



**Metropolitan Transportation Authority**

# Capital Program Oversight Committee Meeting

## March 2015

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### 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**

**2 Broadway, 20th Floor Board Room**

**New York, NY 10004**

**Monday, 3/23/2015**

**1:45 - 2:45 PM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES - FEBRUARY 23, 2015**

*- Minutes from February '15 - Page 3*

## **3. COMMITTEE WORK PLAN**

*- 2015 - 2016 CPOC Committee Work Plan - Page 6*

## **4. QUARTERLY MTA CAPITAL CONSTRUCTION COMPANY UPDATE**

- Progress Report on No. 7 Line Extension - Page 8*
- IEC No. 7 Line Extension Project Review - Page 16*
- IEC No. 7 Line Extension Appendix - Page 20*
- Progress Report on Second Avenue Subway - Page 21*
- IEC Second Avenue Subway Project Review - Page 30*
- IEC Second Avenue Appendix - Page 35*
- Progress Report on East Side Access - Page 36*
- East Side Access Appendix - Page 46*
- IEC East Side Access Project Review - Page 49*
- IEC East Side Access Appendix - Page 53*

## **5. CAPITAL PROGRAM STATUS**

*- Commitments, Completions, and Funding Report - Page 54*

## **6. QUARTERLY TRAFFIC LIGHT REPORTS**

*- 4th Quarter Traffic Light Reports - Page 61*

## **7. QUARTERLY CAPITAL CHANGE ORDER REPORT (for information only)**

*- CPOC Change Order Report - All Agencies - Page 130*

## **8. EXECUTIVE SESSION**

Date of next meeting: Monday, April 27, 2015 at 1:15 PM

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**February 23, 2015**  
**New York, New York**  
**1:15 P.M.**

MTA CPOC members present:

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

MTA CPOC members not present:

Hon. Susan Metzger  
Hon. Andrew Saul  
Hon. Vincent Tessitore  
Hon. Iris Weinshall

MTA staff present:

Craig Stewart  
Michael Wetherell

LIRR staff present:

Chris Calvagna  
Glenn Greenberg  
Rich Oakley

MNR staff present:

Glen Hayden  
Tim McCarthy  
Mari Miceli  
Tobey Ritz

Independent Engineering Consultant staff present:

Mark Cosmedy  
Gerry Gardvits  
Mohammad Mohammadinia

\* \* \*

Chairman Prendergast called the February 23, 2015 meeting of the Capital Program Oversight Committee to order at 1:15 P.M.

**Public Comments Period**

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

## **Meeting Minutes**

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on January 20, 2015.

## **Committee Work Plan**

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

## **LIRR/MNR Quarterly Update on Positive Train Control**

Mr. Calvagna reported on progress on the Positive Train Control (PTC) initiative since the last report to CPOC in December, 2014. He stated that DOT and FRA are in the last stages of review of the \$967 million RRIF Loan application, and the PTC System Integrator has provided Preliminary Design Review (PDR) documentation, which, although finalization of the PDR's are behind schedule, will not delay pilot testing or the Implementation Plan. Mr. Calvagna then provided highlights of the risk assessment that was completed in December 2014, including the risk-informed project duration (with mitigations) potentially increasing the full implementation schedule, as well as confirmation of the estimated project cost. In its Project Review, the IEC reported that there have been no cost or schedule issues since the December 2014 report to CPOC. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

## **MNR Capital Program Review**

Mr. McCarthy provided an overview of MNR's 2010-2014 Capital Program, including commitment and completion performance; he then outlined the major project areas that comprise the proposed 2015-2019 Capital Program. Following this, Mr. McCarthy then introduced, Mr. Ritz, who provided an overview of Superstorm Sandy Restoration Projects, Ms. Miceli who reported on the Harmon Shop Replacement, and finally, Mr. Hayden, who updated the Committee on the Cyclical Track Program. In its Project Review of the Hudson Line Sandy Restoration, the IEC noted that contract award is currently forecast for May 2015, due in part to the procurement phase being extended to allow design/build teams additional time to prepare proposals. In addition, the IEC stated that MNR is forecasting the need for additional project funding. In its Project Review of the Harmon Consist Shop Replacement, Phase V, Stage 1, the IEC stated that the contract is scheduled for a December 2017 completion and that the negotiated design/build cost was below the engineer's estimate. The IEC then recommended that MNR conduct a one-day risk update workshop, which will include the additional work from Stage 2 as well as information from the accepted design/build proposal. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

## **LIRR Capital Program Review**

Mr. Oakley provided an overview of MNR's 2010-2014 Capital Program, including commitment and completion performance. He then provided details on the Jamaica Capacity Improvements Phase I, and the Main Line Double Track Program. Mr. Oakley then introduced Mr. Greenberg, who provided an overview of the Annual Track Program. In its Project Review of the Jamaica Capacity Improvements Phase I, the IEC reported that the project is on schedule and budget, and that the IEC is satisfied with the agency's continuous risk mitigation efforts. In its Project Review of the Main Line Double Track, the IEC stated that the 3<sup>rd</sup> party civil design/build contract is approximately 52 work days behind schedule, but that the project end date remains unchanged because of time savings from the use of automated track installation; the IEC then stated that the project is on budget. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

### **MTA Capital Program Commitments and Completions**

Mr. Stewart reported that in 2015 agencies plan to commit a total of \$3.1 billion dollars, including 34 major commitments that will be tracked throughout the year. Agencies committed a total of \$327 million in January, versus a \$372 million January goal. With respect to Completions, the agencies plan a total of \$2.7 billion in completions in 2015, including 25 major completions. Agencies completed \$173 million versus a \$216 million January goal. In addition, Mr. Stewart reported that those major commitments and completions that were not achieved by year end 2014, will continue to be tracked quarterly within a separate report.

### **Adjournment**

Upon motion duly made and seconded, Chairman Prendergast adjourned the February 23, 2015 meeting of the MTA Capital Program Oversight Committee at 2:15 P.M.

Respectfully submitted,  
Michael Jew-Geralds  
Office of Construction Oversight



## **2015-2016 CPOC Committee Work Plan**

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**I. Recurring Agenda Items**

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

**II. Specific Agenda Items**

**April 2015**

**NYCT Capital Program Update**

- **Signals and Train Control Division**
  - CBTC Flushing Line
  - CBTC Queens Boulevard Line
  - Culver Line CBTC Integrated Test Facility
  - Signals Dyre Ave. Line
- **Systems and Security Division**
  - ISIM-B
  - VHF Radio
  - Bus Command Center and Bus Radio System
- **Update on Track Program**

**May 2015**

**B&T Capital Program Update**

- **Bronx-Whitestone Bridge**
- **Hugh L. Carey Tunnel**
- **Queens Midtown Tunnel**
- **RFK Bridge**
- **Verrazano-Narrows Bridge**

**Quarterly LIRR and MNR Positive Train Control (PTC) Update**

**June 2015**

**MTACC Capital Program Update**

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

**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 and MNR 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

NYCT Capital Program Update

November 2015

LIRR and MNR Capital Programs Update

- Quarterly Positive Train Control (PTC) Update

December 2015

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

January 2016

NYCT Capital Program Update  
NYCT, LIRR, MNR Update on New Fare Payment System  
Update on Minority, Women and Disadvantaged Business Participation

February 2016

Quarterly LIRR and MNR Positive Train Control (PTC) Update

March 2016

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

# **MTACC Quarterly Progress Report to CPOC**

## **Number 7 Line Extension**

March 23, 2015



## Number 7 Line Ext.



# Project Overview

## Overall Status

Item	Comments
Schedule	<p>MTACC, contractor, and NYCT are aggressively pursuing completion of construction and testing forecast for the end of 2<sup>nd</sup> quarter 2015. Our 15 week schedule has a two week float, however revenue service may occur at a later date depending on a number of open risks which include:</p> <ul style="list-style-type: none"> <li>• previously mentioned foundation construction of Site J developer</li> <li>• completion of testing as planned</li> </ul>
Cost	<ul style="list-style-type: none"> <li>• \$53 Million – PE and EIS (funded by MTA)</li> <li>• \$2.1 Billion - Subway portion of Number 7 Line Construction budget.</li> <li>• \$266 Million - Additional amount budgeted for Non-Subway work.</li> <li>• \$2.420 Billion - Overall Project budget.</li> <li>• Currently the project is forecast to be completed within budget.</li> </ul>

March 23, 2015

## Number 7 Line Ext.

# Project Overview

### Overall Status Highlights

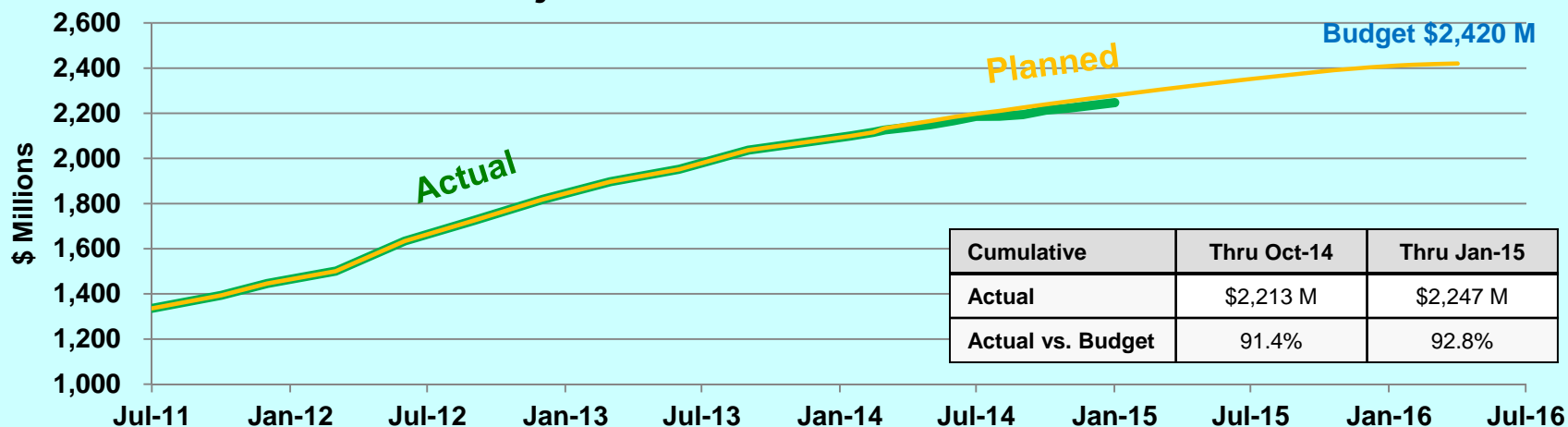
- Overall physical construction essentially completed with exception of Fare Array, Customer Service Booth and a few minor architectural elements. Currently testing/commissioning of various systems is on-going.
- Final Signal In-service testing was completed on March 14th and will support start of Operational Service training.
- The Challenge to the schedule is the Testing/Commissioning of Communications Systems.
- Site P which is not needed for Revenue Service is on-going. Site P is expected to be completed in November 2016.

# Number 7 Line Ext.

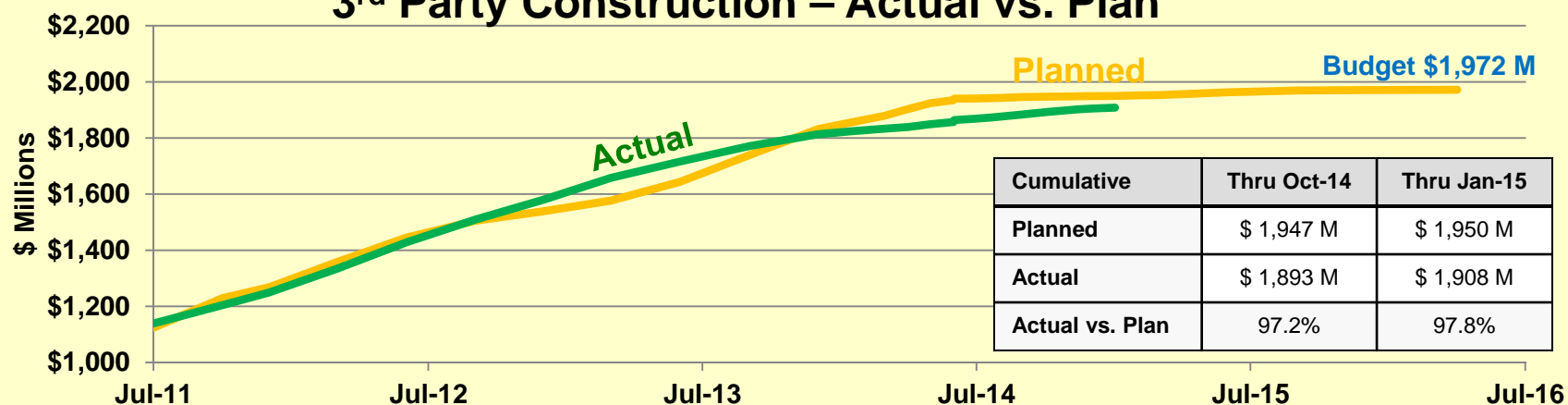


## Cost & Schedule Performance

### Total Project – Actual vs. Plan



### 3<sup>rd</sup> Party Construction – Actual vs. Plan



March 23, 2015

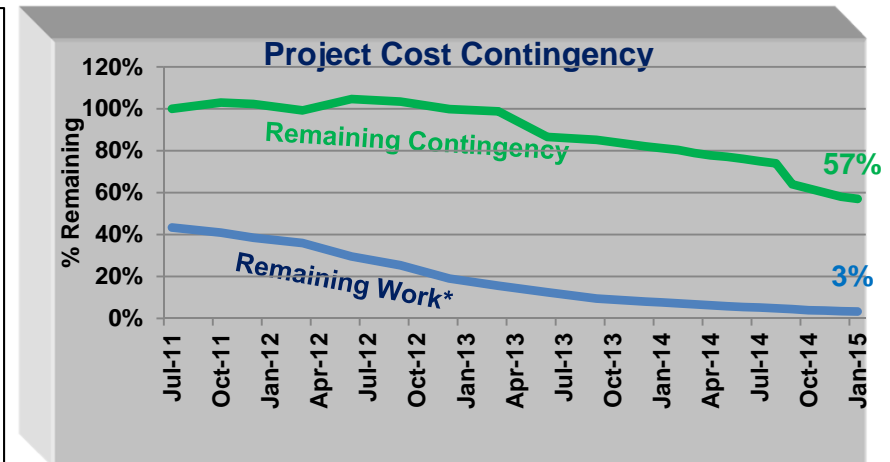
## Number 7 Line Ext.



# 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. But no additional contingency was added. The revised project budget of \$2.366 Billion included \$104.6M (4.5%) contingency.
- Currently the project has \$59.5M in remaining contingency, a decrease of \$5.3M from the last report (\$64.8M).
- Currently the project forecasts a remaining contingency balance \$2M at completion.




March 23, 2015

## Number 7 Line Ext.

# Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	<b>Testing &amp; Acceptance of Transmission Backbone System (TBS)</b>	<b>Start Level 5 March 2015</b>	<p><b>Issue:</b> Completion of Connection Over Ethernet (COE), a prerequisite component was delayed.</p> <p><b>Impact:</b> Due to delay in completion of the COE component, Number 7 Line TBS system was effected. 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 and traction power.</p> <p><b>Mitigation:</b> TBS Level 5 testing will start in March 2015. Portions of the testing will be completed in April which will facilitate Level 5 test for Fire Alarm. Other portion of the testing will be completed in May, which will support testing of Tunnel Ventilation Fans, Traction power, Escalator/Elevator etc.</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.




March 23, 2015

## Number 7 Line Ext.

# Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Testing & Acceptance of Fire Alarm	Start Level 5 April 2015	<p><b><u>Issue:</u></b> Fire Alarm experienced delay in Level 4 testing.</p> <p><b><u>Impact:</u></b> Delay in Fire Alarm Testing could impact starting of Operator's training and could also impact Systems Integration testing of all major systems i.e. Escalators, Elevators, CCTV etc.</p> <p><b><u>Mitigation:</u></b> NYCT acceptance testing (Level 4) of 34<sup>th</sup> street station, Site A and Site K has been completed. Level 4 testing of Site J is in progress, and Site L will follow after that. Contractor is working extended hours and planning concurrent Level 5 testing at different locations.</p>


### Legend

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March 23, 2015

# Number 7 Line Ext.

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Testing &amp; Acceptance of Inclined Elevators at 34<sup>th</sup> Street Station Entrance</b>	<b>Complete Level 3 &amp; 4 March 2015</b>	<p><b><u>Issue:</u></b> Initial Factory Acceptance Test (FAT) for inclined elevator failed twice. Incompatible communication cable further delayed completion of installation.</p> <p><b><u>Impact:</u></b> Incurred delay in installation and testing of inclined elevators.</p> <p><b><u>Mitigation:</u></b> Contractors Initial Site Acceptance Testing completed. Level 3 test was completed on March 12, 2015. NYCT acceptance testing (Level 4) has started and scheduled to completed this month.</p>

### Legend

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March 23, 2015

# **March 2015 CPOC IEC Project Review**



## **Number 7 Line Extension**

**March 23, 2015**





# 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 \$2.42B.
- The contingency at project completion is forecast to be \$2M, which is a decrease of \$7M from last reported (\$9M). Additional monies may need to be allocated for NYCT support for longer work shifts, six day work week and extension of time.



