aug-14 \$8.7M	Jun-15 \$14.2M	MTA Police Radio Project	Design-Build Award	Jul-14 \$90.3M	Jan-15 \$90.3M
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.				A delay in starting the procurement process has pushed back the forecast project award date.			
Buses				Bridges & Tunnels			
45 Diesel Buses	Purchase Award	Sep-14 \$23.8M	Jan-15 \$23.8M	Roadways & Decks			
Delay is due to the NYS Comptroller undertaking a procurement review for this project. The extended review has resulted in an additional recent slip from December to January.				Deck Replacement - Bronx Toll Plaza - RFK Bridge	Construction Award	Oct-14 \$190.0M	Dec-14 \$203.6M
75 Articulated Buses	Purchase Award	Sep-14 \$61.6M	Jan-15 \$61.6M	Delay due to additional time required to answer bidder inquiries.			
Delay is due to the NYS Comptroller undertaking a procurement review for this project. The extended review has resulted in an additional recent slip from December to January.				Paint Plaza and Approach Ramps - RFK Bridge	Construction Award	Oct-14 \$16.5M	Dec-14 \$14.3M
				Delay due to additional time required to answer bidder inquiries.			
				Replacement Brooklyn Plaza Structural Slab - Hugh L. Carey Tunnel (New Item)	Construction Award	Nov-14 \$23.7M	Dec-14 \$12.7M
				Award delayed due to MWDBE issues. Budget forecast reflects a favorable bid.			

Capital Projects – Major Commitments – November 2014 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast
24 All-Agency Red Commitments (8 new this month) (cont'd)			
Bridges & Tunnels (cont'd)			
<i>Structures</i>			
Rehab Walls, Roadway Firelines, Ceiling Repair - Hugh L. Carey Tunnel (New Item)	Construction Award	Nov-14 \$61.0M	Dec-14 \$48.7M
Award delayed due to MWDBE Issues. Budget forecast reflects a favorable bid.			
<i>Sandy Restoration</i>			
Restore Hugh L. Carey Tunnel - Structural - (New Item)	Construction Award	Nov-14 \$167.1M	Dec-14 \$86.5M
Award delayed due to MWDBE issues. Budget forecast reflects a favorable bid.			
Restore Hugh L. Carey Tunnel Utilities - (New Item)	Construction Award	Nov-14 \$110.8M	Dec-14 \$117.8M
Award delayed due to MWDBE issues. Budget forecast reflects an unfavorable bid.			
16 All-Agency Yellow Commitments (3 new this month)			
NYCT			
<i>Signals & Communication</i>			
34th Street Interlocking/ 6th Ave	Construction Award	Feb-14 \$226.9M	Apr-14 (A) \$170.0M
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.			
Passenger Station LAN: 30 Stations	Construction Award	Mar-14 \$28.1M	May-14 (A) \$26.5M
Project award was delayed 2 months as a result of bid period extension to address proposers' questions. The forecast cost decreased reflecting a low bid.			
West 4th Interlocking-6th Avenue	Construction Award	Jun-14 \$221.2M	Jul-14 (A) \$155.3M
Award delayed by a month to resolve concerns of a signals supplier meeting production schedule. Project cost decreased reflecting a favorable bid.			

Project	Commitment	Goal	Forecast
<i>Stations</i>			
Ozone Park - Lefferts Blvd Station Renewal and ADA Liberty	Construction Award	Apr-14 \$28.0M	May-14 (A) \$23.9M
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.			
Station Renewal: Culver Line, 7 Stations	Construction Award	Jun-14 \$106.1M	Sep-14 (A) \$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.			
<i>Track & Switch</i>			
Track & Switch Program (18 Projects) - 1st QTR	Construction Start	Mar-14 \$174.1M	May-14 (A) \$174.2M
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.			
<i>Sandy Restoration</i>			
St. George Interlocking	Construction Award	Jul-14 \$118.7M	Sep-14 (A) \$119.9M
Project award was delayed due to addition of Tower B restoration work to contract. Cost increase reflects added scope.			
South Ferry Station Complex - (New Item)	Construction Award	Jul-14 \$221.3M	Nov-14 (A) \$310.3M
Project delayed to resolve design coordination issues and regulatory requirements. Cost increase reflects added scope, including leak mitigation, circuit breaker house and relay room work, and an unfavorable bid.			
LIRR			
<i>Track</i>			
2014 Annual Track Program	Construction Award	Apr-14 \$50.9M	May-14 (A) \$50.6M
The overall award slipped one month as a result of delays in processing the final track program commitments.			

Capital Projects – Major Commitments – November 2014 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast
16 All-Agency Yellow Commitments (3 new this month) (cont'd)			
LIRR (cont'd)			
<i>Track (cont'd)</i>			
Jamaica Capacity Improvements	Construction Award	Feb-14 \$56.6M	May-14 (A) \$46.6M
Delay due to contract addenda, requests for extensions from vendors, evaluation of Means and Methods and Value Engineering opportunities. Forecast reflects good bid savings.			
<i>Structures</i>			
Colonial Road Improvements Project (Bridge & Pocket Track) - (New Item)	Construction Award	Jul-14 \$18.6M	Oct-14 (A) \$26.1M
Award date re-forecast to allow for more detailed vendor evaluation during procurement. Cost increase reflects modified bridge type required to accommodate existing road alignment.			
<i>Stations</i>			
Escalator Program	Construction Award	Apr-14 \$11.2M	Aug-14 (A) \$11.2M
Delay due to contract addenda, requests for extensions from vendors, evaluation of Means and Methods and Value Engineering opportunities. Forecast reflects good bid savings.			
MNR			
<i>Stations</i>			
GCT Trainshed/Tunnel Structure - (New Item)	Construction Award	Sep-14 \$18.1M	Nov-14 (A) \$13.6M
Due to additional design scope, construction start was delayed. Budget decrease reflects favorable bid.			

Project	Commitment	Goal	Forecast
MTACC			
<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.			
System Package 4 (CS084)	Construction Award	Jul-14 \$114.7M	Oct-14 (A) \$78.4M
Delay due to additional time needed to finalize contract award documentation and extension of bid period. Cost decrease due to good bid savings.			

Capital Projects – Major Commitments – November 2014 – Budget Only* Variances

Actual Results Shaded

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

Project	Commitment	Goal	Forecast
2 All-Agency Budget Only Commitments (0 new this month)			
<i>Bridges & Tunnels</i>			
<i>Roadways & Decks</i>			
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.			
<i>Sandy Restoration</i>			
Hugh Carey Tunnel - Structural	Construction Administration	May-14 \$11.7M	May-14 (A) \$8.5M
Decrease in actual value reflects good bid savings.			

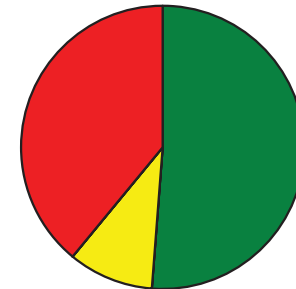
Capital Projects – Major Completions – November 2014

46 major completions are planned for 2014, totaling \$5.7 billion; 41 are reported on through November. 16 projects are on-time and five additional were completed early. There are 20 delays through November, of which 16 are forecast as late and four were forecasted as late but have now been completed. These variances are explained on the following pages.

Agencies have completed \$3.7 billion through November versus a \$5.4 billion year-to-date goal. The shortfall is due mostly to year-to-date slips, which collectively represent about \$1.7 billion. By year-end, the MTA forecasts meeting 74% of its overall \$5.7 billion goal. The increase in annual forecast from last month is primarily due to unplanned completions at NYCT and B&T.

For YTD completions, 52% are on time and 80% are on budget. By year-end, currently 52% of major completions are forecasted to be on time and 80% are forecasted to be on budget. 32 of 46 major completions are forecasted to be achieved within 2014.

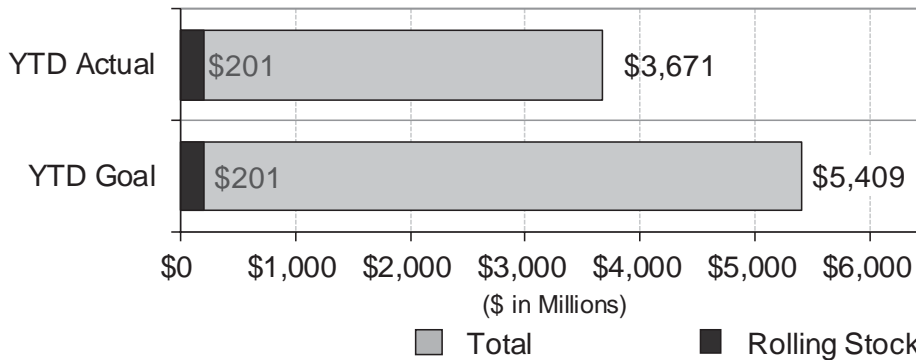
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast w/in Goal	21	51%	↑ 1
YELLOW = Completions delayed beyond Goal (already achieved)	4	10%	↑ 1
RED = Completions delayed beyond Goal (not yet achieved)	16	39%	-
	41	100%	↑ 2

Budget Analysis

2014 Annual Goal	\$5,722	(\$ in millions)
2014 Annual Forecast	74%	of Annual Goal
Left to Complete	13%	(\$545)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – November 2014 – Schedule Variances

Actual Results Shaded

Project	Completion	Goal	Forecast
16 All-Agency Red Completions (1 new this month)			
NYCT			
Track & Switch			
Track & Switch Program (9 Projects) - 1st QTR	Construction	Mar-14 \$58.5M	Dec-14 \$62.5M
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 \$188.3M
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.			
Track & Switch Program (4 projects) 3rd Quarter	Construction	Sep-14 \$33.7M	Dec-14 \$36.5M
Completion of two track projects was delayed due to a general order for 7th Ave Line work being rescheduled.			
Stations			
Station Rehab: Smith-9th St & 4th Ave	Construction	Jul-14 \$40.7M	Mar-15 \$44.1M
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.			
Line Structures			
Culver Viaduct Rehab Ph 3	Construction	Oct-14 \$49.8M	Oct-15 \$62.9M
Delay attributed to a number of factors including additional steel and concrete needed due to unforeseen site conditions. Cost increase reflects additional quantities and additional scaffolding necessary to protect the public from work through project duration.			

Project	Completion	Goal	Forecast
LIRR			
Power			
F Circuit Breaker House	Construction	Oct-14 \$7.2M	Oct-15 \$7.2M
Delay due to a re-evaluation of the project's need to be informed by a power load study.			
Line Structures			
Atlantic Avenue Tunnel Lighting - (New Item)	Construction	Nov-14 \$7.0M	Mar-15 \$7.0M
An unforeseen issue in tunnel ducts requires additional abatement efforts.			
MNR			
Track			
West of Hudson Track Program	Construction	Jul-14 \$21.2M	Sep-15 \$19.8M
Work on this project has been delayed due to re-deployment of resources for other MNR priority projects. Budget decrease reflects revised cost to complete.			
MTA Bus Company			
Depots			
Upgrade Parking Lot: JFK and Baisley Park	Construction	Jul-14 \$9.2M	Dec-14 \$9.2M
Completion delayed due to requirement from Department of Environmental Protection to reconfigure the connection to the sewer main.			
Relocate Fuel Tanks at Eastchester Depot	Construction	Sep-14 \$12.9M	Dec-14 \$13.5M
Delay and cost increase attributed to additional scope, inclusive of demolition of bus washer due to unforeseen issue with depot wall. Additional delay due to contractor staffing issues.			

Capital Projects – Major Completions – November 2014 – Schedule Variances

Actual Results Shaded

Project	Completion	Goal	Forecast
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16 All-Agency Red Completions (1 new this month) (cont'd)

MTACC

East Side Access

GCT Concourse Finishes Early Work, CM014A	Construction	Apr-14 \$56.7M	May-15 \$56.7M
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Delay is due to the need to re-design the Supervisory Control and Data Acquisition (SCADA) system and delays in delivery of medium voltage switchgear. Additional one month delay due to mitigation work for leak in facility control room that recently developed.

Harold Structures Part 2A (CH054A)	Construction	Jun-14 \$80.0M	Apr-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)	Construction	Aug-14 \$326.1M	May-15 \$316.5M
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Delays resulting from the cutover of the new duct bank and resource issues have impacted contract and have pushed substantial completion out of the year. Cost decrease due to final approved value of previously outstanding change order.

Fulton Center

Transit Center Building (4F)	Construction	Jun-14 \$241.7M	Jun-15 \$241.7M
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Substantial completion of this contract has been delayed due to extended testing and commissioning and subsequent punchlist items.

#7 Extension

Systems, Finishes, and Core & Shell of Site A (Vent Building)	Construction	Oct-14 \$580.1M	Feb-15 \$580.1M
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Contract completion will be delayed due to testing and commissioning of vent fans, inclined elevators and escalators.

MTA Police Department

Facilities

K-9 Training Facility	Construction	Jul-14 \$15.0M	Feb-15 \$11.6M
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Delay due to unforeseen field conditions at the construction site.

Project	Completion	Goal	Forecast
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4 All-Agency Yellow Completions (1 new this month)

NYCT

Service Vehicles

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

Depots

Clara Hale Depot Reconstruction	Construction	Aug-14 \$246.4M	Oct-14 (A) \$254.6M
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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 (A) \$9.0M
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Delay due to additional rehabilitation work needed to address significant cracking discovered in areas of the concrete foundation on the Woodbury Viaduct.

MTACC

East Side Access

44th Street Fan Plant and 245 Park Ave Entrance (CM004) - (New Item)	Construction	Feb-14 \$55.5M	Nov-14 (A) \$55.5M
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The completion of this contract was delayed due to slower construction progress and coordination issues with ongoing utility work on the adjacent street. An additional one month delay was due to water intrusion mitigation and related work.