# Schedule Review

- Two systems, fire alarm and communications backbone, remain on the critical path for revenue service, and additional systems are near-critical.
- MTACC has implemented extended work shifts, a 6-day work week, a shortened integrated testing duration and concurrent testing of the fire alarm system at multiple sites.
- MTACC's schedule shows 15 weeks until construction and testing completion, with two weeks of float. Given the risks identified by MTACC and the inherent risks of integrated systems testing and resolution of code compliance/safety & security requirements, this may not be adequate.
- The IEC agrees with MTACC that the challenges to citing a revenue service date include potential delays associated with Site J developer work.



# Findings & Recommendations

- **Finding** -The IEC conducted a comparative review of the Line 7 Extension project state certification process and identified the need for a documented process. New York City Transit witnesses several levels of systems testing and open issues are tracked via an Observation List Log by discipline. Checklists have also been developed by New York City Transit user groups, System Safety, Code Compliance/ADA and the Stations group.
- **Recommendation** - The IEC recently recommended a state certification plan be formalized and packaged for the Line 7 Extension project as is being done for MTACC Second Ave Subway (SAS). The IEC recommends prioritizing this process. MTACC has begun formalizing a plan that documents this process. The IEC will continue to monitor and verify the plan once complete.



# Recommendations Log

Recommendation	Agency Action	Status
<p><b>June 2014</b></p> <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 risk program, the IEC 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&amp;C matrix in an effort to closely monitor any further slippage in several critical activities.</p>	<p>ONGOING</p> <p>CLOSED</p> <p>ONGOING</p>
<p><b>September 2014</b></p> <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 prioritized their testing and commissioning efforts and resources to the Line 7 extension revenue service date.</p>	<p>ONGOING</p>



# **MTACC Quarterly Progress Report to CPOC**

## **Second Avenue Subway**

March 23, 2015

**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

- Facility power equipment was delivered and installation is ongoing at 96<sup>th</sup> Street Station
- All system equipment for the 72<sup>nd</sup> and 96<sup>th</sup> Street Stations is fabricated, and is now being delivered and installation is ongoing
- Installed 5,825 linear feet of track out of 22,000 linear feet of track (last report 5,080 linear feet)
- Completed work in 26 of 31 signal, communication and traction Rooms at 72<sup>nd</sup> and in 17 of 19 of these rooms at 96<sup>th</sup> Street Stations and turned over to Systems contractor (six weeks later than last forecast)
- Completed the mezzanine slab work at 86<sup>th</sup> Street Station
- Provided access to Systems Contractor for tunnels between 72<sup>nd</sup> Street Station and 86<sup>th</sup> Street Station
- Completed communications conduit turnover to Systems Contractor for 63<sup>rd</sup> Street Station
- Continue surface utility restoration work on the East side of 2<sup>nd</sup> Avenue between 92<sup>nd</sup> and 99<sup>th</sup> Streets

#### 90 Day Look Ahead

- Complete track installation in the tunnels between 63<sup>rd</sup> and 72<sup>nd</sup> Street Stations
- Complete Entrance 1 (301 E 69<sup>th</sup> Street) rock excavation at 72<sup>nd</sup> Street Station
- Complete LAN/WAN testing at 63<sup>rd</sup> Street Station
- Complete work in signal, communication and traction Rooms at 86<sup>th</sup> Street Station and turn over to Systems contractor
- Complete the upper mezzanine slab and platform at 86<sup>th</sup> Street Station

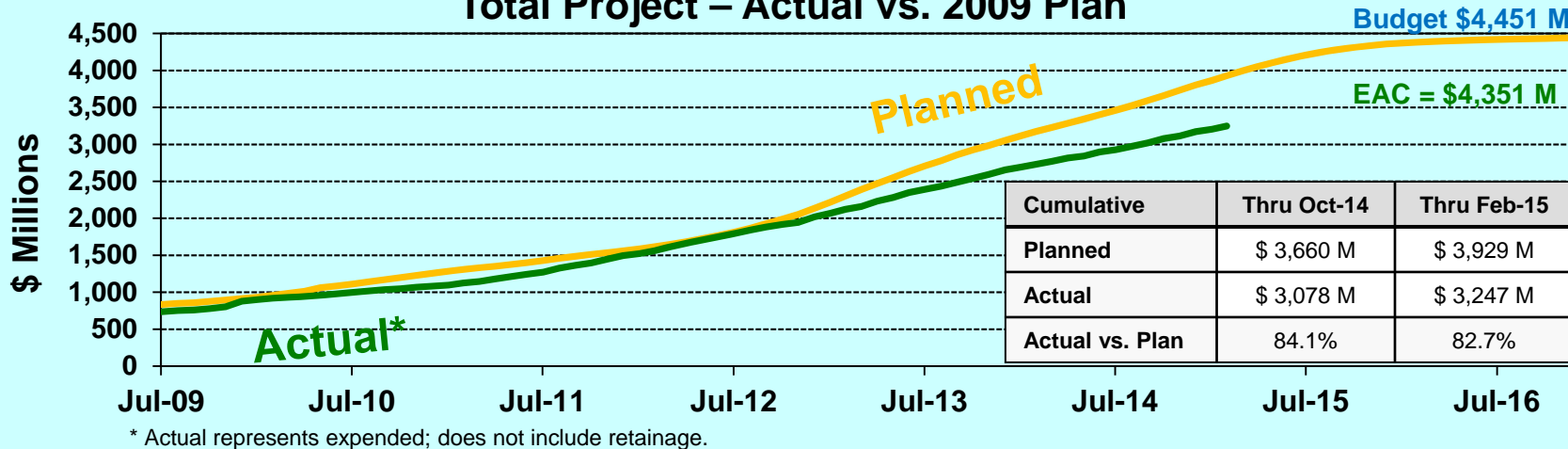
March 23, 2015

SAS

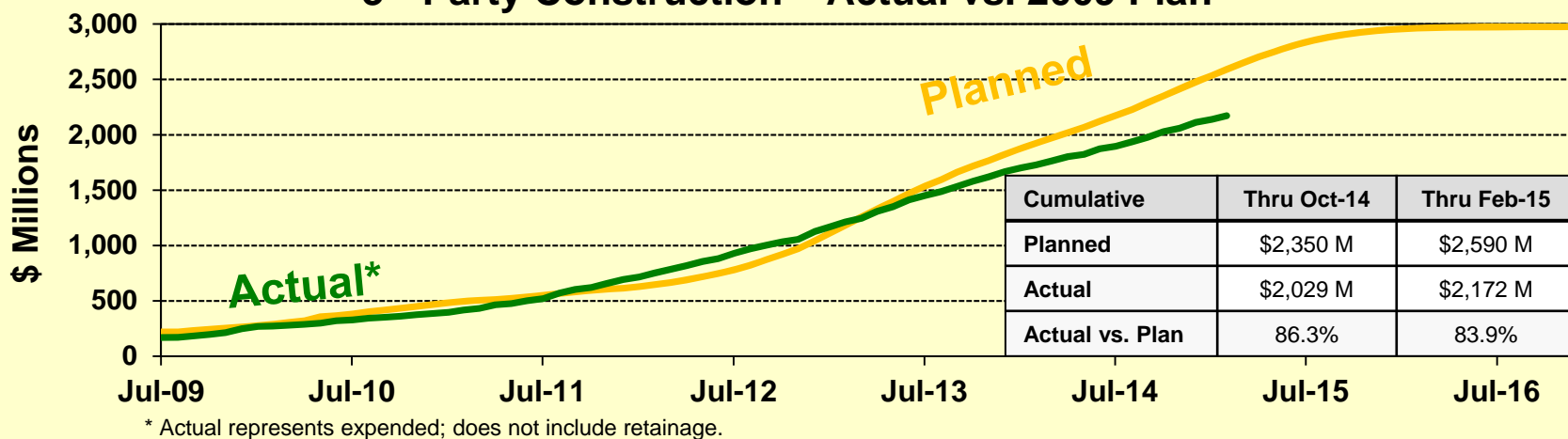


## Cost & Schedule Performance

**Total Project – Actual vs. 2009 Plan**



**3<sup>rd</sup> Party Construction – Actual vs. 2009 Plan**

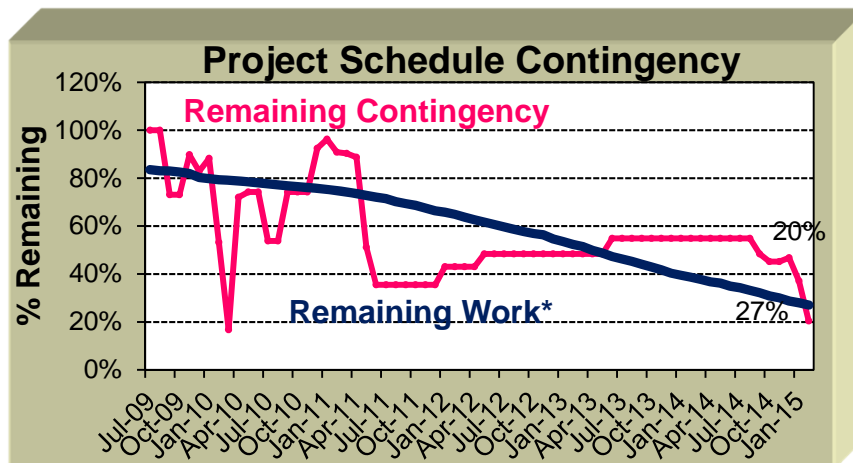


March 23, 2015

SAS

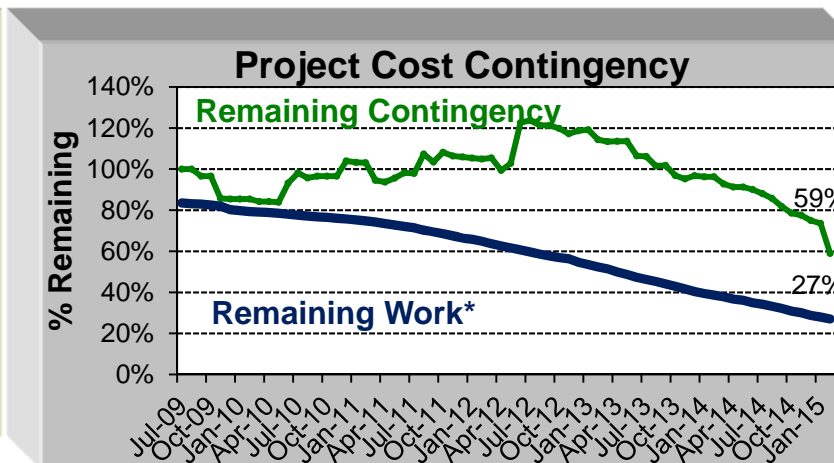


## Cost & Schedule Contingency Status



\* Remaining work starts in 2009

- 2009 schedule contingency: 186 days
- Current schedule contingency decreased to 38 days from 84 days in the last report. Loss of contingency was due to delays with placement of track work in tunnels between 72<sup>nd</sup> and 63<sup>rd</sup> Street Stations.
- Project continues pursuing efforts to recover/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 \$190 million, \$60 million less than the last report (\$250 million).
- This reduction in contingency is due primarily to soft cost increases and additional work orders in the construction contracts.

March 23, 2015






# SAS

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	<b>Energization of Station Facility Power at 96<sup>th</sup>, 86<sup>th</sup>, 72<sup>nd</sup> Street Stations</b> (Contract 2B, 5C, 4C)	<b>Energization Required by December 2015</b>	<p><b>Issue:</b> Facility Power energization at all new stations may not be available in time to support planned Testing and Commissioning activities.</p> <p><b>Impact:</b> Delay in the availability of permanent power will have a direct impact on project contingency.</p> <p><b>Mitigation:</b> Worked with Contractors to do the following:</p> <ul style="list-style-type: none"> <li>• Developed a schedule that completes facility power rooms prior to December 2015.</li> <li>• Closely monitoring progress of the latest schedules for the facility power installation.</li> <li>• Implementing 72<sup>nd</sup> and 86<sup>th</sup> Street acceleration plans for installation of facility power equipment.</li> <li>• Regular meetings with Con Edison to assure that feeders are ready to be energized to support December 2015 date.</li> </ul>


### Legend

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	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.




March 23, 2015

# SAS

## Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 Red	<b>Construction of Entrance #1 (at 69<sup>th</sup> Street) of 72<sup>nd</sup> St. Station is behind schedule (Contract 4C)</b>	<b>Completion of Concrete Lining by October 2015</b>  <b>Completion of Entrance #1 Work September 2016</b>	<p><b>Issue:</b> Completion of Entrance 1 work by September 2016 to maintain Project RSD.</p> <p><b>Impact:</b> Delays to Substantial completion of the 72<sup>nd</sup> Street Station. Potential impact to the September 2016 completion may jeopardize RSD.</p> <p><b>Mitigation:</b></p> <p>The Project is working with the Contractor to maintain the schedule:</p> <ul style="list-style-type: none"> <li>Monitoring the progress of rock excavation, concrete lining installation and street work.</li> <li>Commenced with concreting the lower portion of the escalator incline ahead of planned schedule.</li> <li>Exploring opportunities to increase work hours on certain upcoming activities within the building.</li> </ul>

### Legend




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March 23, 2015

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	<b>63<sup>rd</sup> Street/ Lexington Avenue Station Reconstruction</b>  <b>Conduits for Systems Contract for Communication and Signal work to be installed as part of Milestone 4 (Contract 3)</b>	<b>Pending Evaluation of Opening Date for New Entrances</b>	<p><b><u>Issue:</u></b> Turnover of systems conduit from Stations Contract to Systems contract was delayed.</p> <p><b><u>Impact:</u></b> Delayed access to Systems Contract and potential delay to the beneficial use date of the station. However, the 63<sup>rd</sup> Street Station portion of Systems contract does not impact the revenue service date.</p> <p><b><u>Mitigation:</u></b> Mitigations have been implemented: Contractor has completed communications and signal conduit installation work and turnover to the systems contractor.</p>


### Legend

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




March 23, 2015

# SAS

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Ancillary 2 (Fan Plant & Electrical Distribution Rooms) at 96 <sup>th</sup> Street Station is currently behind schedule (Contract 2B)	September 2015 (start of fan installation)	<p><b>Issue:</b> Ancillary 2 at 96<sup>th</sup> Street Station has experienced delays in construction of the structure.</p> <p><b>Impact:</b> Delays to Substantial Completion of the 96<sup>th</sup> Street Station. This delay has also impacted Project contingency.</p> <p><b>Mitigation:</b> The Project has worked with the Contractor to mitigate delays:</p> <ul style="list-style-type: none"> <li>Mitigation plan was finalized at the end of December 2014.</li> <li>Change Order was issued to contractor to work multiple shifts and Saturdays to bring substantial completion of October 2016 back to August 2016.</li> </ul>


### Legend

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




March 23, 2015

# SAS

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Completion of Contract 6 Systems Trackwork	Complete Trackwork by June 2016	<p><b>Issue:</b> Track installation is delayed by two months due to the slow progress in submissions and installation.</p> <p><b>Impact:</b> Installation of Trackwork is the SAS Primary Critical Path and has impact on Program Contingency.</p> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>• MTACC / Contractor have developed modified installation sequence that allows continual installation and concurrent access with Station Finishes Contractors.</li> <li>• Expedite Approval of Track Alignment Submittals.</li> </ul>

### Legend

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March 23, 2015

# March 2015 CPOC IEC Project Review



## Second Avenue Subway



March 23, 2015

# Schedule Review

The IEC's review of the Project's schedule indicates that schedule contingency is minimal and more schedule mitigation needs to be realized to establish an acceptable level of comfort with achieving the December 2016 Revenue Service Date.

- The IEC's concerns include:
  - Provision of permanent power to the new stations remains critical
  - Track installation has not recovered to the rate required to avoid delay to project completion
  - Recovery of delay to construction of Entrance 1 at 72<sup>nd</sup> St Station is still critical to project completion
  - Remaining work on the 86<sup>th</sup> St Station needs to be accelerated to avoid delay to project completion



# Schedule Review

- The Project Team should be recognized for -
  - Developing detailed testing & commissioning schedules for the new stations informed by lessons learned from 7 Line Extension & Fulton
  - Completing recommended revisions to the Project's schedule logic
  - Initiating intensive test planning activities
- The IEC is completing a comprehensive review of schedule management and has formulated a set of preliminary recommendations, which are now under consideration by the Project Team.





# Budget Review

- Project is on budget but cost contingency has been reduced significantly to accommodate projected increases in construction management, construction support services and insurance.
- The IEC has scheduled an independent program-wide risk assessment in May 2015 in order to better evaluate the cost and schedule risks of the remaining work.