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

Actual Results Shaded

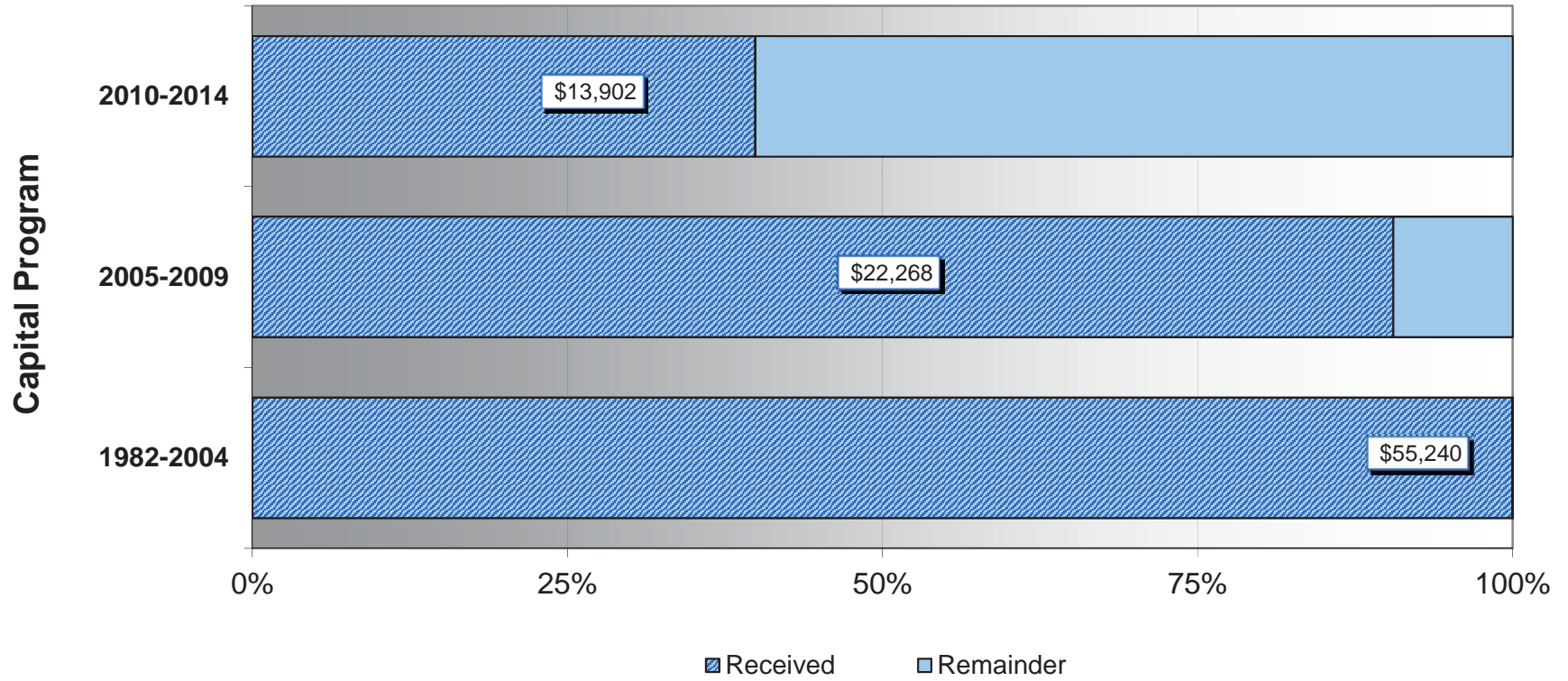
**for variances of more than \$5 million or 10%*

Project	Completion	Goal	Forecast
1 All-Agency Budget Only Completions (0 new this month)			
MTACC			
<i>East Side Access</i>			
Queens Bored Tunnel and Structures (CQ031)	Construction	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 (November 30, 2014)
\$ in millions



Capital Funding Detail (November 30, 2014)

\$ in millions

	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru Oct</u>	<u>This month</u>	<u>Received to date</u>
2005-2009 Program				
Federal Formula and Flexible Funds	\$5,186	\$5,186	\$ -	\$5,186
Federal New Start	2,810	1,832	-	1,832
Federal Security	325	262	0	262
Federal Other	11	11	-	11
Federal ARRA - Stimulus	654	654	-	654
City of New York	418	409	-	409
City #7 Line Extension Funds	2,367	2,096	18	2,114
MTA Bus Federal and City Match	149	142	-	142
Asset Sales and Program Income	1,207	587	(1)	586
State Transportation Bond Act	1,450	1,064	-	1,064
MTA Bonds (Including LGA)	3,039	3,039	-	3,039
B&T Bonds	1,221	1,221	-	1,221
Bonds from New Sources	5,624	5,624	-	5,624
Other (Including Operating to Capital)	135	122	1	123
Total	24,597	22,249	18	22,268

	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru Oct</u>	<u>This month</u>	<u>Received to date</u>
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,835	\$4,029	\$581	\$4,610
Federal High Speed Rail	295	295	-	295
Federal Security	206	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	778	350	-	350
State Assistance	770	150	-	150
MTA Bus Federal and City Match	132	51	-	51
MTA Bonds (Payroll Mobility Tax)	12,703	5,232	304	5,536
Other (Including Operating to Capital)	1,507	418	1	418
B&T Bonds	2,079	634	-	634
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	9,431	1,596	-	1,596
PAYGO	160	-	160	160
<i>Sandy Recovery MTA Bonds</i>	758	-	-	-
<i>Sandy Recovery B&T Bonds</i>	175	-	-	-
Total	34,830	12,856	1,046	13,902

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 3rd Quarter 2014

(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTA B&T	GFM-508	Authority Wide Roadway Repairs	\$17,950,500	\$122,500	\$595,000	3.31%	AM 8	7/15/2014	To provide additional costs associated with weekend paving activities on the south bound approach at the Throgs Neck Bridge.
MTA B&T	PSC-12-2915	Construction Management and Inspection Services for VN-80C, Construction of a New Ramp at the Verrazano-Narrows Bridge	\$5,693,204	\$2,216,410	\$667,831	11.73%	AM 2	9/22/2014	To provide additional costs for services which involve reviewing and approving the fabricator, performing the necessary testing and inspection during fabrication and performing all other testing required under the contract and travel to foreign mill and fabrication sites.
MTA B&T	QM-30	Facility Wide Electrical Upgrade and Vent Building Switch Gear and MCC Replacement at the QMT	\$38,808,536	\$648,808	\$330,226	0.85%	AM 4	7/21/2014	To provide all labor, material, equipment, superintendence and all items deemed necessary to relocate an auto transfer switch, install additional panel boards, and cable limiters, video inspect cable ducts, install control power indicator lights, and install a four pole circuit breaker at the Queens Midtown Tunnel.
MTA B&T	BB-45	Replacement of Switchgear and Power Distribution System at the Brooklyn Battery Tunnel	\$43,650,000	\$5,884,268	\$678,600	1.55%	AM 19	7/14/2014	To provide all labor, material, equipment, superintendence and all items deemed necessary to complete additional bus duct work at the Hugh L. Carey Tunnel.
MTACC	CH053	Construct Harold Structures - Part 1	\$139,280,000	\$294,176,959	\$365,000	0.26%	74 Part 1E	8/1/2014	MG Set - Additional Civil Work
MTACC	A-36125	Fulton Street Transit Center Enclosure	\$175,988,000	\$9,187,797	\$639,064	0.36%	335	8/11/2014	Additional Digital Media Screens for Phase II C-Signs
MTACC	C-26005	Second Avenue Subway Route 132A -- 96th Street Station Heavy Civil, Structural and Utility Relocation	\$325,000,000	\$41,420,350	\$275,000	0.08%	151	8/8/2014	Resolution of Claims for Removal of Existing Elevated Train Footings, Left Behind Timber Sheeting, and Trolley Yokes
MTACC	C-26007	Second Avenue Subway Route 132A -- 72nd Street Station, Station Cavern Mining, G3/G4 Tunnels, and Heavy Civil Structure	\$447,180,260	\$5,719,478	\$559,750	0.13%	85	8/14/2014	Turnover of Decking to MTACC
MTACC	C-26009	Track, Signal, Traction Power, and Communication Systems, Second Avenue Subway Route 132A	\$261,900,000	\$3,172,331	\$525,000	0.20%	43	9/3/2014	Track Support Fixtures for the Rhomberg Track Adjustment System
MTACC	C-26505	Furnishing and Installing Finishes and Systems - Number 7 (Flushing) Line Extension	\$513,700,497	\$13,469,026	\$340,000	0.07%	45	9/4/2014	Tunnel Ventilation Damper Changes

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTACC	C-26505	Furnishing and Installing Finishes and Systems - Number 7 (Flushing) Line Extension	\$513,700,497	\$15,002,087	\$272,180	0.05%	99	8/25/2014	Site J B2 Level Air Shaft Modifications
MTACC	C-26505	Furnishing and Installing Finishes and Systems - Number 7 (Flushing) Line Extension	\$513,700,497	\$14,904,087	\$296,000	0.06%	145	8/20/2014	Dignitary Train Operation
MTACC	C-26510	Excavation/Mining/Lining of Vertical Shaft, E1 and E2 Inclined Tunnels, and T1 Connector Tunnel; and Construction of a Ventilation Building and Station Entrance at Site J - Number 7 (Flushing) Line Extension	\$119,997,800	\$4,220,014	\$589,000	0.49%	15	8/20/2014	Waterproofing Coating of the E1 and E2 Arches
MTACC	CM-1265	Consultant Construction Management Services for the Fulton Street Transit Center	\$18,972,397	\$24,756,877	\$739,428	3.90%	14	7/23/2014	Retroactive Additional Communications Work
MTACC	CM-1188	Engineering Services for the Second Avenue Subway Project	\$337,584,885	\$58,201,304	\$659,448	0.20%	101	8/28/2014	Payment of Overhead Adjustments Resulting from the MTA Audit Performed for Fiscal Year Ended 2012
NYCT	CM-1386	CCM Services for the Design and Construction of the Mother Clara Hale Bus Depot C40455	\$4,137,045	\$1,428,866	\$536,362	12.96%	7	8/21/2014	Extend the contract duration 5 months for Closeout Phase Support
NYCT	C-40455	Design and Construction of Mother Clara Bus Depot	\$214,000,000	\$2,270,994	\$311,000	0.15%	27	7/10/2014	Grout Stabilized Soil; chopping of additional quantity
NYCT	C-44508 / C-42001	Repair of Portals and Abutment Wall 120th Street -- 145th Street, Broadway -- 7th Avenue Line	\$13,899,000	\$0	\$558,959	4.02%	1	7/11/2014	Replacement of Steel Columns and Tunnel Lighting Damaged During Train Derailment
NYCT	S-32748	Culver Line CBTC Test Track Project	\$63,998,000	\$237,747	\$346,000	0.54%	3	8/26/2014	Design Solution to Traffic Management Improvement Requirements
NYCT	CM-1325	Consultant Services for Design of the 800 MHz Bus Radio System and Command Center	\$4,745,608	\$4,023,823	\$726,310	15.30%	8	8/29/2014	Expansion of the Scope of Work, Increase in the Budget and Extension of the contract for an additional four months to March 31, 2015
NYCT	CM-1312	Engineering Consultant Services for New Work Car Projects	\$3,519,741	\$510,000	\$600,015	17.05%	4	7/2/2014	Six month extension
No items for LIRR and MNR									

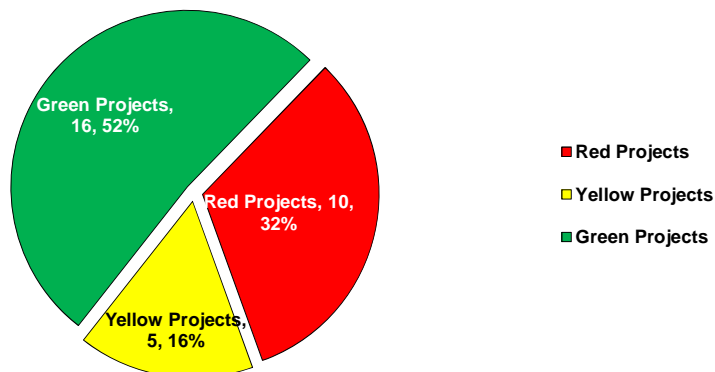
*Capital change order value \$250,000 to \$750,000, and change orders from \$50,000 to \$250,000 but over 15% of the adjusted contract amount

** Including any exercised options

3rd Quarter 2014 Traffic Light Report on MTA Capital Program Projects

A total of 221 Projects were Reviewed for the 3rd Quarter 2014

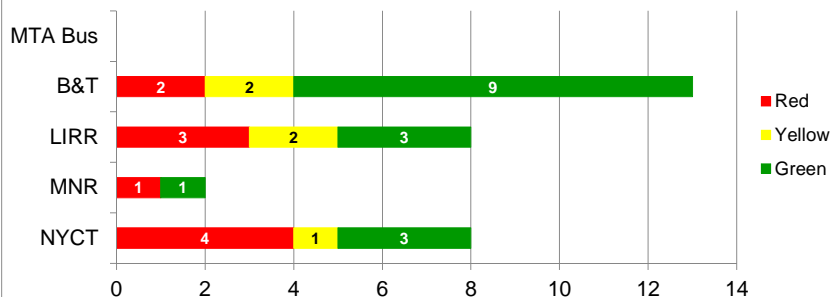
31 Projects in Design



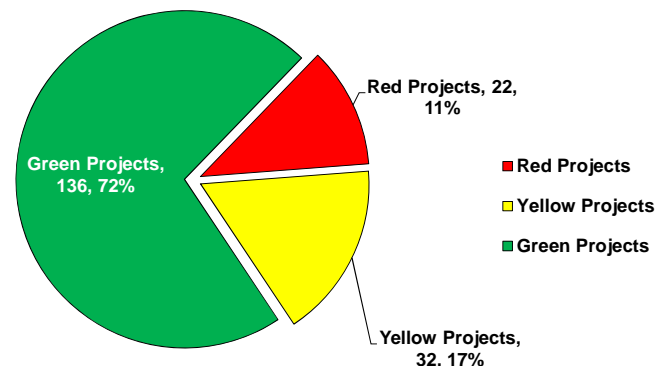
Projects in Design: 31 projects were reviewed in the design phase with 16 (52%) designated green, 5 (16%) yellow, and 10 (32%) were red. This is an increase of 6 red projects since the 2nd quarter 2014. 4 of the projects designated red this quarter were for a schedule variance, 4 projects were for a cost variance, and 2 were for a contingency variance. The schedule variances ranged from 3 to 13 months, and were due to addressing community concerns and the repackaging of design scopes. Cost variances were the result of construction phasing and additional work determined by site inspections.

Last Quarter: 39 projects were reviewed in the design phase with 32 (82%) designated green, 3 (8%) yellow, and 4 (10%) were red.

31 Projects in Design



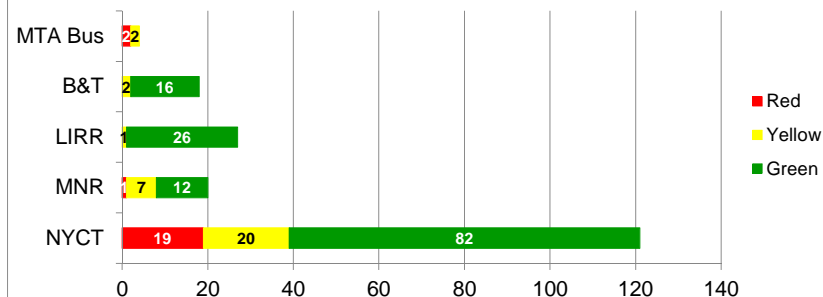
190 Projects in Construction



Projects in Construction: 190 projects were reviewed in the construction phase with 136 (72%) designated green, 32 (17%) yellow and 22 (11%) red. This is a increase of 9 red projects since the 2nd quarter 2014. Of the 22 red projects, 15 (68%) were red for a schedule variance, 3 for a cost variance, 2 for both cost and contingency variances, 1 for both cost and schedule variances, and 1 for both contingency and schedule variances. For the 15 projects designated red for schedule, the variances ranged from 3 months to 24 months. The schedule variances were due in part to in-house construction forces being assigned to higher priority projects, limited track access, and unforeseen field conditions.