# Recommendations

- **Establish interim milestones for the new trackwork production schedule so that progress can be monitored quarterly.**
- **Develop and execute schedule acceleration plans for the remaining work at the 86<sup>th</sup> Street Station site.**

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



# Recommendations Log

Recommendation	Agency Action	Status
<b>March 2014</b>  Expedite current efforts to resolve key schedule variances with contractors and complete a full update of the Integrated Project Schedule.	The February 2015 IPS Update incorporated additional details, revised systems testing logic, better replication of contractor's logic, new facility power logic and standardized testing & commissioning activities for all finish contracts	CLOSED
<b>June 2014</b>  Complete mitigation plans for major program level schedule risks to improve confidence in December 2016 target revenue service date:	The Project Team expects to have its major mitigation plans defined with the completion of the 2014 update of the Program-wide Risk Assessment. This report is planned for issue in March 2015.	IN-PROGRESS
<b>September 2014</b>  The Project Team should focus its test & integration staff on updating the Testing & Commissioning Plan	This effort is underway with bi-weekly action meetings led by the Test Director and the development of detailed status reports for all contracts.	CLOSED

# **MTACC Quarterly Progress Report to CPOC**

## **East Side Access**

March 23, 2015

# ESA

## Project Overview

### Overall Status

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

### Highlights

#### Progress

- The cutover of all 12KV S Feeder work in Harold Structures Part 2A (CH054A) was completed in February 2015, which allowed the demolition of the existing system to begin
- GCT Concourse and Finishes contract (CM014B) was issued Notice of Award/Notice to Proceed on February 2, 2015
- Advertised Grand Central Terminal Station Caverns and Track contract (CM007) in December 2014
- Manhattan South Structures (CM005) contract, Escalator Cavern Connections (Milestone #1) was completed in February 2015. Contractor progress is trending ahead of schedule
- Manhattan North Structures (CM006) contract is behind schedule. The contractor has submitted and ESA has accepted a recovery schedule
- Received baseline schedule for Systems Package 1 (CS179) and it is currently under review
- Advertised Harold Structures - Part 3: Track D Approach, 48th St Bridge contract (CH057) in March

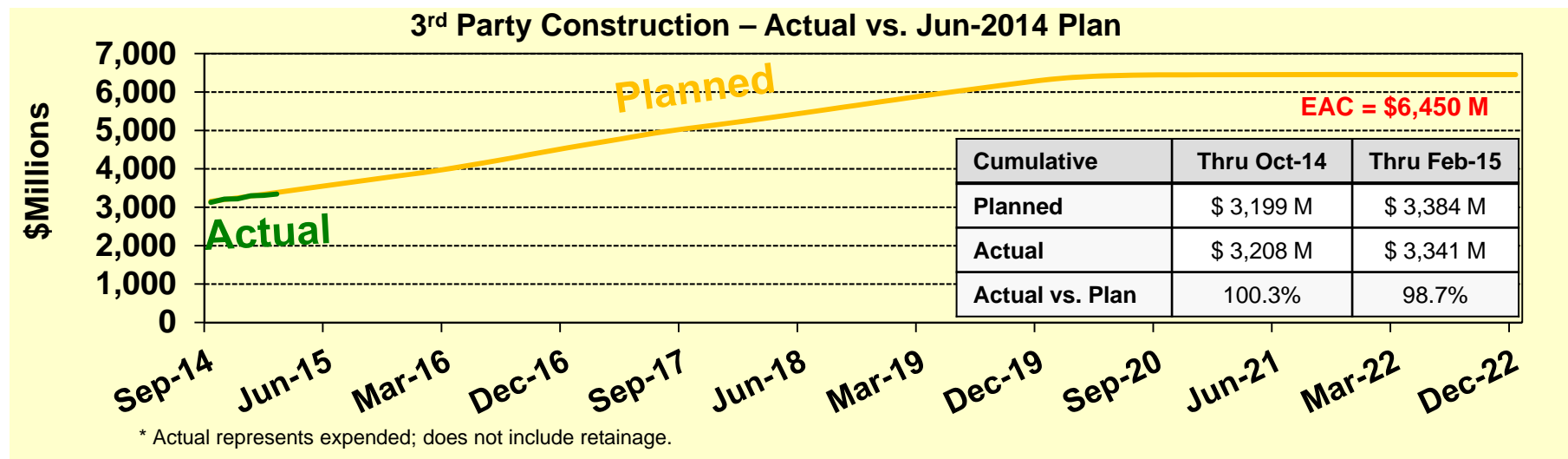
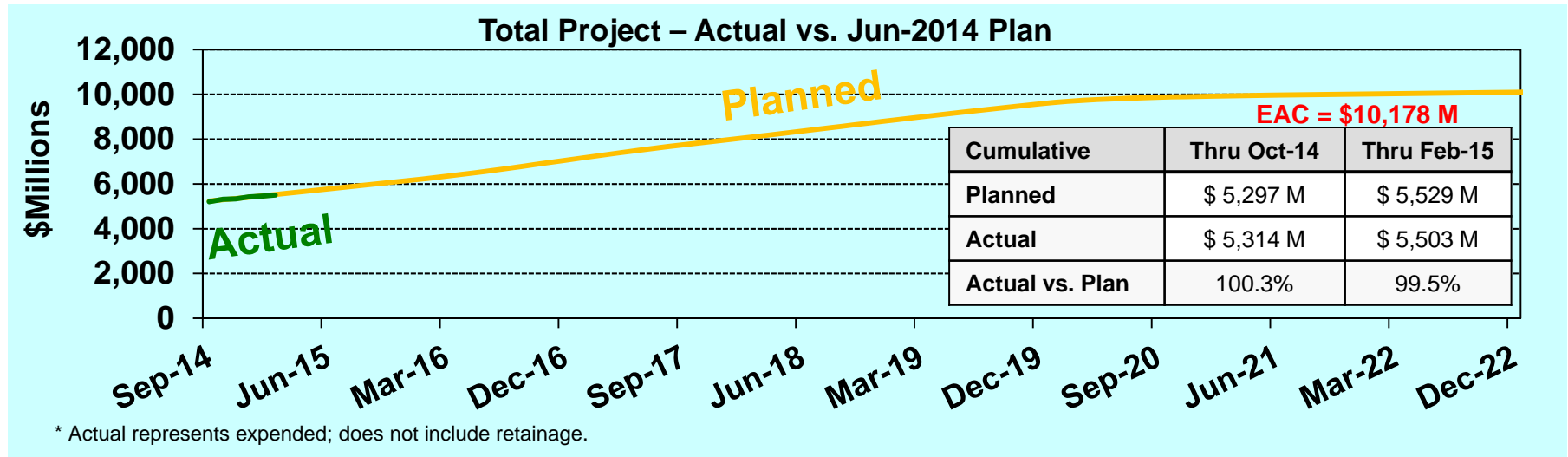
#### 90 Day Look Ahead

- In Harold, commission 12kV feeder system in the CH053 contract, 3 months later than last report
- Substantial Completion of 55<sup>th</sup> Street Vent Plant Facility (CM013A)
- Accept Contractor's baseline schedule for Systems Package 1 (CS179)
- Plaza Substation and Queens Structure contractor (CQ032) will handover of Yard Lead Tunnel to Systems Package 1 contractor (CS179) and complete East River Tunnel Eastbound Rehab work.

March 23, 2015

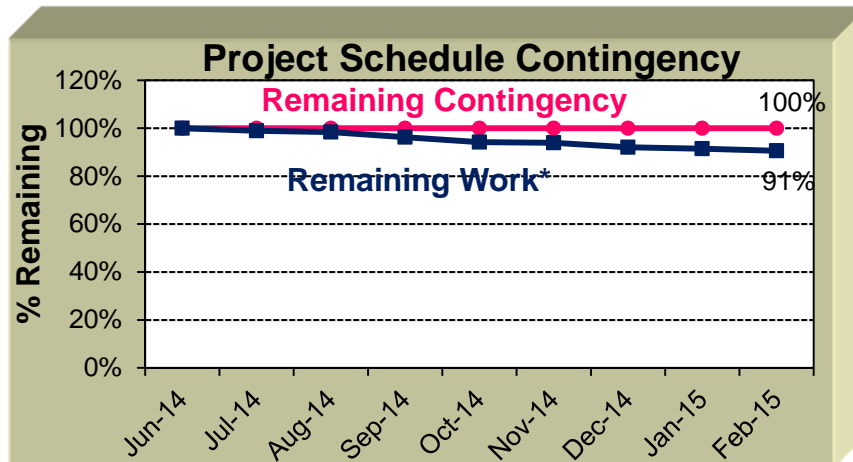
# ESA

## Cost & Schedule Performance



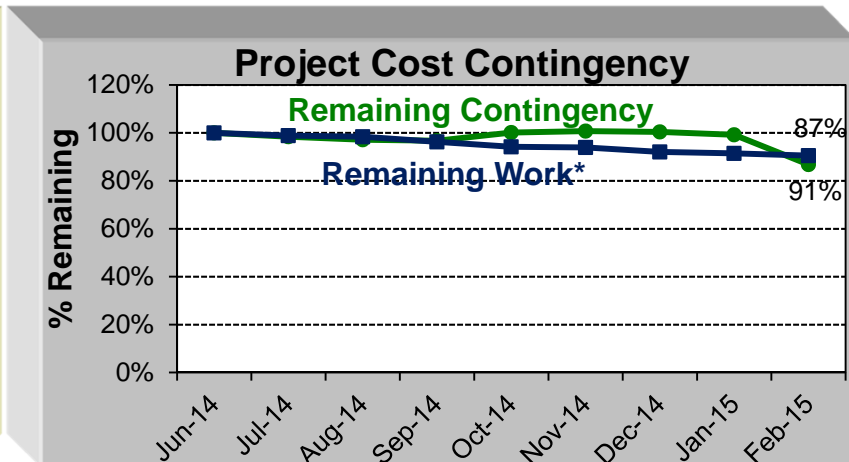
# ESA

## 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 Interlocking is not on the critical path, there has been an 11 month reduction in float, which remains the same as 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: \$709 million (last reported \$819 million)
  - Unallocated contingency: \$366 million
  - Allocated contingency: \$255 million
  - Design development contingency (AFI): \$88 million
- Net decrease in cost contingency is driven by the award of the GCT Concourse and Finishes contract (CM014B).




March 23, 2015

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Acceptance of Baseline Schedule and Progressing of Contractor Engineering on Systems Package 1 - Facilities Systems (CS179)	March 2015	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>Contractor's baseline schedule submission was late and is not acceptable to ESA.</li> <li>Schedule risk due to late start of contractor engineering activities.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Lack of an acceptable baseline schedule hinders ESA's ability to monitor contractor's progress on early engineering activities and the impact on other contracts.</li> <li>There is a potential for schedule delays if the engineering progress is not accelerated.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>ESA is engaging the contractor's management team to resolve the schedule issues.</li> <li>ESA is holding review workshops with the Contractor to mitigate late start of contractor engineering activities.</li> </ul>

### 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.

March 23, 2015






# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Procurement of Grand Central Terminal Station Caverns and Track Contract (CM007)</b>	<b>Preferred Award by November 2015</b>  <b>Must Award by January 2016</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>Untimely award of this contract will impact Integrated Systems Testing (IST) and potentially impact project contingency.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>The award of CM007 should be made by November 2015 to provide additional time for the Contractor's procurement and delivery of precast concrete elements, but not later than January 2016.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>Award contract not later than January 2016, contingent upon funding availability.</li> </ul>


### 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.




March 23, 2015

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Cutover of H3 Central Instrument Location (CIL) in Harold Interlocking	November 2015	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Delays to the signal system circuit design, and the completion of conduits and wiring to H3 CIL in time for cutover testing, put pressure on the revised H3 CIL cutover date.</li> <li>H3 CIL cut-over will be the first with civil speed enforcement criteria—which will allow for the cut-over of follow-on CILs.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>Postponed cut-over of the H3 CIL and its follow-on activities including future CIL's has the potential to impact project contingency.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>Re-sequenced Harold Interlocking to give first priority to work critical to revenue service</li> <li>Timely approval of Harold Interlocking Re-sequencing (ESA First) by project stakeholders to allow for ESA implementation</li> </ul>


### 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.




March 23, 2015

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Amtrak Support for Harold Structures - Part 3 Westbound Bypass (CH057A)	As Soon As Possible	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Amtrak is not supplying the required outages or resources to meet the contract schedule and there is contractor delay impacting the schedule.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>Substantial Completion of this contract is delayed 6 months with additional future delays possible.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>Options being considered include increasing the number of shifts, working overtime, and re-sequencing work.</li> <li>Implementation of any of these options remains dependent on Amtrak support.</li> </ul>


### 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.




March 23, 2015

# 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><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Amtrak has not provided the agreed-upon level of protection and production resources required by ESA to meet its schedule.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>If the above issue is not resolved, Harold Interlocking work will become the program critical path, and has the potential to delay Revenue Service.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>ESA has re-sequenced remaining Harold work to prioritize work required to support Revenue Service.</li> <li>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.</li> </ul>

### 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.

March 23, 2015

## ESA Project Risk Assessment: Grand Central Concourse and Facilities Fit-Out (CM014B)

### Risk Assessment Brief

- Risk Assessment completed in November 2014
- Risk Results based upon 80% confidence level
  - The Risk Informed project duration is 51 months, 9 months longer than the project baseline schedule of 42 months
  - The Risk Informed cost ranges from \$421 to \$482 million, as compared to the revised budget of \$461 million



MTA Agency: Capital Construction

Risk Assessment Report Date: November 19, 2014

**Project Name: Grand Central Concourse and Facilities Fit-Out  
(ESA Project CM-014B)**

**Status of Project when Risk Assessment Was Performed: 100% Design**

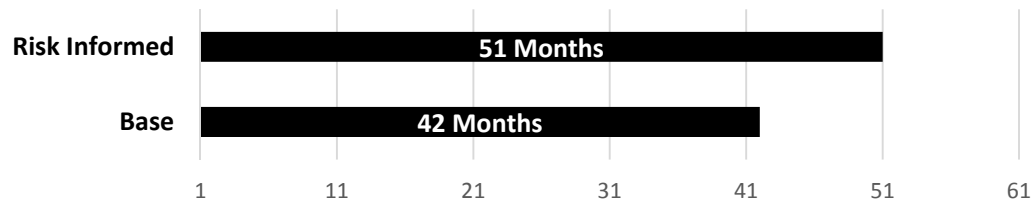
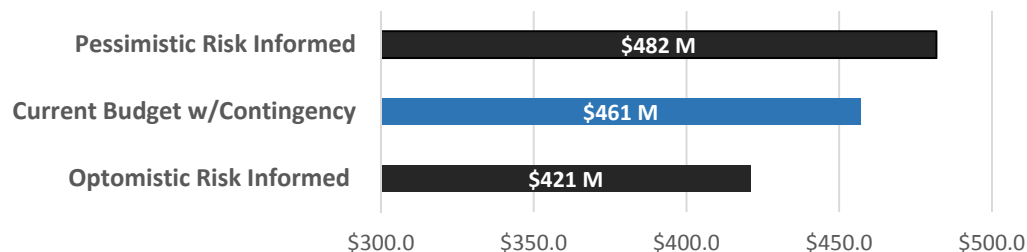
**Project Description**

The CM014B is responsible for the construction of the new LIRR Grand Central Terminal (GCT) Concourse. The scope of work includes concrete foundations, underground utilities, CMU walls, structural steel framing, vertical circulation, mechanical, electrical, plumbing, fire protection, and architectural finishes. The major components are categorized as:

- Construction of new LIRR GCT Concourse.
- Intermodal Connections and Interfaces with MNR's GCT including dining concourse, 45th Street cross passageway, 47th Street cross passageway.
- 44th Street Ventilation Facility and 50th Street Ventilation Facility Fit-Out.
- Installation of elevators and escalators supplied by the designated VM014 subcontractor.
- Perform the local facilities testing of GCT concourse and caverns interfaces.

**Risk Assessment Findings**

Based upon simulation results at the 80% Confidence Level, the Risk Informed duration is 51 months, adding 9 months to the project baseline schedule duration of 42 months. The Risk Informed estimate range is from \$421 to \$482 million. The baseline project cost estimate was \$367 million which included 7.5% bid contingency of \$26 million at the time of the risk assessment. This was subsequently reviewed and revised to account for additional mobilization and scope (\$33 million), current market conditions (\$53 million), and added contingency (\$8 million). The project budget is currently \$461 million and includes 7.5% contingency of 32 million.