Last Quarter: 196 projects were reviewed in the construction phase with 143 (73%) designated green, 40 (20%) yellow and 13 (7%) red.

190 Projects in Construction







Terms and Definitions

3rd 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: 31

-  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: 190

-  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



3rd 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											
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$45,285,191	65	.40	■	1.00	■	0	■	Y
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,761,630	78	.19	■	.99	■	0	■	Y
East New York Depot Repairs	05 - 09	Construction	\$10,961,009	67	.00	■	.64	▼	3	▲	R
Depot Equipment	05 - 09	Construction	\$9,895,197	20	.00	■	1.00	▲	0	■	Y
Priority Repairs: 3 Depots	05 - 09	Construction	\$18,399,212	74	.30	■	1.01	■	5	▲	R
Purchase Bus Cameras	10 - 14	Construction	\$24,780,000	85	.00	■	.99	■	0	■	Y
Purchase 324 Standard Buses	10 - 14	Construction	\$163,320,932	12	.00	■	1.00	■	0	■	G
Purchase 300 Express Buses	10 - 14	Construction	\$188,884,762	22	.00	■	1.00	■	0	■	G
Purchase 276 Standard Buses	10 - 14	Construction	\$152,493,847	1	.00	■	1.00	■	0	■	G
Replacement of MetroCard Electronic Components	10 - 14	Construction	\$30,000,000	17	.00	■	.41	■	0	■	G
Replace 2 Escalators at Roosevelt Av on the Queens Blvd Line	10 - 14	Construction	\$9,906,056	60	.00	■	1.00	■	0	■	G
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,303,933	16	.00	■	1.00	■	0	■	G
Station Work at Pelham Bay Park on the Pelham Line	10 - 14	Construction	\$5,763,996	27	.17	▼	1.00	■	0	■	G
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Construction	\$22,273,793	32	.82	▲	1.00	■	0	■	G
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Construction	\$26,467,400	91	.06	■	1.00	■	0	■	G
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Construction	\$20,999,979	29	.34	▲	1.00	■	0	■	G
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Construction	\$24,828,176	92	.03	■	1.00	■	0	■	G
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$60,546,760	41	.00	■	1.00	■	0	■	G
Renewal of 104 Street Station on the Liberty Line	10 - 14	Construction	\$13,948,770	44	.14	▲	1.00	■	0	■	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$7,385,565	7	.00	■	1.00	■	0	■	G
Renewal of 111 Street Station on the Liberty Line	10 - 14	Construction	\$13,439,382	11	.97	▲	1.00	■	0	■	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Construction	\$14,232,778	11	.91	▲	.99	■	0	■	G
Renewal of 88 Street Station on the Liberty Line	10 - 14	Construction	\$13,843,083	48	.15	▲	1.00	■	0	■	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Construction	\$14,188,927	11	.96	▲	1.00	■	0	■	G
Renewal of Avenue X Station on the Culver Line	10 - 14	Construction	\$16,776,183	0	.00	■	1.03	▼	0	■	G

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NYCT - New York City Transit Program											
Renewal of Avenue U Station on the Culver Line	10 - 14	Construction	\$16,779,947	0	.00	■	1.00	▼	0	■	G
Renewal of Avenue P Station on the Culver Line	10 - 14	Construction	\$15,025,648	0	.00	■	.99	▼	0	■	G
Renewal of Bay Parkway Station on the Culver Line	10 - 14	Construction	\$13,923,742	0	.00	■	1.02	▼	0	■	G
Renewal of 18 Avenue Station on the Culver Line	10 - 14	Construction	\$19,841,113	0	.00	■	1.00	▼	0	■	G
Renewal of Ditmas Avenue Station on the Culver Line	10 - 14	Construction	\$19,276,778	0	.00	■	1.00	▼	0	■	G
Renewal of Avenue I Station on the Culver Line	10 - 14	Construction	\$17,197,076	0	.00	■	1.00	▼	0	■	G
Component Repairs at 2 Stations on the Culver Line	10 - 14	Construction	\$20,512,825	0	.00	■	1.01	▼	0	■	G
Ventilator Repairs at 4 Locations in Queens, Manhattan and Brooklyn	10 - 14	Construction	\$7,924,003	42	.00	■	1.44	■	3	▲	R
Component Repairs at 3 Stations on the Broadway Line	10 - 14	Construction	\$10,538,121	88	.00	■	1.06	▲	0	■	G
Component Repairs at 2 Stations on the Broadway Line	10 - 14	Construction	\$6,574,934	88	1.32	▲	.91	▼	0	■	G
ADA Accessibility at Kingsbridge Rd Station on the Concourse Line	10 - 14	Construction	\$20,305,233	97	.80	■	1.00	■	2	▲	G
ADA Accessibility at Hunts Point Ave Station on the Pelham Line	10 - 14	Construction	\$14,251,216	96	.75	■	1.00	■	2	▲	Y
ADA Accessibility at 23 St Station on the Lexington Av Line	10 - 14	Construction	\$16,836,263	8	6.93	▲	1.00	■	0	■	G
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$21,623,882	7	.00	■	1.00	■	0	■	G
Water Condition Remedy	10 - 14	Construction	\$6,241,520	81	1.63	▼	1.00	■	0	■	G
2012 Welded Rail Installation	10 - 14	Construction	\$9,049,206	47	.00	■	1.00	■	5	▲	R
2014 Mainline Track Replacement: Design and Support Costs	10 - 14	Construction	\$6,043,078	75	.00	■	1.00	■	0	■	G
2014 Welded Rail Installation	10 - 14	Construction	\$18,441,754	57	.00	■	1.00	■	0	■	G
2012 Mainline Track Replacement on the Myrtle Line	10 - 14	Construction	\$11,699,098	100	.00	■	.96	■	0	■	Y
2012 Mainline Track Replacement on the Rockaway	10 - 14	Construction	\$10,619,514	96	.00	■	1.00	■	0	■	G
2013 Mainline Track Replacement on the 6th Avenue Line	10 - 14	Construction	\$19,473,000	98	.00	■	1.07	▲	2	▲	Y
2013 Mainline Track Replacement on the Lenox-White Plains Road Line	10 - 14	Construction	\$5,586,001	92	.00	■	1.00	■	3	▲	R



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NYCT - New York City Transit Program											
2013 Mainline Track Replacement on the Canarsie Line	10 - 14	Construction	\$18,591,141	84	.00	■	.97	■	0	■	Y
2013 Mainline Track Replacement on the Concourse Line	10 - 14	Construction	\$6,567,011	0	.00	■	1.00	■	0	■	G
2013 Mainline Track Replacement on the Jerome Line	10 - 14	Construction	\$8,019,000	96	.00	■	1.25	■	3	▲	R
2013 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$7,440,611	91	.00	■	.94	▼	3	▲	R
2013 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$19,081,154	67	.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	62	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$16,700,751	77	.00	■	1.13	▲	0	■	R
2014 Mainline Track Replacement on the White Plains Road Line	10 - 14	Construction	\$19,961,819	51	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Jerome Line	10 - 14	Construction	\$10,578,000	92	.00	■	1.20	▲	0	■	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
2014 Mainline Track Replacement on the Pelham Line	10 - 14	Construction	\$20,808,332	42	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$28,405,037	42	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$5,979,511	42	.00	■	1.00	■	0	■	Y
2014 Mainline Switch Replacement: Design and Support Costs	10 - 14	Construction	\$6,460,877	75	.00	■	1.00	■	0	■	G
2013 Mainline Switch Replacement on the Queens Boulevard Line	10 - 14	Construction	\$12,825,787	83	.00	■	.83	▼	0	■	Y
2013 Mainline Switch Replacement on the Jamaica Line	10 - 14	Construction	\$8,565,150	93	.00	■	.62	▼	0	■	Y
2014 Mainline Switch Replacement on the Eastern Parkway Line	10 - 14	Construction	\$10,455,000	96	.00	■	1.68	▲	0	■	R
2014 Mainline Switch Replacement on the White Plains Road Line	10 - 14	Construction	\$17,097,239	10	.00	■	1.00	■	8	▲	R
2014 Mainline Switch Replacement on the Queens Boulevard Line	10 - 14	Construction	\$6,118,324	8	.00	■	1.00	■	0	■	G
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Construction	\$52,194,561	13	.00	■	1.00	■	0	■	G
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$60,908,428	67	.38	▲	1.00	■	0	■	G



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NYCT - New York City Transit Program											
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,338,068	20	.00	■	1.00	■	0	■	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,072,428	75	.00	■	1.00	■	9	▲	R
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$43,381,428	95	.00	■	1.07	▲	12	▲	R
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,966,354	83	.88	▼	1.00	■	0	■	G
Demolish Abandoned Structures	10 - 14	Construction	\$10,320,496	34	.00	■	.68	■	0	■	Y
Overcoat Painting from Portal-E 180 St on the White Plains Road Line	10 - 14	Construction	\$30,425,245	45	.00	■	1.00	■	0	■	G
Structure Repairs on the Dyre Ave Line	10 - 14	Construction	\$11,168,949	18	.00	■	1.00	■	0	■	G
Overcoat Painting from Dyckman St-215 St on the Broadway-7th Av Line	10 - 14	Construction	\$13,443,145	85	.00	■	.96	■	0	■	G
Overcoat Painting from Broadway Junction-New Lots Ave on the Canarsie Line	10 - 14	Construction	\$28,227,424	0	.00	■	1.00	■	0	■	G
Steinway Tube Rehabilitation	10 - 14	Construction	\$10,583,199	79	2.36	▲	.54	■	0	■	Y
Portal Repairs on the Broadway-7 Avenue Line	10 - 14	Construction	\$26,030,826	66	16.25	▼	1.28	▲	0	■	R
Structural Repairs at 9 Avenue Station on the West End Line	10 - 14	Construction	\$22,237,313	18	.00	■	1.00	■	0	■	G
Modernize Signal Interlocking at Church Avenue on the Culver Line	10 - 14	Construction	\$202,387,500	96	.48	▼	1.00	■	0	■	G
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$16,679,555	49	.38	▼	.99	■	0	■	G
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$310,818,652	28	.50	■	1.00	■	0	■	G
Modifications to Signal Control Lines - Phase 5	10 - 14	Construction	\$9,623,158	60	.00	■	.96	■	0	■	G
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,192,104	24	.08	■	1.00	■	0	■	G
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,405,148	40	.34	■	1.00	■	0	■	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Construction	\$180,338,173	3	.00	■	1.00	■	0	■	G



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NYCT - New York City Transit Program											
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Construction	\$176,677,378	1	.00	■	1.00	■	0	■	G
Rehabilitation of Ducts and Cables, Steinway Tube	10 - 14	Construction	\$49,692,791	90	1.16	▼	1.04	■	0	■	Y
Replacement of Automatic Train Supervision A-Division and Communications-Based Train Control Status Boards at the Rail Control Center	10 - 14	Construction	\$7,179,263	25	.00	■	1.00	■	0	■	G
Automated Train Supervision: Hardware and Software Upgrade	10 - 14	Construction	\$5,700,109	10	.00	■	.96	■	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	60	.00	■	1.00	■	0	■	G
Passenger Station Local Area Network at 31 Stations	10 - 14	Construction	\$26,530,419	5	.00	■	1.00	■	0	■	G
Help Point at 93 Stations	10 - 14	Construction	\$44,752,201	74	.00	■	1.46	■	0	■	Y
Track Intrusion Detection System Pilot	10 - 14	Construction	\$5,348,192	50	.00	■	1.00	■	0	■	G
Repair/Replace Underground Substation Hatchways - Phase 2	10 - 14	Construction	\$15,612,000	60	.87	▼	1.08	■	0	■	G
Cabling Central Substation - 6th Avenue Line	10 - 14	Construction	\$14,085,027	57	.00	■	1.00	■	0	■	G
Rehabilitate Roof/Enclosure of 2 Substations	10 - 14	Construction	\$5,172,594	38	.19	▼	1.00	■	0	■	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Construction	\$18,859,459	38	.59	▼	.99	■	0	■	G
Rehab Circuit Breaker House #403 on the Flushing Line	10 - 14	Construction	\$14,648,910	38	1.01	▲	1.00	■	0	■	G
Rehab Circuit Breaker House #146 on the Brighton Line	10 - 14	Construction	\$6,605,987	63	1.01	▼	.99	■	0	■	G
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Construction	\$15,578,151	60	1.04	▲	1.05	▲	0	■	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Construction	\$15,175,861	14	.00	■	.98	■	0	■	G
2013 Yard Track Replacement	10 - 14	Construction	\$5,635,467	95	.00	■	1.00	▲	4	▲	R
2013 Yard Switch Replacement	10 - 14	Construction	\$7,062,966	62	.00	■	.98	■	4	▲	R
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$23,954,424	52	.00	■	.95	▲	0	■	Y



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NYCT - New York City Transit Program											
Upgrade Heating, Ventilation, Air Condition Systems at 4 Depots	10 - 14	Construction	\$17,082,539	35	.61	▼	1.00	■	0	■	G
Purchase 110 Non-Revenue Vehicles	10 - 14	Construction	\$13,415,776	99	.00	■	1.00	■	0	■	G
Purchase 118 Non-Revenue Vehicles	10 - 14	Construction	\$15,496,789	25	.00	■	1.11	■	24	▲	R
Purchase 101 Non-Revenue Vehicles	10 - 14	Construction	\$11,240,011	0	.00	■	.97	■	0	■	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$22,495,195	52	.00	■	1.29	▲	9	▲	R
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	\$28,130,541	55	1.03	■	.93	■	0	■	G
Disposition of Jay Street Systems Phase 1	10 - 14	Construction	\$19,451,891	100	.00	■	1.94	■	0	■	Y
Facility Roof Repair/Replacement Phase 3	10 - 14	Construction	\$13,317,670	47	1.19	▼	1.05	▲	0	■	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	93	.00	■	1.00	■	0	■	Y
Component Repairs at 5 Stations on the Canarsie Line	10 - 14	Design	\$14,051,141	95	.00	■	1.29	■	0	■	R
Component Repairs at 4 Stations on the Jamaica Line	10 - 14	Design	\$52,139,680	60	.00	■	1.30	■	1	▲	Y
Component Repairs at President Street and Newkirk Avenue Stations on the Nostrand Avenue Line	10 - 14	Design	\$7,359,700	50	.00	■	1.00	▲	1	▲	G
Component Repairs at 7 Stations on the 8th Avenue Line	10 - 14	Design	\$25,190,500	70	.00	■	1.00	■	4	▲	R
ADA Accessibility at 68 St-Hunter College Station on the Lexington Av Line	10 - 14	Design	\$50,639,649	40	.00	■	.78	■	13	▲	R
Manhattanville Comprehensive Facade Repairs	10 - 14	Design	\$10,407,247	75	.00	■	1.04	■	0	■	G
Facility Roof Repair/Replacement Phase 4	10 - 14	Design	\$12,847,595	40	.00	■	.89	■	0	■	G
Rapid Transit Operations Facilities Hardening Phase 2	10 - 14	Design	\$10,000,000	90	.00	■	1.00	■	3	▲	R
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$12,820,432	88	1.00	▲	1.00	■	4	▲	R
Rehabilitation of St. George Interlocking	10 - 14	Construction	\$14,212,175	0	.00	■	1.00	■	0	■	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$22,707,687	27	8.66	▼	1.00	■	0	■	G



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LIRR - Long Island Rail Road Program											
Main Line Corridor Improvements -Divide Supervisory Control & Remote Terminal Units (RTUs)	05 - 09	Construction	\$13,900,000	13	.00	■	1.00	■	0	■	G
Wheel Spur Yard	05 - 09	Construction	\$13,357,000	62	.00	■	1.00	■	0	■	G
Shea Yard Improvements	05 - 09	Construction	\$18,300,000	93	.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	■	2	▲	Y
Main Line Corridor Improvements -Hicksville North Siding	05 - 09	Design	\$51,971,405	75	.00	■	1.37	▲	0	■	R
Main Line Corridor Improvements -Hicksville Station Improvements	05 - 09	Design	\$63,567,670	91	.00	■	1.15	▲	0	■	R
Massapequa Station Platform Replacement	10 - 14	Construction	\$20,520,000	65	.24	■	1.00	■	0	■	G
Escalator Replacement Program	10 - 14	Construction	\$11,174,245	0	.00	■	1.00	▲	0	■	G
Wyandanch Parking Facility	10 - 14	Construction	\$29,000,000	44	1.90	▲	1.00	■	0	■	G
2014 Annual Track Program	10 - 14	Construction	\$50,930,000	62	.00	■	1.00	■	0	■	G
Construction equipment purchase used for track program	10 - 14	Construction	\$7,000,000	90	.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	37	.00	■	1.00	■	0	■	G
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	62	.00	■	1.00	■	0	■	G
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	63	.00	■	1.00	■	0	■	G
Communication Pole / Copper Plant Replacement system wide	10 - 14	Construction	\$7,000,000	100	.00	■	1.00	■	0	■	G
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	62	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Cable Replacement	10 - 14	Construction	\$5,100,000	66	.00	■	1.00	■	0	■	G



3rd 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
LIRR - Long Island Rail Road Program											
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	84	.00	■	1.00	■	0	■	G
Hillside Facility Roof Renewals	10 - 14	Construction	\$6,000,000	70	.79	▼	1.00	■	0	■	Y
Employee Facilities Renewals	10 - 14	Construction	\$9,369,342	65	.92	▲	1.00	■	0	■	G
Replacement of Hillside & Kew Garden Substations	10 - 14	Construction	\$25,522,757	74	-.03	■	1.00	■	0	■	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	74	.00	■	1.00	■	0	■	G
3rd Rail - Aluminum Rail replacement	10 - 14	Construction	\$10,900,000	100	.00	■	1.00	■	-3	▼	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	59	.00	■	1.00	■	0	■	G
Replacement of Port Washington Substation	10 - 14	Construction	\$22,497,622	9	.00	■	1.00	■	0	■	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	52	.00	■	1.00	■	0	■	G
Wantagh Station Platform Replacement	10 - 14	Design	\$20,720,000	37	.00	■	1.00	■	0	■	G
Atlantic Branch Half tie replacement	10 - 14	Design	\$25,334,985	97	.00	■	1.80	▲	0	■	R
Atlantic Avenue Viaduct - Phase IIb	10 - 14	Design	\$26,355,115	0	.00	■	1.00	■	2	▲	Y
Replacement of Richmond Hill Substation	10 - 14	Design	\$12,017,791	0	.00	■	1.00	■	0	■	G
Yaphank Landfill Remediation	10 - 14	Design	\$9,100,000	1	.00	■	1.00	■	0	■	G
MNR - Metro-North Railroad Program											
Overhead Bridge Program-E of H	05 - 09	Construction	\$6,670,924	45	.00	■	.98	■	0	■	G
Signal System Replacement	05 - 09	Construction	\$34,415,504	72	1.05	■	.98	■	0	■	G
HRLB Replace Breaker Houses	05 - 09	Construction	\$15,956,368	12	.00	■	.95	■	0	■	G
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$16,671,434	6	7.18	▼	.89	▼	0	■	G
Grand Central Terminal Utility System Improvements	10 - 14	Construction	\$24,015,197	1	1.73	▼	.87	■	2	▲	Y
Fordham Station Improvements	10 - 14	Construction	\$13,521,249	27	.19	▲	.96	■	0	■	G
New Haven Line Stations Component Renewals	10 - 14	Construction	\$35,835,099	97	1.14	▼	.98	■	-1	▼	Y
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$63,355,599	52	.00	■	.99	■	0	■	Y
Rock Slope Remediation -Priority Sites Along the Right-of-Way	10 - 14	Construction	\$8,320,733	74	9.00	▲	1.18	▲	0	■	R



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MNR - Metro-North Railroad Program											
Drainage and Undercutting Improvements Along the Right-of-Way	10 - 14	Construction	\$7,389,033	5	.00	■	.73	▼	0	■	G
Annual Track Program (2013)	10 - 14	Construction	\$12,666,000	37	.00	■	1.00	■	1	▲	Y
Employee Welfare and Storage Facility Rehabilitations	10 - 14	Construction	\$6,378,167	70	.00	■	.63	■	0	■	G
Repair/Replacement of Undergrade Bridges	10 - 14	Construction	\$17,321,794	98	.21	▲	.79	■	0	■	G
Harlem River Lift Bridge Cable Replacement	10 - 14	Construction	\$9,937,445	12	.00	■	.94	■	0	■	G
West of Hudson Annual Track Program	10 - 14	Construction	\$18,500,157	79	.00	▼	.93	■	0	■	Y
Moodna and Woodbury Viaduct Rehabilitation	10 - 14	Construction	\$8,608,968	95	1.20	▼	.95	■	0	■	Y
Upgrade West of Hudson Signal System	10 - 14	Construction	\$63,903,061	80	.20	■	.94	■	0	■	G
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$32,445,796	60	.00	■	1.06	▲	2	▲	Y
Harlem and Hudson Line Power Improvements	10 - 14	Construction	\$32,998,069	8	.00	■	.92	▼	0	■	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$14,474,515	12	.00	■	.97	■	0	■	G
Harlem Line Stations Component Renewal	10 - 14	Design	\$25,717,115	47	.00	■	.99	■	6	▲	R
Repair/Replace Undergrade Bridges on the West of Hudson, Port Jervis Line	10 - 14	Design	\$7,151,005	60	.00	■	.98	▲	0	■	G
B&T - Bridges and Tunnels Program											
Cable and Anchorage Investigat	05 - 09	Design	\$8,178,426	96	.00	■	1.00	■	2	▲	G
Concrete repairs at the Bronx anchorage of the Bronx-Whitestone Bridge	10 - 14	Construction	\$8,036,223	99	.00	■	1.00	■	-2	▼	G
Substructure and underwater scour protection - Marine Parkway Bridge	10 - 14	Construction	\$25,289,427	10	4.49	▲	1.00	▼	0	■	G
Miscellaneous structural rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$22,043,388	85	.79	▲	1.00	■	-4	▼	G
Steel repairs, concrete rehabilitation and repair/rehabilitation of drainage systems - Verrazano-Narrows Bridge	10 - 14	Construction	\$13,564,339	21	.00	■	1.00	■	0	■	G
Deck Replacement - the Queens Elevated and on-grade approach of the Bronx-Whitestone Bridge	10 - 14	Construction	\$148,454,326	80	.98	▲	1.00	■	0	■	G



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B&T - Bridges and Tunnels Program											
Demolition and reconstruction of the Manhattan to Queens ramp of the Robert F Kennedy Bridge	10 - 14	Construction	\$63,589,165	93	.23	■	1.00	■	0	■	G
Phase B of the rehabilitation of the Orthotropic Deck - Throgs Neck Bridge	10 - 14	Construction	\$25,368,124	91	.72	▲	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	78	1.08	▲	1.00	■	0	■	G
Replacement of the upper level suspended span deck - Verrazano-Narrows Bridge	10 - 14	Construction	\$358,669,530	33	.01	■	1.00	■	0	■	G
Installation of Closed Circuit TV and Fiber Optic Cable Networks	10 - 14	Construction	\$17,256,377	61	.89	▲	1.00	■	0	■	G
Replacement of the electrical switchgear and equipment at Brooklyn-Battery Tunnel	10 - 14	Construction	\$56,152,352	95	.62	■	1.00	■	0	■	G
Installation of New Necklace Lighting System and Acoustic Monitoring System - Bronx-Whitestone Bridge	10 - 14	Construction	\$12,035,096	36	.00	■	1.00	■	0	■	G
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$56,178,852	27	.72	■	1.00	■	0	■	G
Rehabilitation of Electrical Substation #1 at the Verrazano-Narrows Bridge	10 - 14	Construction	\$16,634,699	17	.00	■	1.00	■	0	■	G
Service Building rehabilitation at Brooklyn-Battery Tunnel	10 - 14	Construction	\$8,480,358	5	.00	■	1.00	■	0	■	G
Paint Bronx approach of Throgs Neck Bridge	10 - 14	Construction	\$42,238,475	91	.36	▼	1.00	■	0	■	Y
Paint Brooklyn and Staten Island lower level ramps at Verrazano Narrows Bridge	10 - 14	Construction	\$16,993,313	21	.00	■	1.00	■	0	■	G
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$32,908,184	33	.00	■	1.00	■	0	■	G



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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	99	.77	▲	1.00	■	0	■	G
Miscellaneous structural rehabilitation: steel and concrete repairs - Bronx Whitestone Bridge	10 - 14	Design	\$3,633,485	78	.00	■	1.00	▼	-27	▼	G
Monitoring, inspection, and testing of the Bronx-Whitestone Bridge's main cable and cable wires	10 - 14	Design	\$2,815,652	78	.00	■	1.00	▼	-6	▼	G
Skewbacks retrofit - Henry Hudson Bridge	10 - 14	Design	\$5,730,000	33	.00	■	1.00	■	0	■	G
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Design	\$20,593,747	98	.66	■	1.00	■	0	■	G
Rehabilitation of Tunnel Walls, Ceiling Repair and Leak Control - Queens Midtown Tunnel	10 - 14	Design	\$23,026,879	99	1.11	▲	1.00	■	0	■	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Design	\$112,619,002	58	1.23	▼	1.00	■	0	■	R
Replacement of the Upper and Lower Level Toll Plaza and Southbound Approach - Henry Hudson Bridge	10 - 14	Design	\$49,437,562	68	3.42	▲	1.00	■	0	■	R
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	1.07	▲	1.00	■	0	■	G
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Design	\$46,270,637	90	.00	■	1.00	■	0	■	Y
Phase A of the suspended span deck replacement - Throgs Neck Bridge - Utility relocation and prototype construction	10 - 14	Design	\$22,178,185	38	2.20	▲	1.00	■	0	■	G
Rehabilitation of the Programmable Logic Controller and electrical and mechanical systems of the Marine Parkway Bridge Lift Span	10 - 14	Design	\$24,028,701	100	.00	■	1.00	■	0	■	Y



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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
MTA Bus Program											
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$14,494,070	32	.21	▼	1.01	■	0	■	Y
Relo. Tanks/Washers-Eastchester	05 - 09	Construction	\$13,456,268	68	1.29	▲	1.00	■	3	▲	R
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,200,470	93	.85	▲	1.00	■	0	■	Y
Security Upgrade 5 Locs.	05 - 09	Construction	\$6,767,354	65	.98	▲	1.00	■	5	▲	R

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: East New York Depot Repairs	Current Budget: \$17.1M
	Project EAC: \$11.0M
	Substantial Completion Date at Award: Feb 2012
Project No: T5120307	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 65%

Project Description
<p>This project will make selected repairs to the East New York Depot in Brooklyn. Work includes replacement of lifts, repairs to the floor and installation or upgrade of various building equipment and components. The lobby and common hallways of the administrative area (3rd floor) are being renovated.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the 3rd quarter 2014, the forecast Substantial Completion date slipped three months from September 2014 to December 2014. In-house construction forces have been assigned to other jobs in response to higher priority conditions and as work windows become available, which has resulted in slower than planned progress on this project.</p>
What is Being Done
<p>Schedule: Construction is proceeding with Substantial Completion forecast for December 2014.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Priority Repairs: 3 Depots	Current Budget: \$18.0M
	Project EAC: \$18.4M
	Substantial Completion Date at Award: Jun 2014
Project No: T5120416	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 91%

Project Description
<p>This project will make repairs to the Ulmer Park, Flatbush and Jamaica Bus Depots. The scope of work includes, but is not limited to the following: refurbish/repair sections of deteriorated exterior walls, rehabilitation of facilities at transportation and store room areas, replacement of windows and doors, replacement of roof, boiler replacement and new gas services, the extension of offices and employee amenities, in-ground lift replacement and safety compliance work.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 3rd quarter 2014, the forecast Substantial Completion date slipped three months from September 2014 to December 2014 for contract C40219, involving the replacement of the roof at the Flatbush Depot in Brooklyn. Work has progressed more slowly than planned due to inclement weather.</p>
What is Being Done
<p>Schedule: The work is progressing with Substantial Completion forecasted for December 2014.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Stations Ventilators: Phase 5 – 5 Locations	Current Budget: \$5.0M
	Project EAC: \$7.9M
	Substantial Completion Date at Award: Nov 2014
Project No: T60412A5	Current Substantial Completion Date: Feb 2015
Project Phase: Construction	Phase Complete: 42%

Project Description

The objective of this project is to rehabilitate all ventilators rated 4.0 or worse, based upon NYCT's asset condition survey at the five stations listed below. All of the stations below were selected based on their condition rating as per the Station Condition Survey.

21st St /Crosstown Line
63rd Drive – Rego Park /Queens Blvd Line
Newkirk Avenue/Nostrand Line
42nd Street – Times Square/Broadway Line
West 4th Street - 8 Avenue Line

Ventilator rehabilitation involves all or some of the following items:

- Clean ventilators and drain lines.
- Replace/repair deteriorated concrete and steel elements throughout the vent chamber and structure.
- Provide chemical grout and waterproofing, as required.
- Replace sidewalk sections adjacent to ventilators with waterproofing.
- Replace steel sidewalk grating and frames.
- Replace/provide existing drain lines, drain covers and check valves.

Problem Since Last Quarterly Report :

Index Trigger(s): Schedule

Schedule: During the 3rd Quarter 2014, the forecasted Substantial Completion date slipped by three months from November 2014 to February 2015 due to the fact that the ventilators at the Newkirk Station were determined to be in worse condition than initially detected by the Condition Survey and non-destructive testing. As a result, AWO's will be required for this additional work and the construction duration needs to be revised.

What is Being Done

Schedule: Infrastructure Capital Construction (ICC) will re-estimate the necessary work and submit a budget modification for additional funding. In addition, the substantial completion date is being revised and is expected to be later than the date shown above.