**Risk Informed Cost and Schedule Results****Risk Informed Project Duration @ 80 % vs Baseline Schedule****Top Schedule Risks (Duration Sensitivity)****Overall Project Cost @ 80 % Risk Informed Project Costs****Top Cost Risks (Cost Sensitivity)**



## Summary of Major Schedule Risks &amp; Mitigations

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Top Schedule Risks			
Completion of IST	<ul style="list-style-type: none"> <li>IST activities will commence concurrently with local testing as facilities are integrated with the communication system.</li> <li>The communication system has been prioritized in the contract milestones and programmatic planning.</li> </ul>	<ul style="list-style-type: none"> <li>GEC Design Consultant</li> <li>Consultant Construction Manager</li> <li>Program Management Consultant</li> <li>Contractor</li> <li>Railroad</li> </ul>	During Construction
Procurement of Specialty Ceiling Panels	<ul style="list-style-type: none"> <li>Review and prioritize the submittal process and approvals in an expedited manor to assure delivery of escalator wellway ceiling system early and it's components.</li> </ul>	<ul style="list-style-type: none"> <li>GEC Design Consultant</li> <li>Consultant Construction Manager</li> <li>Program Management Consultant</li> <li>Contractor</li> </ul>	During Construction
Escalator Wellways Truss Delivery, Installation & Testing	<ul style="list-style-type: none"> <li>Contractor's means and method in preliminary schedule permits the truss delivery and installation before ceiling system if truss arrives first, and then will work off of scaffolding to install ceiling system after. This breaks a schedule constraint.</li> </ul>	<ul style="list-style-type: none"> <li>GEC Design Consultant</li> <li>Consultant Construction Manager</li> <li>Program Management Consultant</li> <li>Contractor</li> </ul>	During Construction
Manufacturing Delay in Long Lead Lighting Fixtures	<ul style="list-style-type: none"> <li>Expedite the submission, review, and approval of shop drawings. Closely monitor fabrication of fixtures. Identify this as an early milestone.</li> </ul>	<ul style="list-style-type: none"> <li>GEC Design Consultant</li> <li>Consultant Construction Manager</li> <li>Program Management Consultant</li> <li>Contractor</li> <li>Railroad</li> </ul>	During Construction



## Summary of Major Cost Risks &amp; Mitigations

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Top Cost Risks			
Market Risks	<ul style="list-style-type: none"> <li>RFP process provides for dialogue during negotiations.</li> <li>Clarifications of contractor perceived risks discussed prior to BAFO submittals.</li> <li>Final negotiations will account for negotiated allowances and finalized schedule milestones.</li> </ul>	<ul style="list-style-type: none"> <li>GEC Design Consultant</li> <li>Consultant Construction Manager</li> <li>Program Management Consultant</li> </ul>	During RFP
Change Order and Claims in Construction	<ul style="list-style-type: none"> <li>ESA produced a 3D Scan and BIM model of existing GCT conditions furnished to GC at award.</li> <li>Instituted a BIM specification requirement.</li> <li>Earlier detection of field conditions advance the decision process minimizing cost/schedule delays in production.</li> </ul>	<ul style="list-style-type: none"> <li>GEC Design Consultant</li> <li>Consultant Construction Manager</li> <li>Program Management Consultant</li> </ul>	During Construction
Schedule Delay Factors Access Restraints & Interfaces	<ul style="list-style-type: none"> <li>ESA will chair formal coordination meeting with interfacing contractors.</li> <li>GC's CPM will be coordinated with ESA Master Access &amp; Milestone tracking system &amp; Integrated Project Schedule.</li> </ul>	<ul style="list-style-type: none"> <li>Consultant Construction Manager</li> <li>Program Management Consultant</li> </ul>	During Construction
MEP Productivity	<ul style="list-style-type: none"> <li>MEP coordination requirements are prerequisite to shop drawing submittals.</li> <li>BIM clash detection meeting will be formal process prior to drawing submittal.</li> <li>ESA has secured an advanced procurement of electrical switchgear in support of Biltmore connection construction.</li> </ul>	<ul style="list-style-type: none"> <li>GEC Design Consultant</li> <li>Consultant Construction Manager</li> <li>Program Management Consultant</li> <li>GC BIM Manager</li> </ul>	During Construction



# **March 2015 CPOC IEC Project Review**



## **East Side Access**



**March 23, 2015**

## BUDGET & SCHEDULE

- The ESA budget is \$10.178B with a contingency of \$709M. This represents 15.2% of the remaining, unexpended budget of \$4.675B, a reduction of \$110M compared with December 2014
- 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 introduction of the “ESA First” Schedule keeps the Harold work required for revenue service off the project critical path.



## IEC CONCERNS – MANHATTAN/SYSTEMS

- The GCT Caverns & Facilities Fit-out (CM007) contract is in procurement and a risk assessment is planned for April 2015
- The North Manhattan Structures (CM006) contract is tracking behind the approved recovery schedule, which may impact the handover of the lower level tunnels to the GCT Caverns (CM007) contract (Milestone #2)
- In the opinion of the IEC, sequencing and durations for local and integrated systems testing in the contractor's draft baseline schedule for Systems Package 1 (CS179) are inadequate; MTACC continues to work with the contractor to solve these issues

IEC



## IEC CONCERNS - HAROLD

- The “ESA First” Schedule for Harold allows an earlier completion of Harold work required for revenue service, based on the following assumptions:
  - Repackaging of future Harold civil contracts
  - Additional money for escalation costs
  - Extension of the FRA Grant beyond 2017
  - Vetting by LIRR and Amtrak Operations
- The recently revised signal hut (CIL) cutover plan needs to be closely coordinated with the “ESA First” Schedule to address:
  - Delays to designs for software upgrades
  - A tight schedule to install the infrastructure for fiber optic and power lines between Harold and Woodside
  - Delays to catenary installations to facilitate required train routes



# Recommendations Log

Recommendation (December 2014)	Agency Response/Action	Status
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.	MTACC received a contractor baseline schedule on December 31, 2014 and a revised baseline schedule on February 18, 2015, which is currently under review.	Open
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. The proposed revisions were accepted by MTACC, LIRR and the GEC, and an additional work order will be issued to implement the revisions.	Closed
Provide independent estimates for all remaining major civil and systems contracts in their current bid configuration.	Estimate for track and third rail portion of CM007 in progress. No other estimates in progress.	Open
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 issued a revised the schedule (ESA First Schedule).	Closed
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

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# **MTA Capital Program Commitments & Completions**

## **through February 28, 2015**

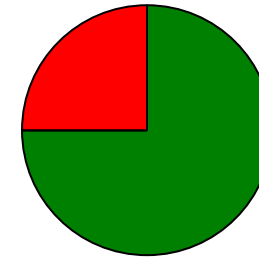
## Capital Projects – Major Commitments – February 2015

34 major commitments are planned for 2015, totaling \$3.1 billion. Only projects funded in approved capital plans are included. Projects scheduled for the 15-19 plan will be added subsequent to plan approval. Through February, four projects are being tracked. One project anticipated for February is late: a small component of NYCT's 1<sup>st</sup> Qtr Track & Switch Program worth \$1 million is delayed due to Jerome line work being rescheduled to the 2<sup>nd</sup> Quarter. Additional year-to-date commitments will be reported on as the year progresses.

Through February, agencies have committed \$615 million versus a \$632 million YTD goal. The YTD shortfall is predominantly due to MTACC and Metro-North non-major projects delayed within the year, partially offset by high bids for MTA Bus Company non-major projects. By year-end, the MTA forecasts committing 103% of its \$3.1 billion goal due to NYCT unplanned commitments and increased estimates.

The MTA will also continue to track 2014 major completion goals that slipped beyond 2014. These will be reported quarterly under a separate section. The next report will be for the April Board Meeting with data through March 31.

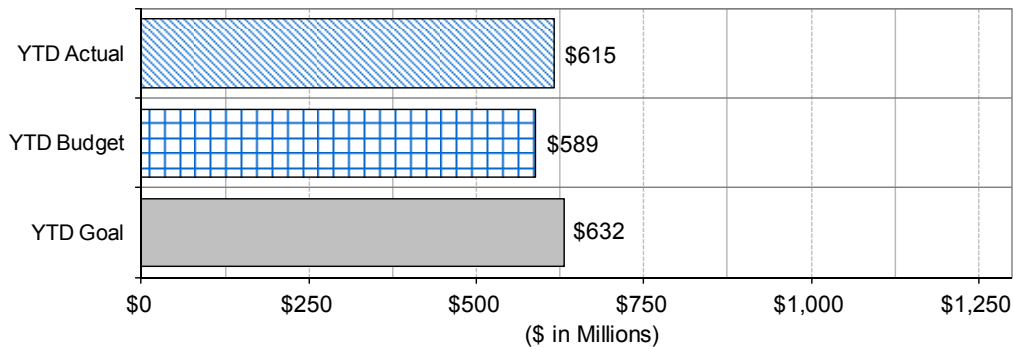
## Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Commitments made/forecast within Goal	3	75%	↑ 2
<b>YELLOW</b> = Commitments delayed beyond Goal (already achieved)	0	-	-
<b>RED</b> = Commitments delayed beyond Goal (not yet achieved)	1	25%	↑ 1
	4	100%	↑ 3

## Budget Analysis

2015 Annual Goal	\$3,133	(\$ in millions)
2015 Annual Forecast	103%	of Annual Goal
Forecast left to Complete	81%	(\$2,613)



## Year-to-Date Agency Breakdown

2015 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
1	+1 GREEN	----	+1 RED
<b>Long Island Rail Road</b>			
2	+1 GREEN	----	----
<b>Metro-North Railroad</b>			
	----	----	----
<b>Bridges and Tunnels</b>			
	----	----	----
<b>Capital Construction Company</b>			
	----	----	----
<b>MTA Bus Company</b>			
	----	----	----
<b>MTA Police Department</b>			
	----	----	----

## Capital Projects – Major Commitments – February 2015 – Schedule Variances

*Actual Results Shaded*

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>1 All-Agency Red Commitments (1 new this month)</b>							
<b>NYCT</b>							
<i>Track &amp; Switches</i>							
<b>2015 Track &amp; Switch Program (11 Projects) - 1st Qtr - (New Item)</b>	Construction Award	Feb-15 \$180.4M	May-15 \$180.4M				
The overall commitment has been delayed due to re-scheduling of Jerome Line track work until May (\$1M out of \$180.4M goal). All 10 other projects have been committed on-time.							



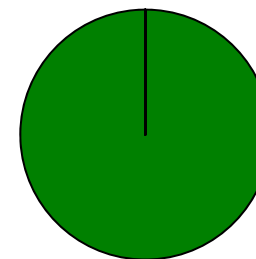
## Capital Projects – Major Completions – February 2015

25 major completions are planned for 2015, totaling \$2.6 billion. Through February, one major completion was planned and achieved: B&T's Bronx Whitestone deck replacement. Additional year-to-date completions will be reported on as the year progresses.

Through February, agencies completed \$238 million versus a \$291 million YTD goal. The YTD shortfall is mostly due to delay of NYCT non-major goals within year, partially offset by early completion of non-major goals by LIRR and MNR.

By year-end, the MTA forecasts meeting 101% of its \$2.6 billion goal due to increased estimates for a number of year-end NYCT projects and early forecast for NYCT non-goal project, partially offset by delayed non-major Metro-North project beyond year-end.

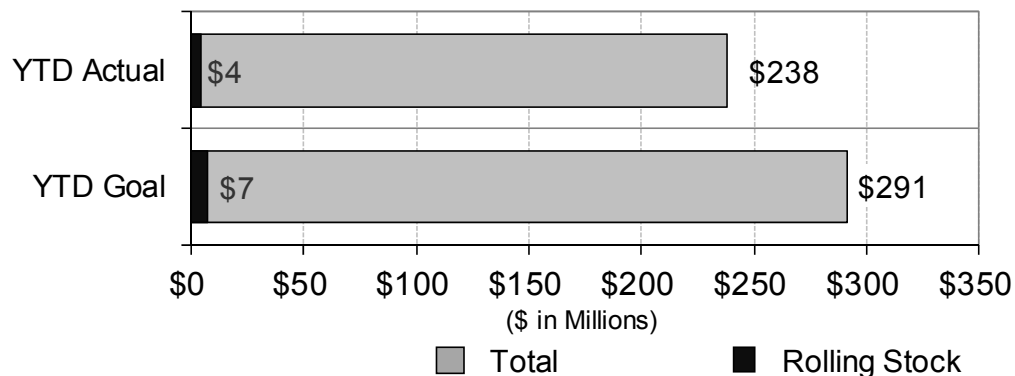
## Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Completions made/forecast within Goal	1	100%	-
<b>YELLOW</b> = Completions delayed beyond Goal (already achieved)	0	-	-
<b>RED</b> = Completions delayed beyond Goal (not yet achieved)	0	-	-
	1	100%	-

## Budget Analysis

2015 Annual Goal	\$2,551	(\$ in millions)
2015 Annual Forecast	101%	of Annual Goal
Forecast left to Complete	91%	(\$2,332)



## Year-to-Date Agency Breakdown

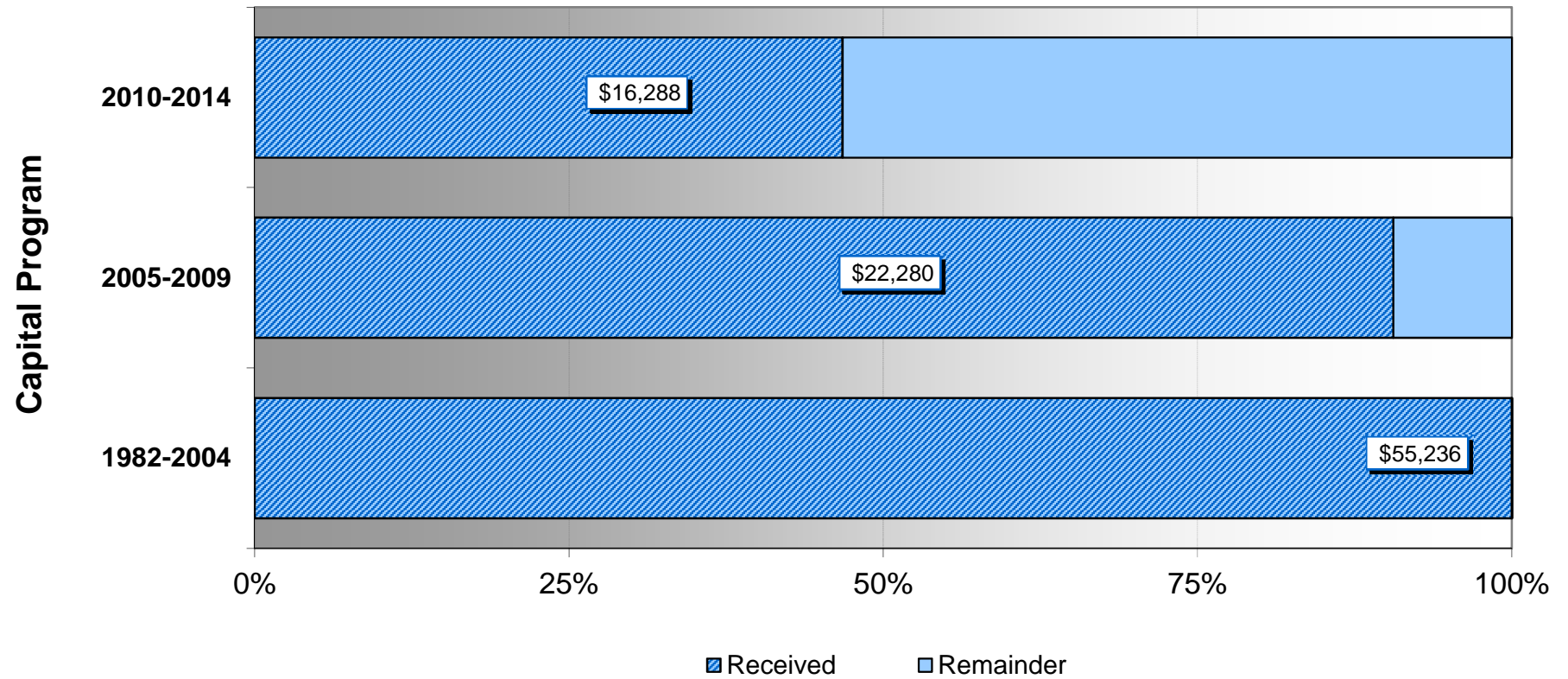
2015 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit	----	----	----
Long Island Rail Road	----	----	----
Metro-North Railroad	----	----	----
Bridges and Tunnels	----	----	----
Capital Construction Company	1	----	----
MTA Bus Company	----	----	----
MTA Police Department	----	----	----

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## Status of MTA Capital Program Funding

## Capital Funding (February 28, 2015)

\$ in millions



## Capital Funding Detail (February 28, 2015)

\$ in millions

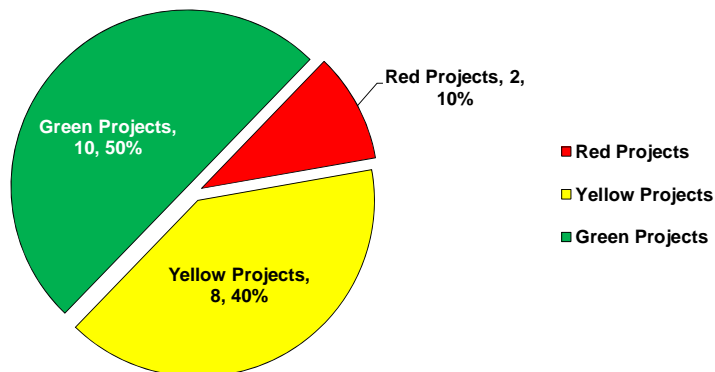
	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru Jan</u>	<u>This month</u>	<u>Received to date</u>
<b>2005-2009 Program</b>				
Federal Formula and Flexible Funds	\$5,186	\$5,186	\$ -	\$5,186
Federal New Start	2,810	1,832	-	1,832
Federal Security	323	262	-	262
Federal Other	11	11	-	11
Federal ARRA - Stimulus	654	654	-	654
City of New York	418	409	-	409
City #7 Line Extension Funds	2,367	2,123	-	2,123
MTA Bus Federal and City Match	149	142	-	142
Asset Sales and Program Income	1,209	590	(2)	588
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)	137	123	2	125
<b>Total</b>	<b>24,599</b>	<b>22,280</b>	<b>(0)</b>	<b>22,280</b>