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 September 30, 2014
Project Name: 2012 Continuous Welded Rail Installation	Current Budget: \$9.0M
	Project EAC: \$9.0M
	Substantial Completion Date at Award: Dec 2013
Project No: T6050209	Current Substantial Completion Date: Mar 2015
Project Phase: Construction	Phase Complete: 47%

Project Description
<p>This Continuous Welded Rail (CWR) New Initiative Project (Contract M37049) consists of the installation of 5,565 Track Feet of CWR and the installation of Noise Abatement Plates in the 60th Street Tube, Track G-2, Astoria Line, BMT.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 3rd Quarter 2014, the forecast Substantial Completion Date slipped by five months from October 2014 to March 2015 due to the limited availability of General Orders (GO's) to complete the work.</p>
What is Being Done
<p>Schedule: During the 4th Quarter 2014, weeknight GO's will be utilized for the installation of Noise Abatement Plates. CWR Installation will be completed utilizing two 53 Hours GO's in January and February of 2015.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: 2013 Mainline Track Replacement on Lenox-White Plains Road Line	Current Budget: \$5.6M
	Project EAC: \$5.6M
	Substantial Completion Date at Award: Sept 2013
Project No: T6050266	Current Substantial Completion Date: Nov 2014
Project Phase: Construction	Phase Complete: 92%

Project Description
<p>This Track Reconstruction Project (Contract M44062) consists of 703 track feet of Type II Scheduled Component Replacement Program (SCRP) North of (N/O) 96th Street, Track F-2; 338 track feet of Type III Panels N/O Freeman Street, Track F-2 and 315 track feet Type III Panels South of Prospect Avenue, Track F-M on the Lenox-White Plains Road Line, IRT.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 3rd Quarter 2014, the forecast Substantial Completion date slipped three months from August 2014 to November 2014. The Type II SCRPs and the Type III Panel jobs on Track F-2 were completed in 2013. However, the Type III Panels S/O Prospect Avenue, Track F-M were deferred until 2014 due to difficulties in obtaining the required General Orders.</p>
What is Being Done
<p>Schedule: The work has been completed and Substantial Completion was achieved in November 2014.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: 2013 Mainline Track Replacement on the Jerome Avenue Line	Current Budget: \$6.4M
	Project EAC: \$8.0M
	Substantial Completion Date at Award: Mar 2014
Project No: T6050273	Current Substantial Completion Date: Nov 2014
Project Phase: Construction	Phase Complete: 96%

Project Description
This Track Reconstruction Project (Contract M44063) consisted of the installation of 68 Type III Panels at Burnside Avenue, Track J-M and South of (S/O) Burnside Avenue - S/O 176 th Street, Track J-M on the Jerome Avenue Line, IRT.
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
Schedule: During the 3 rd Quarter 2014, the forecast Substantial Completion date slipped three months from August 2014 to November 2014 due to weather related delays impacting completion of the work.
What is Being Done
Schedule: All work has been completed and Substantial Completion was declared in November 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 construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: 2013 Mainline Track Replacement on the 8th Avenue Line	Current Budget: \$7.9M
	Project EAC: \$7.4M
	Substantial Completion Date at Award: Sept 2013
Project No: T6050278	Current Substantial Completion Date: Nov 2014
Project Phase: Construction	Phase Complete: 91%

Project Description
This Track Reconstruction Project (Contract M44076) consists of 1,535 track feet of Ekki Blocks Embedded in HILTI Mortar South of 190 th Street Track A-4 on the 8 th Avenue Line, IND.
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
Schedule: During the 3 rd Quarter 2014, the forecast Substantial Completion date slipped three months from August 2014 to November 2014 due to the limited availability of General Orders (GO's) to complete the work.
What is Being Done
Schedule: Additional GO's have been scheduled and the work was completed in November.
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 September 30, 2014
Project Name: 2014 Mainline Track Replacement on the Queens Boulevard Line	Current Budget: \$14.7M
	Project EAC: \$16.7M
	Substantial Completion Date at Award: June 2015
Project No: T6050286	Current Substantial Completion Date: June 2015
Project Phase: Construction	Phase Complete: 77%

Project Description
<p>This Track Reconstruction Project (Contract M44095) at the time of award consisted of 4,677 track feet of reconstruction including 541 track feet of Type II Ekki Hilti Embedded in Hilti Mortar and 4,136 track feet of Type II Scheduled Component Replacement Program (SCRCP) on the Queens Boulevard Line (QBL) in Queens.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the 3rd Quarter 2014, the EAC increased to \$16.7M exceeding the Current Budget of \$14.7M due to added scope. Following the derailment on the QBL in May 2014, scope was added to the project to include Type II Ekki Hilti Embedded in Hilti Mortar south of 65th Street, Track D-3 involving 1,263 track feet of reconstruction.</p> <p>Subsequent to the 3rd Quarter 2014 reporting period, in November 2014, the EAC increased to \$20.8M.</p>
What is Being Done
<p>Cost: It is anticipated the overrun described in this report will be offset by savings in the track program.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: 2014 Mainline Track Replacement on the Jerome Avenue Line	Current Budget: \$8.8M
	Project EAC: \$10.6M
	Substantial Completion Date at Award: Sept 2014
Project No: T6050289	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 92%

Project Description
<p>This Track Replacement project (Contract M44098) was initially for the installation of 1,739 Track Feet of Type III Panels South of (S/O) Bedford Park Boulevard Track J-1 and S/O 161st Street – Yankee Stadium Track J-1, Jerome Avenue Line, IRT.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Cost</p> <p>Cost: During the 3rd Quarter 2014, the Estimate at Completion (EAC) increased from \$8.8M to \$10.6M. This EAC increase was due to the increase in scope from 1,739 to 2,145 Track Feet. This work was added to the project when additional deteriorated track conditions were discovered during scoping of the project.</p>
What is Being Done
<p>Cost: A budget adjustment will be made to address the budget need.</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 construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: 2014 Mainline Switch Replacement on the Eastern Parkway Line	Current Budget: \$6.2M
	Project EAC: \$10.5M
	Substantial Completion Date at Award: May 2015
Project No: T6050321	Current Substantial Completion Date: May 2015
Project Phase: Construction	Phase Complete: 96%

Project Description
<p>This Switch Replacement Project (Contract M44104) is for the installation of Type I – I Subway Switches North of Nostrand Avenue, Track's E-2 & E-3, Switches #'s 425A and 425B, on the Eastern Parkway Line, IRT.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Cost</p> <p>Cost: During the 3rd Quarter 2014, the Estimate at Completion (EAC) increased from \$8.7M to \$10.5M. This project was originally estimated as a component switch renewal. As the result of the discovery of deteriorated rails, ties and plates, a decision was made to replace these switches with a new tangential crossover requiring complete reconstruction which resulted in additional construction, General Orders and bus costs.</p>
What is Being Done
<p>Cost: NYCT will undertake a budget adjustment to address the shortfall.</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 construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: 2014 Mainline Switch Replacement on the White Plains Road Line	Current Budget: \$17.1M
	Project EAC: \$17.1M
	Substantial Completion Date at Award: Apr 2015
Project No: T6050322	Current Substantial Completion Date: Dec 2015
Project Phase: Construction	Phase Complete: 10%

Project Description
<p>This Switch Replacement project (Contract M44105) is for installation of eight Type III Switches South of (S/O) East 180th Street, Switch #'s 335A/B, 333A/B, 343A/B & 345A/B and one Type VI Switch at East 180th Street, Track W-3, Switch # 473 on the White Plains Road Line, IRT.</p>
Problem Since Last Quarterly Report:
Index Trigger(s): Schedule
<p>Schedule: During the 3rd Quarter 2014, the forecast Substantial Completion date slipped eight months from April 2015 to December 2015. The delay was the result of the need to undertake structural repairs to girders at S/O East 180th Street before the eight Type III Switches could be replaced. These switches will now be replaced in 2015 instead of 2014 as originally planned.</p>
What is Being Done
<p>Schedule: The replacement of the eight Type III Switches will proceed in 2015.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Rehabilitation of Emergency Exits at 125 Locations	Current Budget: \$29.1M
	Project EAC: \$29.1M
	Substantial Completion Date at Award: Dec 2014
Project No: T6070302	Current Substantial Completion Date: Sept 2015
Project Phase: Construction	Phase Complete: 52%

Project Description
<p>The objective of this project is to rehabilitate the emergency exits throughout the system that are in the worst condition. The scope of work includes concrete repair, lighting replacement, ironwork, chemical grouting, and signage. The work is being done by NYCT's Infrastructure Capital Construction Group (ICC). Work at 50 emergency exit locations was completed in 2012 and the remaining 75 locations are to be completed under this contract.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 3rd Quarter 2014, Contract C34909 – Emergency Exits at 75 Locations, the forecast Substantial Completion date slipped nine months from December 2014 to September 2015. The delay is attributable to a reprioritization of projects awarded to Infrastructure Capital Construction (ICC) due to Superstorm Sandy.</p>
What is Being Done
<p>Schedule: The Department of Subways is developing an action plan to complete the remaining work by September 2015. In addition, the number of locations to be addressed is under revision.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Culver Viaduct Rehabilitation Phase III - Underside	Current Budget: \$40.4M
	Project EAC: \$43.4M
	Substantial Completion Date at Award: May 2013
Project No: T6070303	Current Substantial Completion Date: Oct 2015
Project Phase: Construction	Phase Complete: 95%

Project Description
<p>The project will rehabilitate the underside of the IND Culver Line Viaduct deck and columns. The Culver Line Viaduct starts at the 4th Avenue Station portal and ends at the Carroll Street Station portal in the borough of Brooklyn. Work includes the removal of safety netting, concrete rehabilitation, steel repair and wrapping of the columns, bracing, truss members, floor beams and girders with Fiber Reinforced Polymer (FRP).</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 3rd Quarter of 2014, the forecast Substantial Completion date slipped 12 months from October 2014 to October 2015 as the result of two issues. First, actual repair quantities exceeded the estimated quantities included in the contract documents for concrete encasement removal, lead abatement, spalled concrete repairs and steel painting. Safety netting, installed during the first phase of the project, made it difficult to assess the true extent of deterioration.</p> <p>Second, further impacts to the schedule were due to the inability of the contractor to obtain access to the Smith/9th Street Station since another contractor is currently renovating the location under a different contract. Therefore, the location was unavailable for the contractor to perform needed work, thereby delaying the project.</p>
What is Being Done
<p>Schedule: A schedule extension has been initiated to adjust the contractor's Substantial Completion date to October 2015 and the work is proceeding. Subsequent to the reporting period, a budget modification in the amount of \$13.1M was approved to address the budget shortfall resulting from the added work described above.</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 contractor's performance during this reporting period.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Portal Repairs 122nd St and 135th St - Broadway -7th Ave Line	Current Budget: \$20.3M
	Project EAC: \$26.0M
	Substantial Completion Date at Award: Mar 2015
Project No: T6070322	Current Substantial Completion Date: Mar 2015
Project Phase: Construction	Phase Complete: 66%

Project Description
<p>This project will repair approximately 0.6 miles of the tunnel and the open cut portion of the Broadway-7th Ave. line structure in upper Manhattan. The limits of this project are South of 122nd Street Portal to South of 145th Street Station. Work includes the repair of two portals (122nd St. and 135th St.), abutment walls and tunnel.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost and Contingency
<p>Cost & Contingency: During the 3rd quarter of 2014, the Estimate at Completion (EAC) of \$26.0M exceeds the Current Budget of \$20.3M and the Contingency expenditure rate exceeds % complete due to the following:</p> <ul style="list-style-type: none"> • <u>Repair of Damaged Girder at 133rd Street Bridge:</u> In March of 2014, the bridge structure was hit by a truck. Extensive repairs are required to repair the damaged girder and other structural elements. Additional General Orders (GO's) are required to perform this work. • <u>Replacement of an Additional 55 Steel Columns:</u> An additional 55 steel columns have been identified for replacement due to deteriorated conditions discovered by the survey team in the vent areas between 139th and 143rd Street. These columns will be replaced along with deteriorated tunnel lighting conduits and fixtures attached to the columns and relocation of signal equipment. • <u>Repair of Existing Ventilator Gratings on Street Level on Broadway Between 139th and 143rd Street:</u> It was discovered during construction that the vent grating support structure needed to be replaced. • <u>Installation of Structural Brick Walls In Lieu Of Originally Designed Brick Panels:</u> It was determined after the removal of the existing brick face at the exterior abutment walls within open cut areas along Broadway that existing brick served as partial structural support for existing granite parapet installed on top of the wall. The original brick panels must now be replaced with reinforced structural bricks. • <u>Additional Quantities of Steel Repair at Elevated Structure Between La Salle St and 133rd St and Additional Architectural Items</u>
What is Being Done
<p>Cost & Contingency: The above items are being addressed and a budget modification is requesting additional funds for shortfalls in contract construction, EFA and TA Labor.</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: New York City Transit	Status as of September 30, 2014
Project Name: 2013 Yard Track Replacement	Current Budget: \$5.6M
	Project EAC: \$5.6M
	Substantial Completion Date at Award: Dec 2013
Project No: T6100414	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 95%

Project Description
This Yard Track Reconstruction Project (Contract T45003) consists of the installation of 4,680 Track Feet (120 Type VI Panels) in the Concourse, 239 th Street, 148 th Street and 207 th Street Yards.
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
Schedule: During the 3 rd Quarter 2014, the forecast Substantial Completion slipped four months from August 2014 to December 2014 due to the need to complete higher priority mainline track work.
What is Being Done
Schedule: Work is proceeding and is expected to be completed in 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 construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: 2013 Yard Switch Replacement	Current Budget: \$7.2M
	Project EAC: \$7.1M
	Substantial Completion Date at Award: Dec 2013
Project No: T6100420	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 62%

Project Description
<p>This 2013 Yard Track Switch Project (Contract T49001) consists of the installation of a total of six yard switches at 148th Street and Pitkin Yards. These locations have reached the end of their useful life as per the latest Yard Switch Condition Survey.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the 3rd Quarter 2014, the forecast Substantial Completion date slipped four months from August 2014 to December 2014. Switch #'s 131B, 163 and 169 at 148th Street Yard have been installed and Switch #155 at Pitkin Yard has been installed. Due to weather conditions and track access conflicts, the remaining two switches at Pitkin Yard, switch #'s 169 and 179 were not installed during the 3rd quarter 2014.</p>
What is Being Done
<p>Schedule: The two remaining switches will be installed and the project will be Substantially Completed in the 4th quarter of 2014.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the agency.</p>
<p>All Agency Contractor Evaluation: The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Purchase 91 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 2016
Project Phase: Construction	Phase Complete: 25%

Project Description
<p>The objective of this project is to replace 91 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. The project had previously consisted of the purchase of 80 vehicles, but increased to 91 with the addition of 10 Snow Fighters and one Utility Truck.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 3rd Quarter 2014, the forecast Substantial Completion date slipped 24 months from October 2014 to October 2016. SFS requested the advancement from the 2015-2019 Capital Program of the procurement of 10 Snow Fighters vital to the plowing and removal of snow from bus routes. This function supports the day to day operations of the Department of Buses fleet 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.</p>
What is Being Done
<p>Schedule: The vehicles will be procured as described above.</p>
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 work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: NYCT Wide Storage Area Network and Disaster Recovery	Current Budget: \$17.4M
	Project EAC: \$22.5M
	Substantial Completion Date at Award: Mar 2015
Project No: T6160402	Current Substantial Completion Date: Dec 2015
Project Phase: Construction	Phase Complete: 52%