	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru Jan</u>	<u>This month</u>	<u>Received to date</u>
<b>2010-2014 Program</b>				
Federal Formula, Flexible, Misc	\$5,835	\$4,610	\$ -	\$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	6,645	-	6,645
Other (Including Operating to Capital)	1,508	563	1	564
B&T Bonds	2,079	634	-	634
Hurricane Sandy Recovery				
Insurance Proceeds/Federal Reimbursement	9,431	1,941	788	2,729
PAYGO	160	160	-	160
Sandy Recovery MTA Bonds	758	-	-	-
Sandy Recovery B&T Bonds	175	-	-	-
<b>Total</b>	<b>34,830</b>	<b>15,500</b>	<b>788</b>	<b>16,288</b>

## 4<sup>th</sup> Quarter 2014 Traffic Light Report on MTA Capital Program Projects

A total of 242 Projects were Reviewed for the 4<sup>th</sup> Quarter 2014

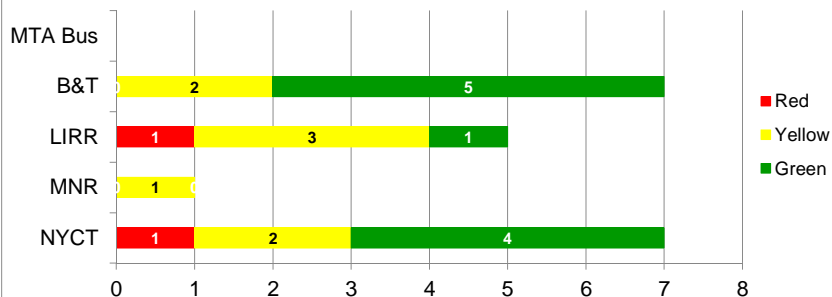
20 Projects in Design



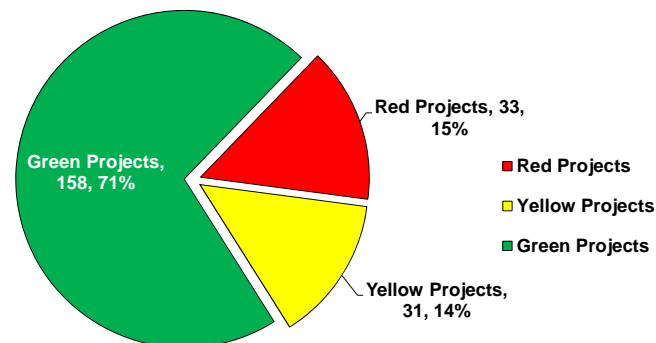
**Projects in Design:** 20 projects were reviewed in the design phase with 10 (50%) designated green, 8 (40%) yellow, and 2 (10%) were red. This is an decrease of 8 red projects since the 3<sup>rd</sup> quarter 2014. 1 of the projects designated red this quarter was for a schedule variance and the other red was for a cost variance. The schedule variance was a delay of 3 months due to difficulty obtaining permits. The Cost variance is due to a scope change to the project.

**Last Quarter:** 31 projects were reviewed in the design phase with 16 (52%) designated green, 5 (16%) yellow, and 10 (32%) were red.

20 Projects in Design



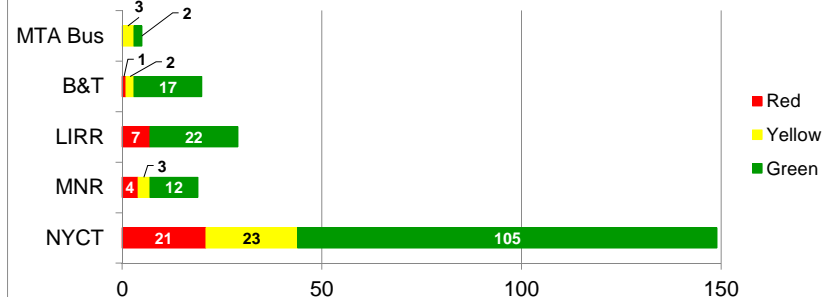
222 Projects in Construction



**Projects in Construction:** 222 projects were reviewed in the construction phase with 158 (71%) designated green, 31 (14%) yellow and 33 (15%) red. This is a increase of 11 red projects since the 3<sup>rd</sup> quarter 2014. Of the 33 red projects, 27 (79%) were red for a schedule variance, 3 for a cost variance, 2 for a contingency variance, and 1 for both cost and schedule variances. For the 27 projects designated red for schedule, the variances ranged from 3 months to 22 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:** 190 projects were reviewed in the construction phase with 136 (72%) designated green, 32 (17%) yellow and 22 (11%) red.

222 Projects in Construction







## Terms and Definitions

### 4<sup>th</sup> 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: 22**

-  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: 220**

-  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

## 4th Quarter 2014 Traffic Light Report Projects in Design and Construction

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

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Program</b>											
Public Address / Customer Information Screens - Phase 3	05 - 09	Construction	\$103,949,543	55	.00	■	.98	▼	0	■	G
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$45,285,191	65	.40	■	1.00	■	8	▲	R
Cable Cranberry Tube, Ducts	05 - 09	Construction	\$33,761,630	100	.14	▼	.99	■	-1	▼	G
East New York Depot Repairs	05 - 09	Construction	\$10,961,009	90	.00	■	.64	■	3	▲	R
Depot Equipment	05 - 09	Construction	\$9,895,197	22	.00	■	1.00	■	0	■	Y
Priority Repairs: 3 Depots	05 - 09	Construction	\$18,764,261	74	.30	■	1.02	■	2	▲	Y
Reconstruction of Hard Rail Track Panels at 9 Stations on the Sea Beach Line	10 - 14	Construction	\$8,057,796	0	.00	■	1.00	■	0	■	G
ADA Accessibility at New Utrecht Avenue Station on the Sea Beach Line and 62 St Station on the West End Line	10 - 14	Construction	\$15,277,403	0	.00	■	.85	▼	0	■	G
Install ADA Ramps at 8th Avenue Station on the Sea Beach Line	10 - 14	Construction	\$12,000,000	0	.00	■	.62	▲	0	■	G
Purchase 324 Standard Buses	10 - 14	Construction	\$163,320,932	31	.00	■	1.00	■	0	■	G
Purchase 300 Express Buses	10 - 14	Construction	\$188,884,762	23	.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	32	.00	■	.41	■	0	■	G
Replace 2 Escalators at Roosevelt Av on the Queens Blvd Line	10 - 14	Construction	\$9,906,056	80	.00	■	1.00	■	3	▲	R
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,186,153	19	.00	■	1.00	■	0	■	G
Station Work at Pelham Bay Park on the Pelham Line	10 - 14	Construction	\$5,763,996	37	.09	▼	1.00	■	0	■	G
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Construction	\$22,273,793	66	.32	▼	1.00	■	0	■	G
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Construction	\$26,467,400	94	.06	■	1.00	■	0	■	G
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Construction	\$20,999,979	64	.11	▼	1.00	■	0	■	G
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Construction	\$24,828,176	94	.08	■	1.00	■	0	■	G
Rehabilitation of 20 Avenue Station on the Sea Beach Line	10 - 14	Construction	\$27,698,341	0	.00	■	.99	▲	0	■	G
Rehabilitation of 8 Avenue Station on the Sea Beach Line	10 - 14	Construction	\$35,917,290	0	.00	■	.99	▲	0	■	G



#### 4th Quarter 2014 Traffic Light Report Projects in Design and Construction

▲ = Index increase: Trending indicates condition worsening since last quarterly report

▼ = Index decrease: Trending indicates condition improving since last quarterly report

■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Program</b>											
Rehabilitation of Fort Hamilton Parkway Station on the Sea Beach Line	10 - 14	Construction	\$30,778,768	0	.00	■	1.00	▲	0	■	G
Rehabilitation of 18th Avenue Station on the Sea Beach Line	10 - 14	Construction	\$34,963,138	0	.00	■	1.00	▲	0	■	G
Rehabilitation of New Utrecht Avenue Station on the Sea Beach Line	10 - 14	Construction	\$27,802,268	0	.00	■	1.00	▲	0	■	G
Rehabilitation of Bay Parkway Station on the Sea Beach Line	10 - 14	Construction	\$39,748,910	0	.00	■	1.00	■	0	■	G
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$60,546,759	57	.37	▲	1.00	■	5	▲	R
Renewal of 104 Street Station on the Liberty Line	10 - 14	Construction	\$15,142,065	83	.01	▼	.96	■	0	■	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$7,385,565	8	.00	■	1.00	■	0	■	G
Renewal of 111 Street Station on the Liberty Line	10 - 14	Construction	\$15,019,300	10	.19	▼	1.00	■	0	■	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Construction	\$15,925,159	10	.18	▼	.99	■	0	■	G
Renewal of 88 Street Station on the Liberty Line	10 - 14	Construction	\$16,002,129	82	.01	▼	1.03	■	0	■	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Construction	\$15,785,160	9	.19	▼	1.00	■	0	■	G
Renewal of Avenue X Station on the Culver Line	10 - 14	Construction	\$16,759,683	0	.00	■	1.02	■	0	■	G
Renewal of Avenue U Station on the Culver Line	10 - 14	Construction	\$16,749,148	0	.00	■	.99	■	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	■	1.01	■	0	■	G
Renewal of 18 Avenue Station on the Culver Line	10 - 14	Construction	\$19,841,113	0	.00	■	.99	■	0	■	G
Renewal of Ditmas Avenue Station on the Culver Line	10 - 14	Construction	\$19,169,928	0	.00	■	.99	■	0	■	G
Renewal of Avenue I Station on the Culver Line	10 - 14	Construction	\$17,197,076	0	.00	■	.99	■	0	■	G
Renewal of Pennsylvania Avenue Station on the New Lots Line	10 - 14	Construction	\$14,345,867	0	.00	■	1.00	▼	0	■	G
Renewal of Rockaway Avenue Station on the New Lots Line	10 - 14	Construction	\$14,138,309	0	.00	■	1.00	▼	0	■	G
Renewal of Saratoga Avenue Station on the New Lots Line	10 - 14	Construction	\$13,959,663	0	.00	■	1.00	▼	0	■	G
Renewal of Junius Street Station on the New Lots Line	10 - 14	Construction	\$14,119,090	0	.00	■	1.00	▼	0	■	G





#### 4th Quarter 2014 Traffic Light Report Projects in Design and Construction

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Renewal of Sutter Avenue Station on the New Lots Line	10 - 14	Construction	\$13,781,368	0	.00	■	1.00	▼	0	■	G
Renewal of Van Siclen Avenue Station on the New Lots Line	10 - 14	Construction	\$14,597,447	0	.00	■	1.00	▼	0	■	G
Component Repairs at 103 Street Station on the Lexington Line	10 - 14	Construction	\$15,242,076	0	.00	■	1.00	▼	0	■	G
Component Repairs at 2 Stations on the Culver Line	10 - 14	Construction	\$20,593,673	0	.00	■	.99	■	0	■	G
Component Repairs at 49 Street Station on the Broadway Line	10 - 14	Construction	\$6,698,197	0	.00	■	1.00	▲	0	■	G
Component Repairs at 2 Stations on the 4th Avenue Line	10 - 14	Construction	\$13,693,163	0	.00	■	1.00	■	0	■	G
Component Repairs at 3 Stations on the Lexington Line	10 - 14	Construction	\$11,094,314	0	.00	■	1.00	▼	0	■	G
Component Repairs at New Lots Avenue Station on the New Lots Line	10 - 14	Construction	\$3,831,911	0	.00	■	1.00	▼	0	■	G
Ventilator Repairs at 5 Locations in Upper Manhattan and the Bronx	10 - 14	Construction	\$5,872,617	6	.00	■	1.00	■	0	■	G
Ventilator Repairs at 4 Locations in Queens, Manhattan and Brooklyn	10 - 14	Construction	\$7,924,003	56	.00	■	1.44	■	2	▲	Y
Component Repairs at 3 Stations on the Broadway Line	10 - 14	Construction	\$10,473,928	92	.46	▲	1.00	▼	0	■	G
Component Repairs at 2 Stations on the Broadway Line	10 - 14	Construction	\$6,574,934	88	.76	▼	1.00	▲	0	■	G
Reserve: Sandy Repair South Ferry Leak Remediation	10 - 14	Construction	\$11,334,524	1	.00	■	1.00	▲	0	■	G
ADA Accessibility at Kingsbridge Rd Station on the Concourse Line	10 - 14	Construction	\$20,305,233	100	.84	■	1.00	■	2	▲	G
ADA Accessibility at Hunts Point Ave Station on the Pelham Line	10 - 14	Construction	\$14,251,216	100	.72	■	1.00	■	-1	▼	Y
ADA Accessibility at 23 St Station on the Lexington Av Line	10 - 14	Construction	\$16,836,263	20	4.08	▼	1.00	■	0	■	G
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$21,562,915	11	.00	■	1.00	■	0	■	G
Water Condition Remedy	10 - 14	Construction	\$6,179,438	86	1.53	▼	1.00	■	0	■	G
Access Improvements at Grand Central Station	10 - 14	Construction	\$21,918,086	0	.00	■	1.00	■	0	■	G
2012 Welded Rail Installation	10 - 14	Construction	\$9,049,206	78	.00	■	1.00	■	0	■	Y
2014 Mainline Track Replacement: Design and Support Costs	10 - 14	Construction	\$5,184,838	100	.00	■	1.00	■	0	■	G



#### 4th Quarter 2014 Traffic Light Report Projects in Design and Construction

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■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
2014 Welded Rail Installation	10 - 14	Construction	\$18,441,754	88	.00	■	1.00	■	0	■	G
2012 Mainline Track Replacement on the Rockaway	10 - 14	Construction	\$11,304,269	100	.00	■	1.06	▲	0	■	G
2013 Mainline Track Replacement on the Lenox-White Plains Road Line	10 - 14	Construction	\$5,325,152	100	.00	■	1.00	■	0	■	Y
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	\$7,455,000	95	.00	■	1.13	▲	-3	▼	R
2013 Mainline Track Replacement on the Jerome Line	10 - 14	Construction	\$8,142,000	100	.00	■	1.27	■	0	■	Y
2013 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$6,526,611	100	.00	■	.82	▼	0	■	Y
2013 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$18,281,153	100	.00	■	.95	■	0	■	Y
2014 Mainline Track Replacement on the 4 Avenue Line	10 - 14	Construction	\$6,867,746	98	.00	■	1.35	▲	0	■	R
2014 Mainline Track Replacement on the 8 Avenue Line	10 - 14	Construction	\$13,127,252	97	.00	■	1.02	■	0	■	G
2014 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$22,850,000	97	.00	■	1.55	▲	0	■	Y
2014 Mainline Track Replacement on the White Plains Road Line	10 - 14	Construction	\$19,961,819	77	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Jerome Line	10 - 14	Construction	\$10,960,000	95	.00	■	1.24	■	3	▲	R
2014 Mainline Track Replacement on the Lexington Avenue and 42 Street Shuttle Lines	10 - 14	Construction	\$13,556,317	55	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Pelham Line	10 - 14	Construction	\$22,996,332	85	.00	■	1.10	▲	0	■	R
2014 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$27,805,036	79	.00	■	.97	■	0	■	G
2014 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$5,979,511	48	.00	■	1.00	■	3	▲	R
2014 Mainline Switch Replacement: Design and Support Costs	10 - 14	Construction	\$6,460,877	100	.00	■	1.00	■	0	■	G
2013 Mainline Switch Replacement on the Queens Boulevard Line	10 - 14	Construction	\$12,815,042	100	.00	■	.83	■	-2	▼	Y
2014 Mainline Switch Replacement on the Eastern Parkway Line	10 - 14	Construction	\$10,794,000	100	.00	■	1.74	▲	-5	▼	Y
2014 Mainline Switch Replacement on the White Plains Road Line	10 - 14	Construction	\$17,097,239	10	.00	■	1.00	■	0	■	Y
2014 Mainline Switch Replacement on the Queens Boulevard Line	10 - 14	Construction	\$5,578,324	87	.00	■	.91	▼	0	■	G