Project Description
<p>This project will install a Storage Area Network (SAN) and other related components at three NYCT facilities with data centers or other major computing resources. The systems will provide storage, backup services and in-house disaster recovery to critical computing systems.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule and Cost
<p>Schedule: During the 3rd Quarter of 2014, the forecast Substantial Completion date slipped nine months from March 2015 to December 2015 as the result of the added scope described below.</p> <p>Cost: During the 3rd quarter of 2014, the EAC of \$22.5M exceeded the current budget of \$17.4M due to the addition to the scope of an additional SAN at 130 Livingston Street, replacement of server hardware at the Rail Control Center (RCC) and Back-up Control Center (BCC), and the purchase of two high speed printers.</p>
What is Being Done
<p>Schedule: The project is proceeding as per the revised schedule.</p> <p>Cost: A budget modification has been approved to address the shortfall.</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 construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Station Component Repair Work: 2 Stations on the Canarsie Line	Current Budget: \$10.9M
	Project EAC: \$14.1M
	Original Design Completion Date: Mar 2014
Project No: T60412C3	Current Design Completion Date: Oct 2014
Project Phase: Design	Phase Complete: 95%

Project Description
<p>The project calls for Component Repair work at two stations on the Canarsie Line (BMT) at Wilson Avenue and Atlantic Avenue. The project was originally planned to address five stations, however; three locations were dropped from this project due to the difficulty in obtaining General Orders (GO's). Work at Wilson Avenue includes the repair of platform edges; replacement of the tactile warning strip with a photo luminescent tactile warning strip on both platforms; and the repair of corroded columns. At the station house, work includes replacement of the front facade, construction of a new ramp, installation of new tiles, repair of spalled/damaged ceiling, and waterproofing the roof. At Atlantic Avenue, the work includes the repair/replacement of corroded canopy columns, roof and beams.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the 3rd Quarter 2014, the Estimate at Completion (EAC) of \$14.1M exceeded the Current Budget of \$10.9M. The increase is due to higher than anticipated environmental and drainage work and added photo luminescent and steel repair work. An increase in support costs is also anticipated for additional GO's and bus support services.</p>
What is Being Done
<p>Cost: A budget modification is in circulation to address the funding shortfall.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Stations Components: 7 Stations on the 8th Avenue Line	Current Budget: \$25.2M
	Project EAC: \$25.2M
	Original Design Completion Date: Aug 2014
Project No: T60412C4	Current Design Completion Date: Dec 2014
Project Phase: Design	Phase Complete: 70%

Project Description
<p>This project includes component replacement at seven stations - 168 Street, 145 Street, Cathedral Parkway (110th Street), 103rd Street, 50th Street, 23rd Street, and Spring Street on the 8th Avenue Line in Manhattan. The scope of work varies by location and includes such items as stair and mezzanine repair and platform rehabilitation, as required.</p>
Problem Since Last Quarterly Report :
Index Trigger(s): Schedule
<p>Schedule: During the 3rd quarter 2014, the forecast Design Completion date slipped four months from August 2014 to December 2014 in order to revise and repackage the design documents based on limited track access and piggybacking opportunities. The project will be repackaged as several separate contracts.</p>
What is Being Done
<p>Schedule: Design is currently proceeding and expected to be completed in December 2014.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the agency.</p>
<p>All Agency Contractor Evaluation: The design has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: ADA Accessibility at 68th Street Station – Hunter College / Lexington Avenue Line	Current Budget: \$64.6M
	Project EAC: \$50.6M
	Substantial Completion Date at Award: Mar 2012
Project No: T6041307	Current Substantial Completion Date: Jan 2016
Project Phase: Design	Phase Complete: 40%

Project Description
<p>The objective of this project is to provide full Americans with Disabilities Act (ADA) accessibility at the 68th Street Hunter College station on the Lexington Avenue Line. The project will provide three new ADA elevators, two new platform to street stairs and associated mezzanines to relieve congestion and the widening and rehabilitation of existing street stairs. In addition, the project includes ADA improvements such as platform edge reconstruction, platform warning strip, and modification of the agent booth deal tray, AFAS gates, and modification of employee facilities affected by construction.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 3rd Quarter 2014, the forecast Design Completion date slipped thirteen months from December 2014 to January 2016. This delay is due to the time needed to address community concerns raised by adjacent property owners at 69th Street regarding the location of the proposed street stair entrances. After extended negotiations, an agreement has been reached to place the stair entrance east of Lexington Avenue inside the Imperial House Apartments (between 68th Street and 69th Street). This entrance is in lieu of the street entrance at the SE corner of 69th Street and Lexington Avenue. This design solution will require property acquisition, environmental study, additional surveys and design time for the new work items.</p>
What is Being Done
<p>Schedule: A project plan is being developed to assess all the activities needed to meet the new schedule. MTA Legal, MTA Real Estate and Government and Customer Relations are in negotiations with the Imperial House. Design activities for the new work will commence upon the execution of contract modifications. Other work items are being expedited.</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 design contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project: Rapid Transit Operations Facilities Hardening: Phase 2	Current Budget: \$10.0M
	Project EAC: \$10.0M
	Original Design Completion Date: Apr 2014
Project No: T6160720	Current Design Completion Date: Oct 2014
Project Phase: Design	Phase Complete: 90%

Project Description
<p>This contract will provide access control to various Rapid Transit Operations (RTO) facilities. It will provide new doors and door hardware, card access hardware, blast resistant film on windows and doors, a CCTV system and an on demand video access system.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 3rd quarter 2014, the forecast Design Completion date slipped from July 2014 to October 2014 due to changes in the number of locations to be addressed under this project and the decision to use the transit wireless network in lieu of a Passenger Station Local Area Network installation for certain locations.</p>
What is Being Done
<p>Schedule: Subsequent to the 3rd Quarter reporting period, Final Design was completed on October 25, 2014.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Staten Island Station Structural Repairs, 8 Stations	Current Budget: \$12.8M
	Project EAC: \$12.8M
	Substantial Completion Date at Award: Sept 2013
Project No: S6070101	Current Substantial Completion Date: Jan 2015
Project Phase: Construction	Phase Complete: 88%

Project Description
<p>The objective of this project is to rehabilitate and correct structural deficiencies identified within stations on the Staten Island Railway (SIR). Major repairs will be done at three stations (Stapleton, Grasmere, and Dongan Hills) and more minor repair work will be done at five stations (Great Kills, Annadale, Huguenot, Grant City, and Tompkinsville).</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 3rd quarter 2014, the forecast Substantial Completion date slipped four months from September 2014 to January 2015. This delay is due to several factors:</p> <ul style="list-style-type: none"> • Department of Transportation (DOT) permit delays for placement of a crane needed for the construction of the new station house at Grasmere Station. • Relocation of Con Edison high tension lines at Grasmere Station. • Department of Environmental Protection (DEP) revisions to water service installation at Grasmere, Annadale, and Huguenot Stations.
What is Being Done
<p>Schedule: Structural steel for Grasmere station house was erected. Contractor's request of change order for an extension of time and impact cost due to DOT delays is under review. Con Edison is reviewing the option to relocate the overhead power lines. NYCT designers are preparing drawings for revised water line layout for DEP and DOT approvals.</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 September 30, 2014
Project Name: Hicksville North Track Siding	Current Budget: \$37.7M
	Project EAC: \$52.0M
	Original Design Completion Date: March 2015
Project No: L50304TQ	Current Design Completion Date: March 2015
Project Phase: Design	Phase Complete: 75%

Project Description
<p>The configuration of the new north track siding will consist of a single track, fully electrified with 3rd rail 750 Volts Direct Current power and a fully interlocked signal system with controlled signal switches. The major elements of the north track siding work will include, but not limited to: 9200 linear feet of new track; 8400 linear feet of new third rail and protection board; seven new switches; 1500 linear feet of new retaining wall; 2400 Volt, 100 Hertz service for the signal system; and track drainage improvements.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the 3rd Quarter of 2014, the EAC increased from \$37.7M to \$52.0M. This was a result of the addition of a new crossover in Divide 3 connecting the new north track siding extension with Mainline1 and upgrading the existing north track siding to meet revenue service track standards.</p>
What is Being Done
<p>Cost: The design is progressing to 90%. The EAC will be re-evaluated and a budget modification will be requested.</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 Design contractor's performance rating for this reporting period.</p>

MTA Agency: Long Island Rail Road	Status as of September 30, 2014
Project Name: Hicksville Station Improvements	Current Budget: \$55.2M
	Project EAC: \$63.6M
	Original Design Completion Date: Dec 2014
Project No: L50304TR	Current Design Completion Date: Dec 2014
Project Phase: Design	Phase Complete: 91%

Project Description
Remove and replace the elevated platforms and repair the supporting grade beams/substructure as required; Remove and replace the concrete stairways with new aluminum stairways and American with Disability Act (ADA) compliant handrails; Remove and replace two existing escalators between the street and platform level; Install two new elevators in the plaza near Ticket Office; Modify platform canopies including lighting, electrical & communications systems, signage and canopy drainage; Remove and replace the platform waiting rooms, plumbing and drains; Installation of a new Security Closed Circuit Television system; Phased construction approach to avoid disruptions to the operations.
Problem Since Last Quarterly Report
Index Trigger(s): Cost
Cost: During the 3 rd Quarter of 2014, the EAC increased from \$55.20M to \$63.57M. This was a result of the requirements to provide 12-car platforms for all peak service and at least one 12-car platform at all times during construction. Because of this requirement, detailed construction phasing was introduced, which includes temporary platforms off the west end of the existing platforms as well as at each work location along the platform on a daily basis. To allow for the platforms to be open for each peak service, a hybrid platform combining precast planks and cast-in-place concrete was designed.
What is Being Done
Cost: The design is progressing to 100%. The EAC will be re-evaluated and a budget modification will be requested.
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 Design contractor's performance rating for this reporting period.

MTA Agency: Long Island Rail Road	Status as of September 30, 2014
Project Name: Atlantic Branch Half Tie Replacement	Current Budget: \$14M
	Project EAC: \$25.3M
	Original Design Completion Date: Oct 2014
Project No: L60301TG	Current Design Completion Date: Oct 2014
Project Phase: Design	Phase Complete: 97%

Project Description
<p>The project design provides for a new composite half tie rail fastening system to be used in the Atlantic Branch Tunnel. A Third party contractor will replace deteriorated half ties in the Atlantic Branch Tunnel with the new composite half tie rail fastening system.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the 3rd quarter, the Estimate at Completion increased to \$25.3M. The original intent of the project was to replace only the most deteriorated half ties in the tunnel to bring the track up to a state of good repair. To do this it was assumed that approximately 11,000 ties would need to be replaced (25% of the 44,000 ties in the tunnel). The original \$14M was thought to be sufficient enough to replace the 11,000 ties. However, after LIRR Engineering inspected the tracks it was found that far more half ties were deteriorated than initially thought. They determined that approximately 21,500 ties needed to be replaced to bring the track up to a state of good repair.</p>
What is Being Done
<p>Cost: The LIRR is currently working with the MTA to secure additional funding (approx. \$11.33M) to replace all 21,500 half ties.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the 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 Design contractor's performance rating for this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of September 30, 2014
Project Name: Rock Slope Remediation	Current Budget: \$7.0M
	Project EAC: \$8.3M
	Substantial Completion Date at Award: Aug 2016
Project No: M6030107	Current Substantial Completion Date: Sept 2016
Project Phase: Construction	Phase Complete: 74%

Project Description
<p>This project is phase IV of the Rock Slope Remediation Program, which started in the 2000-2004 Capital Program. The work includes annual consultant inspection and design, 3rd party construction, and force account support.</p> <p>The design consultant will annually inspect 185 rock slopes along the East of Hudson, Harlem and New York portion of the New Haven Lines, and provides a one-time inspection along the West of Hudson Port Jervis Line. The consultant will develop 100% construction contract documents for phase IV construction, provide construction support, field inspections and geotechnical services, and prepare 90% plans & specifications for Phase V Construction.</p> <p>The 3rd party contractor will perform rock slope remediation of two priority rock slopes on the Harlem line, and two priority rock slopes on the Hudson line.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency and Cost
<p>Contingency and Cost: The primary cause of negative cost impacts to this project, which affected both the 3rd party contractor and the consultant field inspection services, is due to the project incurring excessive track outage delays while remediating the Hudson Line rock slopes. Track outages are essential to not only performing the work, but are also necessary to access the site. In an attempt to maintain the project schedule, the contractor was directed by MNR to work weekends whereby overtime charges are being absorbed by the Railroad.</p> <p>Other less costly contributing factors which impacted the construction costs include additional rock scaling at Harlem Line site mile post (MP) 66.7, and Hudson Line site MP 44.3.</p> <p>Other costs which impacted the design / inspection consultant included the need for providing field inspection and construction support services for an “Emergency” Rock Slope Remediation Project West of Hudson along the Port Jervis Line at MP JS 52.3, and the potential for re-evaluation of all priority rock slopes to revise the planning of future rock slope construction projects. (This task is projected, but not yet authorized).</p>
What is Being Done
<p>Contingency and Cost: To mitigate cost impacts due to track outage delays, a great effort has been made to schedule and coordinate with the Track Maintenance Department and Operations Services to make the most efficient use of all available track outages. Track patrols have been rescheduled to minimize delays, and the contractor has been directed to work weekends. Although working weekends is at an added cost, it has been proven to be cost effective since the duration of the weekend outages are much longer, and they are un-interrupted.</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 Construction contractor’s performance rating for this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of September 30, 2014
Project Name: Harlem Line Stations Renewal Phase I and II	Current Budget: \$25.78M
	Project EAC: \$25.72M
	Design Completion Date at Award: May 2015
Project No: M6020203	Design Completion Date: June 2017
Project Phase: Design	Phase Complete: 47%

Project Description
<p>This project will renew select station components including portions of platforms, canopies, lighting and platform amenities. The project scope includes the following:</p> <p>Phase I - design and construction of three stations (Botanical Gardens, Williams Bridge and Woodlawn)</p> <p>Phase II - design for five stations (Wakefield, Mt. Vernon West, Fleetwood, Bronxville, and Tuckahoe).</p> <p>Phase II construction is to be funded in the next Capital Program.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: Phase II design, at 30% design has been placed on hold until the 3rd quarter of 2016 and is forecasted for completion by June 2017. Phase I design, progressing to the 95% level, has been extended six months to May 2015 for final delivery of the bid package.</p> <p>The staging of work for this project is heavily dependent on the availability of track outages and thus has been phased such that it minimizes any operational and customer impacts and maximizes cost effectiveness. As a result, Phase II construction will commence upon completion of Phase I, and Phase I construction will commence when MNR's interlocking system is installed at CP109, which is now forecasted for completion in December 2015.</p>
What is Being Done
<p>Schedule: Delaying the delivery of a final design package has been determined to be in MNR's best interests as it will minimize risks to the project by having the ability to: take into consideration the latest track outage schedule, include any new findings, regulations, and incorporate lessons learned from earlier phases of work.</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 Design contractor's performance rating for this reporting period.</p>

MTA Agency: Bridges and Tunnels	Status as of September 30, 2014
Project Name: Miscellaneous Rehab - Manhattan Approach Ramps – Robert F. Kennedy Bridge	Current Budget: \$112.6M
	Project EAC: \$112.6M
	Substantial Completion Date at Award: Mar 2017
Project No: D601RK23 – Phase “A”	Current Substantial Completion Date: Nov 2016
Project Phase: Design	Phase Complete: 58%

Project Description
Design Services for the reconstruction and rehabilitation of the Manhattan Approach ramps to the Robert F. Kennedy Bridge. This design is for the reconstruction and/or replacement of the Manhattan Approach Decks, Joints, Barriers, Drainage, Lighting, Superstructure, and Substructure.
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: The project has utilized approximately 72% of the \$1.7M contingency budget, while being only 58% complete, producing a Contingency Index of 1.23. This was due to \$1.2M in change orders for the following unforeseen work, which has been reviewed and approved by the MTA:</p> <ul style="list-style-type: none"> • Design of a new Harlem River Drive (HRD) direct connector Ramp, including Design Changes to New York City Department of Transportation’s 127th Street Bridge Plans to accommodate footing construction, as well as a new connector ramp “stubout” • Additional Archeological and Geotechnical investigations and traffic counts • Miscellaneous mechanical upgrades
What is Being Done
<p>Contingency: The contingency allocation requires no further action at this time as amendments for the above work have been approved by the MTA. The Project Manager does not anticipate exceeding the approved contingency budget.</p> <p>The project management team is closely monitoring the work and will continue to mitigate cost and schedule growth while delivering a quality product and value to the MTA and its customers.</p>
IEC Comment
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 Design contractor’s performance rating for this reporting period.

MTA Agency: Bridges and Tunnels	Status as of September 30, 2014
Project Name: Replace Upper & Lower Level Plaza and Southbound Approach. Henry Hudson Bridge	Current Budget: \$49.4M
	Project EAC: \$49.4M
	Substantial Completion Date at Award: Dec 2015
Project No: D602HH88	Current Substantial Completion Date: Dec 2015
Project Phase: Design	Phase Complete: 68%

Project Description
Provide design services to reconstruct the upper and lower level toll plazas and southbound approach at the Henry Hudson Bridge. This work includes, but is not limited to: Replacement of concrete roadway decks, Reconstruction of the lower garage, Relocation of the E-Z Pass toll collection equipment, and Relocation of lower maintenance garage utilities.
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: There are two amendments being processed for unforeseen work which generally resulted from the following:</p> <ul style="list-style-type: none"> • Redirection of design from All Electronic Tolling (AET) where tolls are collected electronically to Open Road Tolling (ORT) which allows toll collection to be accomplished at highway speeds. • Best value utility and MEP (mechanical, electrical and plumbing) improvements, including: Investigate LEED greening improvements, replace existing air handler unit, prepare electrical equipment location plans and operation instruction for emergency use, plus develop site and security improvements.
What is Being Done
<p>Contingency: No further action is necessary at this time as amendments for the above work have been submitted and are being processed.</p> <p>Project Management is confident in the forecasted Estimate at Completion (EAC) value and does not foresee any additional funding level requests at this time.</p> <p>The project management team is closely monitoring the work and will continue to mitigate cost and schedule growth while delivering a quality product and value to the MTA and its customers.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated 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 Design contractor's performance rating for this reporting period.</p>

MTA Agency: MTA Bus	Status as of September 30, 2014
Project Name: Eastchester Depot: Relocate Fuel Tanks and Bus Washers	Current Budget: \$13.5M
	Project EAC: \$13.5M
	Substantial Completion Date at Award: Aug 2014
Project No: U5030205	Current Substantial Completion Date: Dec 2014
Project Phase: Construction	Phase Complete: 68%

Project Description
<p>This project will extend the existing bus lanes of the Service Building at Eastchester Depot by approximately 3,000 square feet to accommodate two new, complete fueling and bus wash lanes. The bus lanes will be extended because the existing bus washers are past their useful life. Additionally, the fuel replenishing of vehicle fluids is done outdoors. This project will allow for fueling and replenishing of vehicle fluids to be performed indoors.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency and Schedule
<p>Schedule: The 3rd Quarter 2014 Traffic Light Report identifies a three month schedule variance, with Substantial Completion slipping from September 2014 to December 2014. The variance in schedule was triggered by a delay in demolishing the existing bus washer by the contractor, Con Edison taking longer than anticipated to perform scheduled work, and an unanticipated issue with the masonry veneer when construction commenced, resulting in an extension to the schedule.</p> <p>Contingency: The project has utilized approximately 92% of the \$824K contingency budget at 68% overall completion, thus triggering the high contingency index this quarter. This was due in part to additional AWO's for unforeseen environmental conditions, such as additional rock excavation.</p>
What is Being Done
<p>Schedule: A temporary bus wash was provided, and a change order has been issued for the removal of the unsupported masonry veneer. Con Edison work is pending. The Substantial Completion date has been revised to December 2014.</p> <p>Contingency: Subsequent to the reporting period, additional funding has been added into the contingency to cover the unanticipated AWO's.</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: MTA Bus	Status as of September 30, 2014
Project Name: Security Upgrade: Eastchester and LaGuardia Depots	Current Budget: \$6.8M
	Project EAC: \$6.8M
	Substantial Completion Date at Award: Sept 2014
Project No: U5030218	Current Substantial Completion Date: Feb 2015
Project Phase: Construction	Phase Complete: 65%

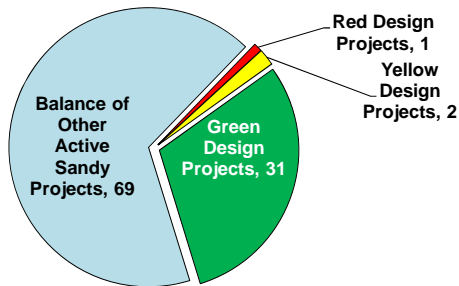
Project Description
<p>This project will furnish and install equipment and material as required for a complete Security System and includes Access Control, Intrusion Detection and a Closed Circuit Television (CCTV) system at both Eastchester and LaGuardia Bus Depots in the MTA Bus system.</p> <p>The project will enhance the Security Division's ability to accomplish its primary goal, perimeter protection. Cameras will require the use of intelligent video analysis to identify predetermined alarm conditions thus notifying the appropriate person(s) to a potential security breach. The electronic security will further enhance the security of the Bus depots together with other security improvements such as perimeter protection, structural hardening and enhance in consequence management and emergency response.</p> <p>These systems will be monitored locally inside the security booth at each depot and remotely at System Wide Centers. Security Systems will be such that it may be readily expanded in the future without significant impact to the initially deployed head end equipment. Codes, standards and specifications shall be the latest edition.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: The 3rd Quarter 2014 Traffic Light Report identifies a five month schedule variance, with Substantial Completion slipping from September 2014 to February 2015. The variance in schedule was triggered by various project scope revisions resulting in an extension to the schedule.</p>
What is Being Done
<p>Schedule: The Substantial Completion date has been revised to February 2015.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the 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>

3rd Quarter 2014 Traffic Light Report on MTA Sandy Program

A total of 103 Active Sandy Projects were Reviewed for the 3rd Quarter 2014

The 103 active projects include 34 projects in Design, 22 in Post-Design to Construction Award, and 47 in Construction

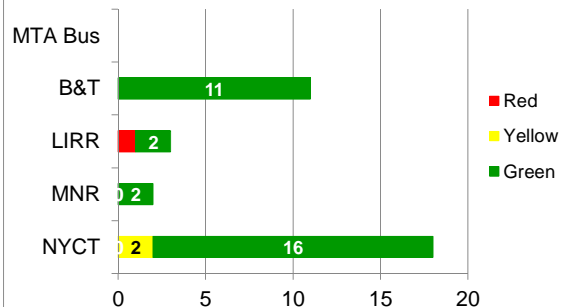
34 of 103 Projects in Design



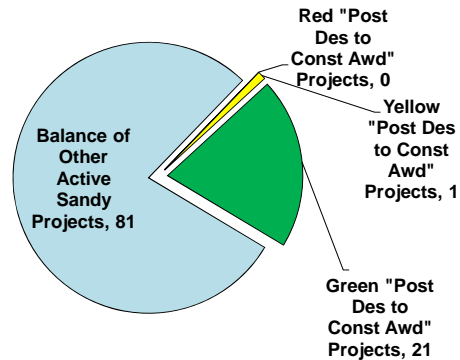
Summary of Projects in Design: 34 projects were reviewed in this phase with 31 (91%) designated green, 2 (6%) yellow, and 1 (3%) were red. The design project designated Red, was for a 6 month schedule slippage due to the addition of added project scope and design study activities.

Last Quarter: 43 projects were reviewed; with 40 (93%) designated green, 1 (2%) yellow, and 2 (5%) were red.

34 Projects in Design



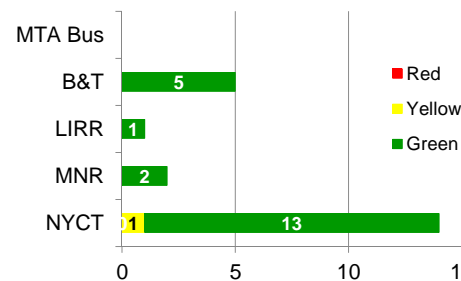
22 of 103 Projects in Post-Design to Construction Award



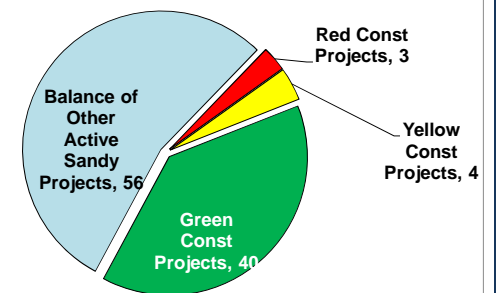
Summary of Projects in Post-Design to Construction Award: 22 projects were reviewed in this phase with 21 (95%) designated green, 1 (5%) designated yellow and none (0%) designated red.

Last Quarter: 17 projects were reviewed; with 14 (82%) designated green, 1 (6%) yellow and 2 (12%) red.

22 Projects in Post-Design to Construction Award



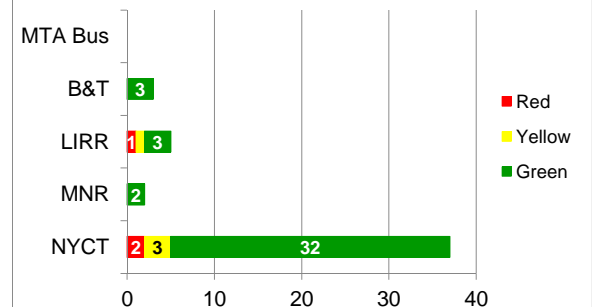
47 of 103 Projects in Construction



Summary of Projects in Construction: 47 projects were reviewed in this phase with 40 (85%) designated green, 4 (9%) yellow and 3 (6%) red. The 3 construction projects designated Red were for cost and contingency variances directly related to change orders, unforeseen field conditions & additional work scope.

Last Quarter: 43 projects were reviewed in this phase with 39 (90%) designated green, 2 (5%) yellow and 2 (5%) red.

47 Projects in Construction



216 total Sandy Program projects in the 3rd Quarter 2014 include 103 Active projects, 30 Completed and 83 in Planning which will not be reported as Active until reaching the Design phase







MTA Sandy Recovery Projects Terms and Definitions

3rd 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: 34

-  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: 22

-  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: 47

-  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: 83

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



Projects Completed: 30

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

Report Index Formulas and Criteria:

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



3rd 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												
ET040217	Recovery: Purchase and Install Automated Fare Collection Equipment	Construction	Recovery	\$10,926,450	0	.00	■	1.00	▲	0	■	G
ET040309	Mitigation: Manhole Castings & Conduit Duct Penetration (SBFP)	Construction	Mitigation	\$1,680,200	5	.00	■	1.00	▲	0	■	G
ET060218	Recovery: 2 Pump Rooms (Southern Manhattan)	Construction	Recovery	\$7,215,402	0	.00	■	1.00	▲	0	■	G
ET100306	Mitigation: Near Term Perimeter Protection at Coney Island Yard	Construction	Mitigation	\$13,234,878	15	.00	■	1.00	▲	0	■	G
ET040210	Recovery: Employee Facilities at Stillwell Terminal	Construction	Recovery	\$13,111,918	38	.00	■	1.00	■	0	■	G
ET040211	Recovery: Police District Office #34 at Stillwell Terminal	Construction	Recovery	\$1,053,628	38	.00	■	1.00	■	0	■	G
ET040212	Recovery: South Ferry Advance Removal	Construction	Recovery	\$6,091,170	99	.95	▲	1.00	■	-1	▼	G
ET040307	Mitigation: Lower Manhattan Flood Doors/Hatches (SBFP)	Construction	Mitigation	\$2,182,600	20	.00	■	1.00	■	0	■	G
ET040308	Mitigation: Lower Manhattan Hatch Installation (SBFP)	Construction	Mitigation	\$1,325,139	18	.00	■	1.00	■	0	■	G
ET050206	Recovery: Mainline Track (Montague Tube)	Construction	Recovery	\$27,888,991	92	.78	▼	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	100	.95	▼	1.00	■	0	■	G
ET050214	Recovery: Mainline Track (Steinway Tube)	Construction	Recovery	\$7,707,845	45	8.09	▲	1.26	▲	0	■	R
ET060207	Recovery: Tunnel Lighting (Montague Tube)	Construction	Recovery	\$32,837,736	92	.05	■	1.00	■	0	■	G
ET060208	Recovery: 2 Pump Rooms (Montague Tube)	Construction	Recovery	\$9,410,744	92	.13	▲	1.00	■	0	■	G
ET060209	Recovery: Fan Plant (Montague Tube)	Construction	Recovery	\$5,112,498	92	.29	▲	1.00	■	0	■	G
ET060210	Recovery: Tunnel Lighting (Greenpoint Tube)	Construction	Recovery	\$34,800,180	97	.00	■	1.02	■	0	■	G
ET060211	Recovery: Pump Room (Greenpoint Tube)	Construction	Recovery	\$5,254,465	20	5.22	▲	1.00	■	0	■	G
ET060212	Recovery: Fan Plant (Greenpoint Tube)	Construction	Recovery	\$9,702,677	16	5.67	▼	1.00	■	0	■	G
ET060221	Recovery: Pump Room (Steinway Tube)	Construction	Recovery	\$14,658,289	65	1.56	▲	1.20	▲	0	■	R