#### 4th 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											
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Construction	\$52,194,561	15	.00	■	1.00	■	0	■	G
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$60,908,428	73	.36	■	1.00	■	3	▲	R
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,338,068	27	.00	■	1.00	■	0	■	G
Replace Ventilation Controls at 22 Locations	10 - 14	Construction	\$16,600,018	0	.00	■	.99	▼	0	■	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,072,428	80	.00	■	1.00	■	0	■	Y
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$43,481,428	98	.00	■	.99	▼	0	■	Y
Viaduct Repair on the Far Rockaway and Rockaway Lines	10 - 14	Construction	\$39,966,354	100	1.05	▲	1.00	■	0	■	G
Demolish Abandoned Structures	10 - 14	Construction	\$15,150,000	34	.00	■	1.00	▲	0	■	G
Overcoat Painting from Portal-E 180 St on the White Plains Road Line	10 - 14	Construction	\$30,425,245	52	.00	■	1.00	■	12	▲	R
Rehabilitation of Retaining Wall on the Sea Beach Line	10 - 14	Construction	\$48,067,968	0	.00	■	1.00	▲	0	■	G
Structure Repairs on the Dyre Ave Line	10 - 14	Construction	\$11,168,950	30	1.07	▲	1.00	■	0	■	G
Overcoat Painting from Dyckman St-215 St on the Broadway-7th Av Line	10 - 14	Construction	\$13,444,252	100	.00	■	1.00	■	-3	▼	G
Overcoat Painting from Broadway Junction-New Lots Ave on the Canarsie Line	10 - 14	Construction	\$28,176,068	0	.00	■	1.00	■	0	■	G
Steinway Tube Rehabilitation	10 - 14	Construction	\$11,128,185	81	2.52	▲	.57	■	3	▲	R
Portal Repairs on the Broadway-7 Avenue Line	10 - 14	Construction	\$26,030,826	79	8.12	▼	1.28	■	7	▲	R
Structural Repairs at 9 Avenue Station on the West End Line	10 - 14	Construction	\$22,189,340	21	.00	■	1.00	■	4	▲	R
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$15,725,030	55	.42	■	1.00	■	1	▲	G
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$310,818,652	32	1.03	▲	1.00	■	0	■	G
Modifications to Signal Control Lines - Phase 5	10 - 14	Construction	\$10,000,000	80	.00	■	1.00	■	0	■	G



#### 4th 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
<b>NYCT - New York City Transit Program</b>											
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,192,103	32	.04	■	1.00	■	0	■	G
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,405,148	48	.33	■	1.00	■	0	■	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Construction	\$180,057,403	6	.00	■	1.00	■	0	■	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Construction	\$174,013,911	3	.00	■	.99	■	0	■	G
Rehabilitation of Ducts and Cables, Steinway Tube	10 - 14	Construction	\$49,647,603	87	.97	▼	.99	■	3	▲	R
Replacement of Automatic Train Supervision A-Division and Communications-Based Train Control Status Boards at the Rail Control Center	10 - 14	Construction	\$6,631,911	70	.00	■	1.00	■	1	▲	G
Automated Train Supervision: Hardware and Software Upgrade	10 - 14	Construction	\$5,900,000	10	.00	■	1.00	■	0	■	G
Public Address/Customer Info Screen Systems	10 - 14	Construction	\$68,610,930	40	.00	■	1.03	■	0	■	G
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	50	.00	■	1.00	■	0	■	Y
Upgrade/Replacement of Copper Communications Cable - Phase 3	10 - 14	Construction	\$9,741,018	30	.00	■	.99	■	0	■	G
Waterproofing of Communication Rooms	10 - 14	Construction	\$10,232,399	79	.00	■	1.00	■	2	▲	G
Passenger Station Local Area Network at 30 Stations	10 - 14	Construction	\$26,530,419	11	.00	■	1.00	■	0	■	G
Help Point at 93 Stations	10 - 14	Construction	\$71,448,551	51	.00	■	2.30	▲	10	▲	R
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	\$13,271,114	100	1.11	▲	.93	▼	-3	▼	G
Cabling Central Substation - 6th Avenue Line	10 - 14	Construction	\$14,085,027	75	.00	■	1.00	■	0	■	G
Rehabilitate Roof/Enclosure of 2 Substations	10 - 14	Construction	\$5,172,594	75	.11	▼	1.00	■	0	■	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Construction	\$18,859,459	64	.85	▲	.99	■	0	■	G
Rehab Circuit Breaker House #403 on the Flushing Line	10 - 14	Construction	\$14,530,258	64	.76	▼	1.00	■	0	■	G



#### 4th 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
<b>NYCT - New York City Transit Program</b>											
Rehab Circuit Breaker House #146 on the Brighton Line	10 - 14	Construction	\$6,605,988	100	.61	▼	.99	■	-2	▼	G
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Construction	\$15,578,150	73	.63	▼	1.00	▼	0	■	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Construction	\$15,102,156	21	.00	■	.98	■	0	■	G
2013 Yard Track Replacement	10 - 14	Construction	\$5,240,150	100	.00	■	.92	▼	0	■	Y
2013 Yard Switch Replacement	10 - 14	Construction	\$6,726,726	100	.00	■	.93	■	0	■	Y
Facility Waterproofing at 180th Street Maintenance Shop	10 - 14	Construction	\$5,605,912	0	.00	■	1.00	■	0	■	G
Bus Rapid Transit - 3 Routes	10 - 14	Construction	\$26,878,549	49	.00	■	1.07	▲	0	■	Y
Upgrade Heating, Ventilation, Air Condition Systems at 4 Depots	10 - 14	Construction	\$17,082,539	40	.52	▼	1.00	■	5	▲	R
Construct 1 Bus Washer and Rehab 2 Bus Washers at Michael J. Quill Depot	10 - 14	Construction	\$5,447,948	0	.00	■	1.00	■	0	■	G
Purchase 110 Non-Revenue Vehicles	10 - 14	Construction	\$13,415,775	100	.00	■	1.00	■	-8	▼	G
Purchase 91 Non-Revenue Vehicles	10 - 14	Construction	\$15,785,653	25	.00	■	1.00	▼	0	■	Y
Purchase 101 Non-Revenue Vehicles	10 - 14	Construction	\$11,222,176	0	.00	■	1.00	■	11	▲	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$22,495,195	44	.00	■	1.10	▼	0	■	Y
Enterprise Security Network Infrastructure	10 - 14	Construction	\$10,390,000	10	.00	■	1.00	■	3	▲	R
Fire Sprinkler/Alarm Systems at 11 Employee Facilities	10 - 14	Construction	\$28,130,541	66	.95	▼	.93	■	1	▲	G
Disposition of Jay Street Systems Phase 1	10 - 14	Construction	\$19,555,913	100	.00	■	1.95	■	1	▲	Y
Perimeter Hardening at the Power Control Center and 130 Livingston Plaza	10 - 14	Construction	\$11,250,172	0	.00	■	1.07	▼	0	■	G
Facility Roof Repair/Replacement Phase 3	10 - 14	Construction	\$13,323,564	60	.90	▼	1.07	■	0	■	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	98	.00	■	1.00	■	4	▲	R
Livingston Plaza Repairs	10 - 14	Construction	\$27,257,503	0	.00	■	1.00	▼	0	■	G
Replacement of Oil-Water Separators at 5 Depots	10 - 14	Design	\$10,899,150	20	.00	■	.99	■	0	■	G



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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Program</b>											
Purchase Vacuum Trains	10 - 14	Design	\$35,512,996	98	.00	■	.99	▼	2	▲	G
Design of New "B" Division Railcar	10 - 14	Design	\$12,427,795	30	.00	■	1.00	▼	0	■	G
Component Repairs at 4 Stations on the Jamaica Line	10 - 14	Design	\$52,139,680	90	.00	■	1.26	■	2	▲	Y
ADA Accessibility at 68 St-Hunter College Station on the Lexington Av Line	10 - 14	Design	\$50,639,649	40	.00	■	.78	■	0	■	Y
Manhattanville Comprehensive Facade Repairs	10 - 14	Design	\$19,322,188	90	.00	■	1.93	▲	0	■	R
Facility Roof Repair/Replacement Phase 4	10 - 14	Design	\$12,847,595	60	.00	■	.89	■	0	■	G
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$14,085,432	92	1.04	■	1.09	▲	6	▲	R
Rehabilitation of St. George Interlocking	10 - 14	Construction	\$14,212,175	0	.00	■	1.00	■	0	■	G
Construction of New Power Substation: Prince's Bay	10 - 14	Construction	\$25,186,748	0	.00	■	.99	■	0	■	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$24,107,687	34	7.47	▼	1.06	▲	6	▲	R
<b>LIRR - Long Island Rail Road Program</b>											
Main Line Corridor Improvements -Divide Supervisory Control & Remote Terminal Units (RTUs)	05 - 09	Construction	\$13,900,000	31	.00	■	1.00	■	-7	▼	G
Main Line Corridor Improvements -Ellison Avenue Bridge	05 - 09	Construction	\$17,478,014	0	.00	■	.99	■	0	■	G
Wheel Spur Yard	05 - 09	Construction	\$13,357,000	100	.00	■	1.00	■	4	▲	R
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	50	.61	▲	1.00	■	0	■	Y
Main Line Corridor Improvements -Hicksville North Siding	05 - 09	Design	\$51,971,405	90	.00	■	1.37	■	0	■	Y
Main Line Corridor Improvements -Hicksville Station Improvements	05 - 09	Design	\$62,293,670	98	.00	■	1.12	■	0	■	Y
Massapequa Station Platform Replacement	10 - 14	Construction	\$20,520,000	74	.34	▲	1.00	■	0	■	G
Escalator Replacement Program	10 - 14	Construction	\$11,174,245	5	.00	■	1.00	■	1	▲	G
Wyandanch Parking Facility	10 - 14	Construction	\$29,000,000	53	1.58	▼	1.00	■	0	■	R



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<b>LIRR - Long Island Rail Road Program</b>											
2014 Annual Track Program	10 - 14	Construction	\$50,930,000	100	.00	■	1.00	■	0	■	G
Construction equipment purchase used for track program	10 - 14	Construction	\$7,000,000	93	.00	■	1.00	■	11	▲	R
Right of Way - Fencing installation	10 - 14	Construction	\$8,000,000	100	.00	■	1.00	■	0	■	G
East River Tunnel Track Replacement	10 - 14	Construction	\$28,000,000	41	.00	■	1.00	■	0	■	G
Extend Great Neck Pocket Track	10 - 14	Construction	\$25,400,000	1	.00	■	1.00	■	0	■	G
Colonial Road Highway Bridge Replacement	10 - 14	Construction	\$19,800,000	1	.00	■	1.00	▼	0	■	G
150th Street - Jamaica Bridge Rehabilitation	10 - 14	Construction	\$24,949,404	45	.00	■	1.00	■	0	■	G
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	66	.00	■	1.00	■	0	■	G
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	64	.00	■	1.00	■	0	■	G
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	66	.00	■	1.00	■	12	▲	R
Penn Station Radio Retrofit and East River Tunnel Antenna replacement	10 - 14	Construction	\$6,500,000	0	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Cable Replacement	10 - 14	Construction	\$5,100,000	76	.00	■	1.00	■	0	■	G
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	90	.00	■	1.00	■	0	■	G
Hillside Facility Roof Renewals	10 - 14	Construction	\$6,000,000	60	.92	▲	1.00	■	15	▲	R
Port Washington Yard Reconfiguration	10 - 14	Construction	\$12,100,000	0	.00	■	1.00	■	0	■	G
Employee Facilities Renewals	10 - 14	Construction	\$9,369,342	75	.80	▼	1.00	■	7	▲	R
Replacement of Hillside & Kew Garden Substations	10 - 14	Construction	\$25,522,757	83	-.28	▼	1.00	■	0	■	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	82	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	34	.00	■	1.00	■	3	▲	R
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	57	.00	■	1.00	■	0	■	G
Wantagh Station Platform Replacement	10 - 14	Design	\$20,720,000	70	.00	■	1.00	■	0	■	G





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<b>LIRR - Long Island Rail Road Program</b>											
Atlantic Avenue Viaduct - Phase IIb	10 - 14	Design	\$26,355,115	99	.00	■	1.00	■	3	▲	R
<b>MNR - Metro-North Railroad Program</b>											
Signal System Replacement	05 - 09	Construction	\$34,415,504	75	1.04	■	.98	■	22	▲	R
HRLB Replace Breaker Houses	05 - 09	Construction	\$15,956,368	40	.00	■	.95	■	0	■	G
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Construction	\$27,622,610	2	.00	■	.95	■	0	■	G
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$16,671,434	13	3.31	▼	.89	■	0	■	G
Grand Central Terminal Elevator Rehabilitation - Phase 4	10 - 14	Construction	\$9,611,011	15	.00	■	.99	▼	0	■	G
Grand Central Terminal Utility System Improvements	10 - 14	Construction	\$24,015,197	75	1.07	▼	.87	■	1	▲	Y
Fordham Station Improvements	10 - 14	Construction	\$14,020,537	44	2.27	▲	.99	■	2	▲	G
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$62,756,919	56	.00	■	.98	■	2	▲	G
Rock Slope Remediation -Priority Sites Along the Right-of-Way	10 - 14	Construction	\$7,991,442	100	3.78	▼	1.14	■	0	■	Y
Annual Track Program (2013)	10 - 14	Construction	\$12,666,000	48	.00	■	1.00	■	5	▲	R
Employee Welfare and Storage Facility Rehabilitations	10 - 14	Construction	\$6,378,167	91	.00	■	.63	■	2	▲	G
Harlem River Lift Bridge Cable Replacement	10 - 14	Construction	\$9,937,445	40	.00	■	.94	■	0	■	G
West of Hudson Annual Track Program	10 - 14	Construction	\$18,582,846	81	.00	■	.93	■	13	▲	R
Moodna and Woodbury Viaduct Rehabilitation	10 - 14	Construction	\$8,608,968	100	1.14	▼	.95	■	0	■	Y
Repair/Replace Undergrade Bridges on the West of Hudson, Port Jervis Line	10 - 14	Construction	\$7,108,568	60	.00	■	.97	■	0	■	G
Upgrade West of Hudson Signal System	10 - 14	Construction	\$63,903,061	95	.20	■	.94	■	0	■	G
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$32,445,796	67	.00	■	1.06	■	9	▲	R
Harlem and Hudson Line Power Improvements	10 - 14	Construction	\$32,267,784	12	.00	■	.90	■	-1	▼	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$14,664,515	40	1.37	▲	.98	■	0	■	G
Harlem Line Stations Component Renewal	10 - 14	Design	\$3,884,774	49	.00	■	.98	■	25	▲	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
<b>B&amp;T - Bridges and Tunnels Program</b>											
Cable and Anchorage Investigat	05 - 09	Design	\$3,797,745	96	.00	■	.46	▼	2	▲	G
Rehabilitation of tunnel walls Roadway drainage and fire line repair at Brooklyn-Battery Tunnel	10 - 14	Construction	\$78,571,795	0	.00	▼	1.00	■	0	■	G
Substructure and underwater scour protection - Marine Parkway Bridge	10 - 14	Construction	\$25,289,427	35	2.20	▼	1.00	■	2	▲	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Construction	\$112,619,002	0	.00	▼	1.00	■	0	■	G
Miscellaneous structural repair - Robert F Kennedy Bridge	10 - 14	Construction	\$19,280,143	0	.00	■	1.00	■	0	■	G
Miscellaneous structural rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$22,043,388	85	.79	■	1.00	■	0	■	G
Verrazano-Narrows Bridge main cable testing	10 - 14	Construction	\$5,356,046	0	.00	■	1.00	■	0	■	G
Steel repairs, concrete rehabilitation and repair/rehabilitation of drainage systems - Verrazano-Narrows Bridge	10 - 14	Construction	\$13,564,339	25	.00	■	1.00	■	0	■	G
Replacement of Brooklyn Plaza structural slab - Brooklyn-Battery Tunnel	10 - 14	Construction	\$22,334,375	0	.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	86	1.07	▲	1.00	■	0	■	G
Phase B of the rehabilitation of the Orthotropic Deck - Throgs Neck Bridge	10 - 14	Construction	\$25,368,124	95	.69	■	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	95	.12	▼	1.00	■	-8	▼	G
Installation of Closed Circuit TV and Fiber Optic Cable Networks	10 - 14	Construction	\$17,256,377	68	1.29	▲	1.00	■	-1	▼	R
Installation of New Necklace Lighting System and Acoustic Monitoring System - Bronx-Whitestone Bridge	10 - 14	Construction	\$12,035,096	47	3.38	▲	1.00	■	0	■	G



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<b>B&amp;T - Bridges and Tunnels Program</b>											
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$56,178,852	28	1.33	▲	1.00	■	0	■	G
Rehabilitation of Electrical Substation #1 at the Verrazano-Narrows Bridge	10 - 14	Construction	\$16,634,699	32	.00	■	1.00	■	0	■	G
Service Building rehabilitation at Brooklyn-Battery Tunnel	10 - 14	Construction	\$8,480,358	17	.00	■	1.00	■	0	■	G
Paint steel members, toll plaza deck and approach ramps at Robert F Kennedy Bridge	10 - 14	Construction	\$24,940,052	0	.00	■	1.00	■	0	■	G
Paint Bronx approach of Throgs Neck Bridge	10 - 14	Construction	\$42,238,475	95	.34	■	1.00	■	0	■	Y
Paint Brooklyn and Staten Island lower level ramps at Verrazano Narrows Bridge	10 - 14	Construction	\$16,993,313	25	.00	■	1.00	■	0	■	G
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$32,908,184	37	.00	■	1.00	■	-3	▼	G
Miscellaneous structural rehabilitation: steel and concrete repairs - Bronx Whitestone Bridge	10 - 14	Design	\$3,633,485	90	.00	■	1.00	■	2	▲	G
Monitoring, inspection, and testing of the Bronx-Whitestone Bridge's main cable and cable wires	10 - 14	Design	\$2,815,652	90	.00	■	1.00	■	0	■	G
Skewbacks retrofit - Henry Hudson Bridge	10 - 14	Design	\$5,730,000	35	.00	■	1.00	■	0	■	G
Replacement of the Upper and Lower Level Toll Plaza and Southbound Approach - Henry Hudson Bridge	10 - 14	Design	\$49,437,562	70	.18	▼	1.00	■	1	▲	Y
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Design	\$46,270,637	94	.00	■	1.00	■	2	▲	Y
Phase A of the suspended span deck replacement - Throgs Neck Bridge - Utility relocation and prototype construction	10 - 14	Design	\$22,178,185	45	1.86	▼	1.00	■	0	■	G
<b>MTA Bus Program</b>											
Relo. Tanks/Washers-Eastchester	05 - 09	Construction	\$13,456,268	72	1.24	▼	1.00	■	2	▲	Y