3rd 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												
ET060224	Recovery: 3 Fan Plants (Southern Manhattan)	Construction	Recovery	\$25,679,043	0	.00	■	1.00	▼	0	■	G
ET060304	Mitigation: Conversion of 2 Pump Trains	Construction	Mitigation	\$13,885,942	60	.00	■	1.00	■	0	■	Y
ET080208	Recovery: Security Equipment in Under River Tubes	Construction	Recovery	\$7,322,000	51	.00	■	1.00	■	0	■	Y
ET080209	Recovery: Signals (Greenpoint Tube)	Construction	Recovery	\$5,414,058	82	.00	■	1.00	■	0	■	G
ET080216	Recovery: Signals (Montague Tube)	Construction	Recovery	\$31,043,605	85	.00	■	1.00	■	0	■	G
ET080218	Recovery: Install Programmable Logic Controller Signal Equipment on the Rockaway Line	Construction	Recovery	\$6,028,978	72	.00	■	1.00	■	1	▲	G
ET080221	Recovery: Install Closed-Circuit Television Systems (Rutgers Tube)	Construction	Recovery	\$2,036,495	3	.00	■	1.00	■	0	■	G
ET080222	Recovery: Install Closed-Circuit Television Systems (Cranberry Tube)	Construction	Recovery	\$2,088,836	3	.00	■	1.00	■	0	■	G
ET090207	Recovery: 3 Circuit Breaker Houses (Montague Tube)	Construction	Recovery	\$10,933,382	92	.51	▼	1.00	■	0	■	G
ET090208	Recovery: Power Cable, Communication Cable and Ducts (Montague Tube)	Construction	Recovery	\$78,198,336	92	1.01	▲	1.00	■	0	■	G
ET090209	Recovery: 2 Substations (Montague Tube)	Construction	Recovery	\$1,367,307	92	.00	■	1.00	■	0	■	G
ET090210	Recovery: Power and Communication Cables (Greenpoint Tube)	Construction	Recovery	\$24,876,733	99	.00	■	1.53	■	0	■	Y
ET090302	Mitigation: Power Cables and Ducts in the Montague Tube	Construction	Mitigation	\$56,361,181	92	.51	▲	1.00	■	0	■	G
ET160208	Recovery: Miscellaneous Facilities	Construction	Recovery	\$3,881,022	37	.00	■	1.00	■	24	▲	G
ET160209	Recovery: Procure Keene Machines and Audit System Equipment	Construction	Recovery	\$1,069,164	0	.00	■	1.00	■	0	■	G
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Design	Mitigation	\$17,909,287	0	.00	■	2.57	▲	0	■	G



3rd 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												
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	55	.00	■	1.07	■	0	■	Y
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels - Design Only	Design	Mitigation	\$2,913,963	0	.00	■	1.00	■	0	■	G
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	21	.00	■	1.00	■	0	■	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	\$18,333,560	86	.00	■	1.04	■	0	■	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Design	Recovery	\$1,559,532	70	.00	■	1.00	■	0	■	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Design	Recovery	\$9,012,762	70	.00	■	1.31	▼	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	70	.00	■	1.40	■	0	■	G
ET090227	Recovery: 12 Circuit Breaker Houses - Design Only	Design	Recovery	\$4,433,034	11	.00	■	1.00	▼	6	▲	G
ET100209	Recovery: Power Cable at 148 Street Yard	Design	Recovery	\$719,850	80	.00	■	1.00	■	0	■	G
ET100210	Recovery: Power Cable at 207 Street Yard	Design	Recovery	\$1,161,410	80	.00	■	1.00	■	0	■	G
ET100211	Recovery: Power Cable at Coney Island Yard	Design	Recovery	\$1,031,867	33	.00	■	1.00	■	0	■	G
ET100218	Recovery: 207 Street Yard Signal System	Design	Recovery	\$6,334,200	14	.00	■	1.00	■	0	■	Y



3rd 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												
ET100304	Mitigation: Rockaway Park Yard - Design Only	Design	Mitigation	\$957,590	42	.00	■	1.00	■	0	■	G
ET040310	Mitigation: Sidewalk Vent Covers (SBFP)	Post Des to Const Awd	Mitigation	\$3,348,179	99	.00	■	1.00	▲	0	■	G
ET040213	Recovery: South Ferry Station Complex	Post Des to Const Awd	Recovery	\$169,702,062	100	.00	■	8.23	▲	1	▲	G
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	\$6,520,798	100	.00	■	205.79	■	0	■	G
ET080201	Recovery: South Ferry Interlocking	Post Des to Const Awd	Recovery	\$63,788,058	99	.00	■	37.52	▲	1	▲	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$41,427,027	100	.00	■	4.41	▲	0	■	Y
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Post Des to Const Awd	Recovery	\$67,514,923	100	.00	■	19.35	▲	14	▲	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Post Des to Const Awd	Recovery	\$6,343,276	99	.00	■	1.12	▼	0	■	G
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Post Des to Const Awd	Recovery	\$45,016,607	100	.00	■	18.74	▲	0	■	G
ET090226	Recovery: Circuit Breaker House (53 Street Tube)	Post Des to Const Awd	Recovery	\$8,090,599	100	.00	■	36.28	▲	0	■	G
ET100212	Recovery: Power Cable at Rockaway Park Yard	Post Des to Const Awd	Recovery	\$15,034,444	30	.00	■	23.17	▲	0	■	G
ET100213	Recovery: Rockaway Park Yard Assessment	Post Des to Const Awd	Recovery	\$869,170	100	.00	■	1.00	■	0	■	G
ET100214	Recovery: Coney Island Yard Assessment	Post Des to Const Awd	Recovery	\$2,377,712	100	.00	■	1.00	■	0	■	G



3rd Quarter 2014 Traffic Light Report

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

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▼ = 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
NYCT - New York City Transit Sandy Program												
ET100215	Recovery: 148 Street Yard Assessment	Post Des to Const Awd	Recovery	\$645,953	100	.00	■	1.00	■	0	■	G
ET100216	Recovery: 207 Street Yard Assessment	Post Des to Const Awd	Recovery	\$922,328	100	.00	■	1.00	■	0	■	G
ES070213	Recovery: St. George Terminal Tower B - Phase 2	Construction	Recovery	\$6,222,800	0	.00	■	1.00	▼	0	■	G
ES070214	Recovery: St. George Interlocking	Construction	Recovery	\$101,542,918	0	.00	■	1.00	■	0	■	G
LIRR - Long Island Rail Road Sandy Program												
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$60,800,000	15	.00	■	1.00	■	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	8	.00	■	1.00	▼	0	■	Y
EL0603ZK	Long Island City Yard Resiliency	Construction	Mitigation	\$26,803,367	1	.00	■	1.00	■	6	▲	R
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$56,633,000	33	.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	\$7,700,000	0	.00	■	1.00	■	0	■	G
EL0602ZL	Long Island City Yard Restoration	Design	Recovery	\$4,500,000	1	.00	■	1.00	■	6	▲	R
EL0902ZF	Infrastructure / System Upgrades (Various Locations)	Design	Recovery	\$6,000,000	3	.00	■	.61	▼	0	■	G
EL0702ZM	First Avenue Substation Restoration	Post Des to Const Awd	Recovery	\$6,100,000	15	.00	■	1.00	■	2	▲	G
MNR - Metro-North Railroad Sandy Program												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,721,849	23	.00	■	.96	■	0	■	G
EM040207	Communications & Signal Infrastructure Restoration - Equipment Replacement	Construction	Recovery	\$18,928,727	30	.00	■	.99	■	0	■	G
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Design	Recovery	\$66,691,493	100	.00	■	.99	■	1	▲	G



3rd 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
MNR - Metro-North Railroad Sandy Program												
EM050206	Power Infrastructure Restoration Phase 1	Design	Recovery	\$70,920,000	100	.00	■	1.00	■	1	▲	G
EM050208	Power Infrastructure Restoration - Substations	Post Des to Const Awd	Recovery	\$39,156,412	1	.00	■	.99	■	0	■	G
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Post Des to Const Awd	Recovery	\$5,120,000	55	.00	■	1.00	■	1	▲	G
B&T - Bridges and Tunnels Sandy Program												
ED010209	Restoration of Verrazano Narrows Bridge after Super Storm Sandy	Construction	Recovery	\$1,662,052	35	.00	■	.92	▼	0	■	G
ED040208	Restoration of Marine Parkway Bridge Lighting System damaged by Super Storm Sandy	Construction	Recovery	\$692,841	55	.00	■	.75	■	0	■	G
ED040301	Raising of revenue control equipment at the Hugh L. Carey Tunnel Service Building above the 500-year flood elevation.	Construction	Mitigation	\$2,917,066	5	.00	■	1.00	■	0	■	G
ED040303	Installation of a standby emergency generator at the Governors Island Ventilation Building (GIVB) of the Hugh L. Carey Tunnel.	Design	Mitigation	\$3,959,923	90	.00	■	1.00	▲	0	■	G
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Design	Recovery	\$156,397,327	98	.00	■	1.07	▲	1	▲	G
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Design	Mitigation	\$10,000,000	5	.00	■	1.00	■	0	■	G
ED020203	Restore Queens Midtown Tunnel roadway after Super Storm Sandy	Design	Recovery	\$7,611,750	98	.00	■	1.00	■	1	▲	G
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Design	Recovery	\$1,778,368	25	.00	■	.27	▼	7	▲	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Design	Recovery	\$8,955,203	25	.00	■	.86	▼	7	▲	G



3rd Quarter 2014 Traffic Light Report

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

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■ = 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												
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Design	Recovery	\$83,865,294	98	.00	■	.76	▼	1	▲	G
ED050201	Restoration of Cross Bay Bridge Service Building after Super Storm Sandy	Design	Recovery	\$3,201,566	20	.00	■	.67	▼	7	▲	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Design	Recovery	\$8,577,326	98	.00	■	.53	▼	1	▲	G
ED050301	Flood Mitigation - Relocate revenue equipment at Verrazano Narrows Bridge	Design	Mitigation	\$7,596,436	85	.00	■	1.00	■	0	■	G
ED050302	Flood Mitigation - Studies and conceptual design	Design	Mitigation	\$3,123,564	24	.00	■	1.00	■	0	■	G
ED040302	Raising of revenue control equipment at the Queens Midtown Tunnel Service Building above the 500-year flood elevation.	Post Des to Const Awd	Mitigation	\$1,215,000	75	.00	■	1.00	▲	0	■	G
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Post Des to Const Awd	Recovery	\$230,930,304	75	.00	■	.91	▼	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Post Des to Const Awd	Recovery	\$17,927,161	75	.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	75	.00	■	.63	▼	0	■	G
ED050202	Environmental clean-up at Hugh Carey Tunnel after Super Storm Sandy	Post Des to Const Awd	Recovery	\$4,279,863	75	.00	■	.37	▼	0	■	G

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Sandy Recovery: Mainline Track - Steinway Tube	Current Budget: \$6.1M
	Project EAC: \$7.7M
	Substantial Completion Date at Award: Aug 2014
Project No: ET050214	Current Substantial Completion Date: Apr 2015
Project Phase: Construction	Phase Complete 45%

Project Description
<p>This project will replace 2,400 linear feet of track on tracks C-1 and C-2 in the Steinway Tube that was damaged due to flooding from Superstorm Sandy. Items to be replaced include tie blocks, rails, tie plates and associated hardware with contact rail and protection boards.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the 3rd Quarter 2014, the Estimate at Completion (EAC) increased from \$6.1M to \$7.7M as the following work was added to the project:</p> <ul style="list-style-type: none"> • Installation of flashboard for contact rail on tracks C-1 and C-2 • Coring holes in track C-2 and testing of existing concrete • 110 feet of complete track bed replacement on track C-2 • Installation of additional ties, tie blocks and tie plates • Additional TA Labor was needed to support the above added scope
What is Being Done
<p>Cost: A budget modification has been approved to address the budget shortfalls.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the related problems and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency with the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of September 30, 2014
Project Name: Sandy Recovery: Pump Room - Steinway Tube	Current Budget: \$12.2M
	Project EAC: \$14.7M
	Substantial Completion Date at Award: Aug 2014
Project No: ET060221	Current Substantial Completion Date: Apr 2015
Project Phase: Construction	Phase Complete: 65%

Project Description
<p>This project will restore Pump Room #3227 and replace the existing 6" discharge lines with new 8" discharge lines (a total of 8,400 feet) in the Steinway Tube. This portion of the Steinway Tube Restoration includes all the associated electrical work involved in relocating the pump controls to street level from track level to protect the electrical equipment from future flooding.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost and Contingency
<p>Cost: NYCT added the following additional work to the project:</p> <ul style="list-style-type: none"> • The removal of old discharge lines and corroded support beams and the installation of one new beam in shaft #2 • Additional discharge line valves installed • Relocation of additional footage for fire standpipe and gate valves • Installation of sound powered telephones for fire department • Additional TA Labor was required to support the above added scope <p>Contingency: During the 3rd Quarter 2014, the project achieved 65% construction completion. A total of \$733K in approved and pending Additional Work Orders (AWO's) exceeded the project's overall 3rd party contingency budget of \$719K. The additional project scope is noted above under Cost.</p>
What is Being Done
<p>Cost: A budget modification has been approved to address the budget shortfall.</p> <p>Contingency: The cost for the scope changes and for the Additional Work Orders has been covered by the project's budget modification.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the related problems and the actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency with 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 September 30, 2014
Project Name: Long Island City Yard Restoration/Resiliency	Current Budget: \$31.30M
	Project EAC: \$31.30M
	Substantial Completion Date at Award: Dec 2016
Project No: EL0602ZL and EL0603ZK	Current Substantial Completion Date: Junc2017
Project Phase: Design	Phase Complete: 8%

Project Description
<p>The project includes design and construction for reconstruction of Tracks 9 through 12 including restoration of Third Rail systems; switch replacements; remediation; perimeter flood protection walls and gates; construction of car cleaning platforms and underground utilities; storm water detention and management system including flap valves, sumps, pumps and chambers; raised track profiles [to raise elevation]; traction power systems; and [locally funded] excavation/removal of petroleum contaminated soil. In addition, to properly stage work and minimize impacts to the operation, early construction will be performed to support Restoration and Mitigation measures that will include installation of Third Rail systems on Tracks 7 and 8 [also enhances system resiliency] with a fueling safety interlock.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the 3rd Quarter 2014, LIRR Force Account Final Design Completion slipped 6 months, from December 2016 to June 2017. The 3rd Party interim design award was delayed from March to August 2014 (due to additional procurement time required for an added hydrology study via addendum). This delay resulted in negatively affecting the progress of LIRR's Force Account Design, both activities being simultaneously underway and collaborative efforts.</p>
What is Being Done
<p>Schedule: Currently, both third party and force account design are being carefully managed and monitored with timely coordination meetings at suitable intervals.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the related problems and the actions taken by the agency</p>
<p>All Agency Contractor Evaluation: The design work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>



Projects in CPOC's Risk-Based Monitoring Program (Third Quarter 2014 Traffic Light Report – Period Ending September 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
 - Culver Line CBTC Integrated Test Facility
 - 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 Terminal Complex Rehabilitation**
- **Montague Tube Rehabilitation**
- **Hugh L. Carey Tunnel Restoration**
- **Queens Midtown Tunnel Rehabilitation**
- **Hudson Line, Phase I - Power and C&S Infrastructure Restoration**