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<b>MTA Bus Program</b>											
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,200,469	93	.85	■	1.00	■	1	▲	Y
Security Upgrade 5 Locs.	05 - 09	Construction	\$6,767,354	71	.91	▼	1.00	■	0	■	Y
Purchase 45 Standard Buses	10 - 14	Construction	\$23,775,260	0	.00	■	1.00	■	0	■	G
Purchase 75 Articulated Buses	10 - 14	Construction	\$61,567,920	0	.00	■	1.00	■	0	■	G

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Station Communication Rooms HVAC: Phase 1</b>	<b>Current Budget: \$45.1M</b>
	<b>Project EAC: \$45.3M</b>
	<b>Substantial Completion Date at Award: Dec 2015</b>
<b>Project No: T5080616</b>	<b>Current Substantial Completion Date: Aug 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 69%</b>

<b>Project Description</b>
<p>This project includes furnishing and installing Heating, Ventilation, and Air Conditioning (HVAC) equipment in various communications rooms in the Boroughs of Brooklyn, Queens, Manhattan and the Bronx. At certain locations, additional space is required to house the HVAC equipment; therefore, separate mechanical equipment rooms will be constructed. At the completion of this project, sensitive communications equipment within these communications rooms will not shut down in periods of extreme hot weather conditions.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecasted Substantial Completion for the active project (C43038), which involved installing HVAC at 7 Locations, slipped eight months from December 2015 to August 2016 due to the original contractor needing to be replaced with a new contractor due to poor performance.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project is progressing with the new contractor.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance during this period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: East New York Depot Repairs</b>	<b>Current Budget: \$17.1M</b>
	<b>Project EAC: \$11.0M</b>
	<b>Substantial Completion Date at Award: Feb 2012</b>
<b>Project No: T5120307</b>	<b>Current Substantial Completion Date: Mar 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>This project will make selected repairs to the East New York Depot in Brooklyn. Work includes replacement of bus lifts, repairs to the floor and installation or upgrade of various building equipment and components. The lobby and common hallways of the administrative area (3<sup>rd</sup> floor) are being renovated.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecasted Substantial Completion date slipped three months from December 2014 to March 2015. In-house construction forces have been periodically 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>
<b>What is Being Done</b>
<p><b>Schedule:</b> Construction is proceeding with Substantial Completion forecast for March 2015.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Replacement of Two Escalators at Roosevelt Avenue/74<sup>th</sup> Street Station Complex – Queens Blvd Line</b>	<b>Current Budget: \$9.9M</b>
	<b>Project EAC: \$9.9M</b>
	<b>Substantial Completion Date at Award: Jan 2015</b>
<b>Project No: T6040703</b>	<b>Current Substantial Completion Date: Apr 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 80%</b>

<b>Project Description</b>
<p>This project provides for the replacement of two existing escalators with new escalator equipment and associated controls, communications and fire alarm system at the Roosevelt Avenue/74<sup>th</sup> Street Station Complex in the Borough of Queens.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecasted Substantial Completion slipped three months from January 2015 to April 2015 due to the following:</p> <ul style="list-style-type: none"> <li>• A steel beam in the elevator machine room could not be installed due to interference with existing conduits that could not be relocated.</li> <li>• The following scope items were added to the project: <ul style="list-style-type: none"> <li>- Additional smoke heads inside the escalator truss and pits.</li> <li>- Removal of the existing tiles and painting of the wall at the bottom of the escalator.</li> </ul> </li> </ul>
<b>What is Being Done</b>
<p><b>Schedule:</b> An Additional Work Order (AWO) was issued to design and install a concrete beam with rebar in lieu of a steel beam and Request for Proposals for additional work orders were issued for the added items. No cost impact is expected.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Brick Arch Repair at 168 Street Station &amp; 181 Street Station</b>	<b>Current Budget: \$60.5M</b>
	<b>Project EAC: \$60.5M</b>
	<b>Substantial Completion Date at Award: Aug 2015</b>
<b>Project No: T6041222</b>	<b>Current Substantial Completion Date: Jan 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 57%</b>

<b>Project Description</b>
<p>This project will make select repairs at the 168<sup>th</sup> Street and 181<sup>st</sup> Street Stations on the Broadway/7<sup>th</sup> Avenue Line in Manhattan. Scope includes: repair of the partially collapsed brick vault ceiling at the 181<sup>st</sup> Street station, stabilization of the existing brick arch ceilings at 168<sup>th</sup> and 181<sup>st</sup> Street stations, drainage improvements and the installation of new light fixtures, granite floor tiles, platform edges and Help Points at the 168<sup>th</sup> Street Station.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecasted Substantial Completions date slipped five months from August 2015 to January 2016 due to the following:</p> <ul style="list-style-type: none"> <li>• During construction, additional deteriorated face bricks were found which required stabilization by installing additional anchors.</li> <li>• Problems were encountered during the process to remove, restore to original condition &amp; re-install the existing historic terracotta ceiling medallions. All have to be replicated.</li> </ul>
<b>What is Being Done</b>
<p><b>Schedule:</b></p> <ul style="list-style-type: none"> <li>• Additional Work Orders (AWOs) are being processed for additional anchors and the replication of medallions.</li> <li>• Medallions are being fabricated at the manufacturer's facility.</li> <li>• There is no budget impact expected and the project is expected to be completed in January 2016.</li> </ul>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency to the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: 2013 Mainline Track Replacement on the Concourse Line</b>	<b>Current Budget: \$6.6M</b>
	<b>Project EAC: \$7.5M</b>
	<b>Substantial Completion Date at Award: Mar 2015</b>
<b>Project No: T6050270</b>	<b>Current Substantial Completion Date: Dec 2014</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
This Track Reconstruction project consists of 1,537 Track Feet of Type II Track Reconstruction south of 167 <sup>th</sup> Street, Track C-2, on the Concourse Line, IND.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<b>Cost:</b> During the 4 <sup>th</sup> Quarter 2014, the EAC increased from \$6.6M to \$7.5M due to an increase in scope which includes the installation of 755 track feet of Continuous Welded Rail (CWR) at 170 <sup>th</sup> Street Station, Track C-2 and 200 Resilient Fasteners Plates at 170 <sup>th</sup> Street Station which were needed to address deteriorated track conditions.
<b>What is Being Done</b>
<b>Cost:</b> It is anticipated that the cost overrun will be offset by savings in the track program. The project achieved Substantial Completion in December 2014.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.
<b>All Agency Contractor Evaluation: All Agency Contractor Evaluation:</b> The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.



<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: 2014 Mainline Track Replacement on the 4<sup>th</sup> Avenue Line</b>	<b>Current Budget: \$5.1M</b>
	<b>Project EAC: \$6.9M</b>
	<b>Substantial Completion Date at Award: May 2015</b>
<b>Project No: T6050283</b>	<b>Current Substantial Completion Date: May 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 98%</b>

<b>Project Description</b>
This Track Reconstruction project is for the replacement of 1,045 Track Feet of Type II Track at 36 <sup>th</sup> Street Station, Track F-3 and at Heel of SW # 135 north of Dekalb Avenue, Track F-4, 4 <sup>th</sup> Avenue Line, BMT.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<b>Cost:</b> During the 4 <sup>th</sup> Quarter 2014, the Estimate at Completion (EAC) increased to \$6.9M exceeding the Current Budget of \$5.1M due to a scope increase of an additional 50 feet of track replacement and greater than anticipated preparatory work for Type II Ekki Blocks embedded in Hilti Mortar installation.
<b>What is Being Done</b>
<b>Cost:</b> The budget shortfall will be offset by savings elsewhere in the track program.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.
<b>All Agency Contractor Evaluation:</b> The work has been performed by in-house labor. Agency ACE evaluation is not applicable.

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: 2014 Mainline Track Replacement on the Jerome Avenue Line</b>	<b>Current Budget: \$8.8M</b>
	<b>Project EAC: \$11.0M</b>
	<b>Substantial Completion Date at Award: Sep 2014</b>
<b>Project No: T6050289</b>	<b>Current Substantial Completion Date: Mar 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>This Track Reconstruction project was initially designed for the installation of 1,739 Track Feet of Type III Panels south of Bedford Park Boulevard Track J-1 and south of 161<sup>st</sup> Street – Yankee Stadium Track J-1, Jerome Avenue Line, IRT. Additional track feet were subsequently added to the project.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecasted Substantial Completion slipped three months from December 2014 to March 2015 due to the limited availability of General Orders needed to complete the track work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the 4<sup>th</sup> Quarter reporting period, the project reached Substantial Completion.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: 2014 Mainline Track Replacement on the Pelham Line</b>	<b>Current Budget: \$20.8M</b>
	<b>Project EAC: \$23.0M</b>
	<b>Substantial Completion Date at Award: Jun 2015</b>
<b>Project No: T6050291</b>	<b>Current Substantial Completion Date: Jun 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 85%</b>

<b>Project Description</b>
<p>This Track Reconstruction Project was initially designed for the replacement of 4,526 Track Feet Type II Panels, Type II – II, Type II Ekki Blocks Embedded in Hilti Mortar and Type II Scheduled Component Replacement Program (SCRCP).</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the 4<sup>th</sup> Quarter 2014, the Estimate at Completion (EAC) increased from \$20.8M to \$23.0M. The increase of the EAC was due to an additional 819 Track Feet (Type III Panels) added to the scope at St. Lawrence Avenue Track P-M, on the Pelham Line, IRT.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The overrun described above will be offset by savings from within the Track program.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: 2014 Mainline Track Replacement on the Flushing Line</b>	<b>Current Budget: \$6.0M</b>
	<b>Project EAC: \$6.0M</b>
	<b>Substantial Completion Date at Award: Jan 2015</b>
<b>Project No: T6050294</b>	<b>Current Substantial Completion Date: Aug 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 48%</b>

<b>Project Description</b>
<p>This Track Reconstruction project consists of the installation of Type III Panels north of Willets Point – Shea, Track C-1 and south of 33 Rawson, Track C-2, Flushing Line, IRT.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter of 2014, the forecasted Substantial Completion date slipped three months from May 2015 to August 2015 as track access and General Orders were not available in 2014 for the installation of Type III Panels south of 33 Rawson, Track C-2 portion of the project.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The work that could not be accomplished in 2014 is expected to start in the latter part of the 1<sup>st</sup> quarter 2015 with completion expected in August.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Project Name: New Vent Plant at Mulry Square, Manhattan</b>	<b>Current Budget: \$60.9M</b>
	<b>Project EAC: \$60.9M</b>
	<b>Substantial Completion Date at Award: Oct 2015</b>
<b>Project No: T6060303</b>	<b>Current Substantial Completion Date: Jan 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 73%</b>

<b>Project Description</b>
<p>This project will construct a new ventilation plant in Manhattan at the intersection of Greenwich and 7th Avenues on NYCT property known as Mulry Square (8<sup>th</sup> Avenue and Broadway-7<sup>th</sup> Avenue Lines). The vent plant construction includes a new above ground building and an underground vent plant structure, plenum, vent bays and flues and the furnishing and installation of mechanical, electrical and communication equipment.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecasted Substantial Completion date slipped by three months from October 2015 to January 2016 due to the following:</p> <ul style="list-style-type: none"> <li>• During the support of excavation (SOE), it was detected that the existing cracks in the neighboring building facade had widened. This resulted in NYCT having to stop excavation and repair the neighboring building façade.</li> <li>• To avoid the further settlement of the neighboring building, NYCT changed the sequence of excavation, which resulted in a longer excavation period.</li> <li>• During the excavation of 7<sup>th</sup> Avenue for the replacement of the gas pipe, NYCT found sheets of asbestos buried in the soil. The Con Edison subcontractor needed additional time to complete the asbestos abatement.</li> </ul>
<b>What is Being Done</b>
<p><b>Schedule:</b> The construction manager is making efforts to accelerate the completion of remaining activities so that the schedule can be recovered.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Overcoat Painting from Portal to East 180<sup>th</sup> Street/ White Plains Road Line</b>	<b>Current Budget: \$30.4M</b>
	<b>Project EAC: \$30.4M</b>
	<b>Substantial Completion Date at Award: Oct 2015</b>
<b>Project No: T6070309</b>	<b>Current Substantial Completion Date: Oct 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 52%</b>

<b>Project Description</b>
<p>This project will paint the elevated steel structure from the Portal to East 180<sup>th</sup> Street on the IRT White Plains Road Line, located in the Borough of the Bronx. The work for this project will include surface preparation and structural steel painting, removal from the elevated steel structure of all loose lead based paint (to refusal, dirt, grease and grime). Three coats of alkyd paint will be applied on all steel surfaces. All lead paint chips and debris are to be captured using a Steel Structures Painting Council (SSPC) containment system and will be disposed of as hazardous waste.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter of 2014, the forecasted Substantial Completion slipped 12 months from October 2015 to October 2016 largely due to difficulties in obtaining flagging and track access to progress the work. The painting season is limited to the warmer months and this project is competing with other higher priority projects for track access during the peak construction season. All painting activities have been suspended until 2015 due to winter weather conditions.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The next painting season will resume in March 2015. Currently, the contractor continues to submit documents for approval and will progress the work when the painting season resumes.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Steinway Structural Tunnel Repairs and Tube Duct Rehabilitation and Circuit Breaker House</b>	<b>Current Budget: \$19.3M &amp; \$49.7M</b>
	<b>Project EAC: \$11.1M &amp; \$49.7M</b>
	<b>Substantial Completion Date at Award: Jan 2015</b>
<b>Project No: T6070321, T6080322</b>	<b>Current Substantial Completion Date: Jul 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 97% and 94%</b>

<b>Project Description</b>
The two projects will perform structural tunnel repairs (T6070321) and construct new outer wall duct banks (T6080322) in the Steinway Tube under the East River and build a new Circuit Breaker House at Vernon-Jackson Station, just north of Main Street Station, all on the Flushing Line.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<b>Schedule:</b> During the 4 <sup>th</sup> Quarter of 2014, the forecasted Substantial Completion for both projects slipped three months, from April 2015 to July 2015 due to the inability to obtain track access and General Order's (GO's) to facilitate testing and place in-service of the 1 <sup>st</sup> Avenue relay room, the Hunters Point relay room under the Flushing Line CBTC project, and during 110 foot track bed replacement work.
<b>What is Being Done</b>
<b>Schedule:</b> Attempts are ongoing to recover the schedule by compressing and re-sequencing the work during Fall 2014 and Winter 2015 GO's.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.
<b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance during this period.

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Project Name: Portal Repairs 122<sup>nd</sup> St and 135<sup>th</sup> St - Broadway -7<sup>th</sup> Ave Line</b>	<b>Current Budget: \$20.3M</b>
	<b>Project EAC: \$26.0M</b>
	<b>Substantial Completion Date at Award: Mar 2015</b>
<b>Project No: T6070322</b>	<b>Current Substantial Completion Date: Oct 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 79%</b>

### Project Description

This project will repair approximately 0.6 miles of the tunnel and the open cut portion of the Broadway-7<sup>th</sup> Ave. Line structure in upper Manhattan. The limits of this project are South of 122<sup>nd</sup> Street Portal to South of 145<sup>th</sup> Street Station. Work includes the repair of two portals (122<sup>nd</sup> Street and 135<sup>th</sup> Street), abutment walls and tunnel.

### Problem Since Last Quarterly Report

#### Index Trigger(s): Schedule

**Schedule:** During the 4<sup>th</sup> Quarter of 2014, the forecast Substantial Completion slipped seven months from March 2015 to October 2015 due to the following:

- Repair Damaged Girder at 133<sup>rd</sup> Street Bridge: In March 2014, the bridge structure was hit by a truck. Extensive repairs are required to repair the damaged girder and other structural elements. Additional Work Orders (AWO) are required to perform this work. In November 2014, the CM's office directed the contractor to proceed retroactively with this work.
- Replacement of an Additional 55 Steel Columns: 55 additional steel columns were identified for replacement due to deteriorated conditions in the vent areas between 139<sup>th</sup> and 143<sup>rd</sup> Streets. Five columns were identified for immediate repair - the remainder will be deferred to a future contract.
- Repair of Existing Street Level Ventilator Gratings on Broadway Between 139<sup>th</sup> and 143<sup>rd</sup> Streets: It was discovered during construction that the vent grating support structure needed to be replaced. During the 4<sup>th</sup> Quarter of 2014, NYCT completed emergency ventilator grating repairs.
- Installation of Structural Brick Walls In Lieu Of Originally Designed Brick Panels: It was determined after the removal of the existing brick face at the exterior abutment walls within open cut areas along Broadway that the existing brick served as partial structural support for the granite parapet installed on top of the wall. The original brick panels must be replaced with reinforced structural bricks. An AWO was negotiated in October of 2014 and is currently in the approval process. In October the CM's office directed the contractor to proceed retroactively with this work.
- Additional Quantities of Steel Repair at Elevated Structure between La Salle Street and 133<sup>rd</sup> Street and Additional Architectural Items.

### What is Being Done

**Schedule:** The issues that triggered this quarter's schedule variance are being addressed as noted above and the project is progressing.

### IEC Comment

**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.

**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 period.



<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Structural Repairs at 9<sup>th</sup> Avenue Station – West End Line</b>	<b>Current Budget: \$22.2M</b>
	<b>Project EAC: \$22.2M</b>
	<b>Substantial Completion Date at Award: Dec 2015</b>
<b>Project No: T6070324</b>	<b>Current Substantial Completion Date: Apr 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 10%</b>

<b>Project Description</b>
<p>This project provides for structural steel repairs at the lower level of the 9<sup>th</sup> Avenue Station on the West End Line in the Borough of Brooklyn. Work will include repair/replacement of corroded structural steel and concrete on the platforms and west portal.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter of 2014, the forecasted Substantial Completion slipped four months from December 2015 to April 2016 as the contractor has fallen behind schedule on verification surveys of steel repairs, and on preparation and submittal of shop drawings for approval. This has delayed the start of the actual repair work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The Construction Manager's office is making efforts to have the contractor mitigate the delays. Further delays are possible and a cost impact is expected, with the specific amount to be determined.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Help Point at 93 Stations</b>	<b>Current Budget: \$30.5M</b>
	<b>Project EAC: \$71.4M</b>
	<b>Substantial Completion Date at Award: Aug 2015</b>
<b>Project No: T6080622</b>	<b>Current Substantial Completion Date: Jun 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 78%</b>

<b>Project Description</b>
<p>This project is for the installation of Help Point (HP) kiosks at 93 NYCT subway stations. Help Points are replacing the Customer Assistance Intercoms and provide a reliable, easy to use communication link for customers to be used for information or in case of an emergency. NYCT's goal to install Help Point kiosks at 100 stations by the end of 2014 has been achieved. Of the 93 stations under this project, 84 were completed toward this goal, with the remaining 16 completed under other projects.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost and Schedule</b>
<p>As discussed below, 84 of the 93 in this project are complete, with nine stations remaining to be completed.</p> <p><b>Cost:</b> During the 4<sup>th</sup> quarter 2014, the project Estimate at Completion (EAC) increased from \$44.8M to \$71.4M for the following reasons:</p> <ul style="list-style-type: none"> <li>Initial estimates assumed that all 93 stations in this project would feature a hardwired Passenger Station Local Area Network (PSLAN) installed by other projects. However, to meet the goal of installing HP at 100 stations by the end of 2014, a different grouping of 93 stations was selected. Not all of these stations had PSLANs installed. The cost of installing the communications infrastructure needed to support the HP kiosks at these nine stations, added to the budget.</li> <li>The decision was made by NYCT to advance the purchase of material to ensure an uninterrupted supply of material for future projects in order to meet the HP installation schedule.</li> <li>Project estimates were further refined with actual construction costs utilized as compared to the original conceptual estimate.</li> </ul> <p><b>Schedule:</b> During the 4<sup>th</sup> quarter 2014, the forecasted Substantial Completion date slipped 10 months from August 2015 to June 2016. The construction work at nine stations included in the original 93 stations was shifted to 2016 and these stations were replaced by a different group of nine stations, advanced from later years, however these nine stations did not have the essential infrastructure required to install HP kiosks. Therefore the completion date of December 2014 which reflects the original group of stations was changed to June 2016.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> A budget modification was signed in February 2015 to address the budget shortfall.</p> <p><b>Schedule:</b> The project is progressing as described above.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: HVAC Upgrade at Yukon Bus Depot</b>	<b>Current Budget: \$17.0M</b>
	<b>Project EAC: \$17.1M</b>
	<b>Substantial Completion Date at Award: Oct 2015</b>
<b>Project No: T6120410</b>	<b>Current Substantial Completion Date: Mar 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 40%</b>

<b>Project Description</b>
This project will upgrade the HVAC systems at the Yukon Bus Depot in the Borough of Staten Island.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<b>Schedule:</b> During the 4 <sup>th</sup> Quarter of 2014, the forecasted Substantial Completion date slipped five months from October 2015 to March 2016 because the contractor was unable to get the steel and concrete shop drawing submittals for the gas meter room completed on time.
<b>What is Being Done</b>
<b>Schedule:</b> Due to poor job performance, the contractor had to replace the subcontractor who was doing the submittals.  A budget shortfall due to the delay exists in the project and a budget modification will be circulated to address the shortfall.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.
<b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance during this period.

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Enterprise Security Network Infrastructure</b>	<b>Current Budget: \$10.4M</b>
	<b>Project EAC: \$10.4M</b>
	<b>Substantial Completion Date at Award: Dec 2014</b>
<b>Project No: T6160403</b>	<b>Current Substantial Completion Date: Jun 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 80%</b>

<b>Project Description</b>
<p>This project will install Network Access Control (NAC) devices at locations around the transit system to provide security for NYCT's existing and new IP enterprise network. NAC enables granular control over network access and continuous monitoring of corporate-sanctioned endpoints. This will help NYCT to prevent unauthorized device and access to its network along with the spread of malware and other threats that can harm infrastructure and leave NYCT vulnerable to attack and data loss.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter of 2014, the forecasted Substantial Completion slipped three months from March 2015 to June 2015 due to software bugs and glitches on the NAC management software 4.1 which caused various troubleshooting sessions with the NAC support team.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Software was upgraded recently to 4.11 and additional resources are being added to complete last delivery of NAC devices by end of 2<sup>nd</sup> Quarter 2015.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Rehabilitate Employee Facility at 207<sup>th</sup> Street/ 8<sup>th</sup> Avenue Station</b>	<b>Current Budget: \$6.7M</b>
	<b>Project EAC: \$6.7M</b>
	<b>Substantial Completion Date at Award: Jul 2013</b>
<b>Project No: T6160713</b>	<b>Current Substantial Completion Date: Feb 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 98%</b>

<b>Project Description</b>
<p>This project provides for the construction of a new facility and rehabilitates existing facilities on the mezzanine level and platform level of the 207<sup>th</sup> Street Station, 8<sup>th</sup> Avenue Line. The total area of rehabilitation and reconstruction is approximately 14,000 sq. ft. The project will provide offices, Male/Female locker rooms and toilets, workshop, storage rooms, wash-up areas, mechanical room, EPR, heating ventilation, electrical system, air conditioning, lighting, plumbing, flooring and communication systems. The facilities from six operating divisions, including Stations, Car Equipment, Track, Structures and Facilities, RTO and Signals, will be rehabilitated.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecasted Substantial Completion slipped four months from October 2014 to February 2015. The project was delayed as the initial installation by a third party contractor of the sprinkler tap and feed was rejected by the Department of Environmental Protection (DEP). The contractor then had to get new permits and install the tap and feed a second time, which was then accepted by DEP.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The fire suppression system is presently being completed by the Infrastructure Capital Construction Group. The full impact to the construction schedule and project budget caused by the delay in getting the sprinkler tap and feed installed and approved is being assessed. The Department of Subways is anticipating a substantial completion date of February 2015 and an action plan will be developed.</p> <p>Subsequent to the 4<sup>th</sup> Quarter reporting period, the project expenditures exceeded the project budget due to the reasons cited above. A budget modification will be enacted to address the budget shortfall.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The project work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Manhattanville Comprehensive Façade Repairs</b>	<b>Current Budget: \$10.0M</b>
	<b>Project EAC: \$19.3M</b>
	<b>Substantial Completion Date at Award: Dec 2014</b>
<b>Project No: T6120422</b>	<b>Current Substantial Completion Date: Jan 2015</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>This project will repair the brick facade of the Manhattanville Bus Depot, located in the Borough of Manhattan.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the 4<sup>th</sup> Quarter 2014, the Estimate at Completion (EAC) increased from \$10.4M to \$19.3M due to scope changes to the project.</p> <p>The scope changes are as follows:</p> <ul style="list-style-type: none"> <li>• The original plan called for repairs of approximately 38% of the existing brick veneer façade - the revised scope requires full replacement in kind of the brick masonry façade and the parapet walls including the required structural reinforcement to the exterior wall.</li> <li>• A new roofing system at the transportation penthouse roof.</li> <li>• Flood mitigation measures were added to protect the building from future potential storms.</li> </ul>
<b>What is Being Done</b>
<p><b>Cost:</b> A budget action will be requested upon completion of the Final Estimate to address any shortfall.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall Designer's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Staten Island Station Structural Repairs, 8 Stations</b>	<b>Current Budget: \$12.8M</b>
	<b>Project EAC: \$14.1M</b>
	<b>Date of Substantial Completion at Award: Sep 2013</b>
<b>Project No: S6070101</b>	<b>Current Substantial Completion Date: Jul 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 92%</b>

<b>Project Description</b>
<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 minor repair work will be done at five stations (Great Kills, Annadale, Huguenot, Grant City, and Tompkinsville).</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecasted Substantial Completion date slipped six months from January 2015 to July 2015. This delay is due to several factors:</p> <ul style="list-style-type: none"> <li>• Department of Transportation (DOT) permit delays for placement of a crane needed for the construction of the new station house at Grasmere Station.</li> <li>• Relocation of Con Edison high tension lines at Grasmere Station.</li> <li>• Department of Environmental Protection (DEP) revisions to water service installation at Grasmere, Annadale, and Huguenot Stations.</li> </ul>
<b>What is Being Done</b>
<p><b>Schedule:</b> Structural steel for Grasmere station house has been erected. The other unanticipated work is underway. The Contractor's request for a change order and 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 a revised water line layout for DEP and DOT approvals. At this time, Substantial Completion is expected in July 2015.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Construction of New Arthur Kill Station – Staten Island Railway</b>	<b>Current Budget: \$22.7M</b>
	<b>Project EAC: \$24.1M</b>
	<b>Substantial Completion Date at Award: Aug 2015</b>
<b>Project No: S6070108</b>	<b>Current Substantial Completion Date: Apr 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 34%</b>

<b>Project Description</b>
<p>This project will construct a new ADA-compliant passenger station at Arthur Kill Road on the Staten Island Railway to replace the existing Atlantic and Nassau Stations. Also included in the project is the construction of a 150 car parking lot and the demolition of the Atlantic and Nassau Stations.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter of 2014, the forecasted Substantial Completion date slipped six months from October 2015 to April 2016. The design of the Electrical Distribution Room (EDR) building was revised and new amplified drawings were issued seven months after the award to accommodate extra safety precautions needed due to lessons learned from Superstorm Sandy. The re-designed EDR building was changed from a one story to a two story building.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project is progressing with Substantial Completion forecasted for April 2016.</p> <p>Due to the changes described above a cost impact is expected, with the specific amount to be determined.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance during this period</p>



<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Wheel Spur Yard</b>	<b>Current Budget: \$13.4M</b>
	<b>Project EAC: \$13.4M</b>
	<b>Substantial Completion Date at Award: Aug 2014</b>
<b>Project No: L50601YD</b>	<b>Current Substantial Completion Date: Dec 2014</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 100%</b>

<b>Project Description</b>
<p>The LIRR has executed a Sixth Amendment to their Transfer Agreement with New York &amp; Atlantic Railway (NYA) to provide for the construction of the Wheel Spur Intermodal Facility and Freight Yard and its substitution for NYA's existing Arch Street Facility and Freight Yard. As a result of that agreement, NYA has entered into a contract with a Designer and a Contractor to have the work completed. A LIRR and New York State Department of Transportation grant has provided funding for NYA to fund the project.</p> <p>NYA has engaged the services of a Contractor to construct the new Wheel Spur Yard in Long Island City, Queens. The scope of work includes: removing and disposing of concrete pavement, earthwork, installation of fence and gates, erecting a prefabricated Butler Building w/ interior utilities and partitions, rehabilitating an existing Freight House Building, furnishing and installing site utilities, constructing approx. 2600 feet of track, providing all labor and materials to complete the work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter, the Substantial Completion date slipped four months from August 2014 to December 2014. This schedule slip is due to permanent utility hookup issues with ConEd. The project awaited completion of the utility hookups installed by ConEd.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Project reached Substantial Completion December 2014.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Wyandanch Parking Facility</b>	<b>Current Budget: \$29.0M</b>
	<b>Project EAC: \$29.0M</b>
	<b>Substantial Completion Date at Award: Jan 2016</b>
<b>Project No: L60205U1</b>	<b>Current Substantial Completion Date: Jan 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 53%</b>

<b>Project Description</b>
<p>This project consists of the Design-Build Construction of a new 5-level parking facility that will provide additional LIRR customer parking spaces at Wyandanch Station and will remedy the current shortage of parking spaces as well as support future ridership projections. Project also includes drainage improvements, signage, elevators, emergency generator, and way-finding.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Contingency</b></p> <p><b>Contingency:</b> During the 4<sup>th</sup> Quarter 2014, approximately \$578K in executed change orders have nearly depleted the projects \$690K contingency budget, with the contractor's work only 53% complete. Contributing factors to the high contingency usage are the Additional Work Orders for upgraded security cameras, additional cameras, the upgrade of phones, underground communication conduit for LIRR Right of Way (ROW), and additional bollards.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> A budget modification was made to increase the Willingness to Assume Risk Certificate (WAR) by \$791K to cover the budget shortfall.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance during this period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Construction Equipment Purchase Used for Track Program</b>	<b>Current Budget: \$7.0M</b>
	<b>Project EAC: \$7.0M</b>
	<b>Substantial Completion Date at Award: Oct 2015</b>
<b>Project No: L60301TF</b>	<b>Current Substantial Completion Date: Jun 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 93%</b>

<b>Project Description</b>
<p>This project involves the replacement of construction equipment, including concrete tie and surfacing equipment, cranes, front loaders, brush cutters, snow removal equipment and mechanized tie and rail equipment.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecast Substantial Completion date slipped 11 months, from November 2014 to October 2015. Due to funding limitations, previous equipment to be procured, a Maintenance of Way Car Mover, is being replaced with a high-rail rotary dump truck which has subsequently extended the forecast delivery date.</p> <p>The delay in equipment delivery has postponed the overall project substantial completion date to June 2016. This is the anticipated date of delivery for the new equipment.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the 4<sup>th</sup> Quarter reporting period, the Substantial Completion date was pushed out an additional eight months to June 2016.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The project work consisting of equipment purchases is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Radio Coverage Improvements</b>	<b>Current Budget: \$10.3M</b>
	<b>Project EAC: \$10.3M</b>
	<b>Substantial Completion Date at Award: Jun 2015</b>
<b>Project No: L60501L4</b>	<b>Current Substantial Completion Date: Jun 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 66%</b>

<b>Project Description</b>
<p>This project is going to improve the radio coverage communication system. Installation of new radio facilities with communication huts, cabling, landline interface electronics, generators, ancillary electronics, grounding, and dispatch console tie-ins, etc. Replacement and reprogramming of mobile, portable, and BRAT radios with new narrowband-compliant digital equipment.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4th Quarter 2014, the forecast Substantial Completion date slipped 12 months from June 2015 to June 2016 due to scope revisions as noted below.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> During construction it was discovered that there would be scope modifications due to coordination efforts with other projects. The scope modifications impacted normal replacement and modernization needs. In order to address these normal replacement and modernization needs, this project will look to replace the legacy Time-Division Multiplexing (TDM) analog system of transmitting and receiving independent radio communications with Radio over Internet Protocol (RoIP) that is a methodology of transmitting and receiving radio communications via Internet Protocol (IP). These changes will result in a revised schedule due to the scope modification process and additional work efforts. There will be no impact to the project budget.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Hillside Support Facility Roof Replacement</b>	<b>Current Budget: \$6.0M</b>
	<b>Project EAC: \$6.0M</b>
	<b>Substantial Completion Date at Award: Jun 2014</b>
<b>Project No: L60601YB</b>	<b>Current Substantial Completion Date: Jan 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 60%</b>

<b>Project Description</b>
<p>This project will replace the roof at the Hillside Support Facility (Building 1) over the Maintenance of Equipment Motor, Wheel and Truck Shops. Old rubber roll roof will be removed and replaced with new PVC roof.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014 the Substantial Completion date slipped 15 months, from October 2014 to January 2016. The primary construction contract for Building #1 has been completed, however, two additional projects were added from the balance of funds and executed under a separate third party contract. Additional work includes a lighting protection system and storefront construction.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> LIRR has updated the project Willingness to Assume Risk (WAR) certificate to account for the approved and pending Additional Work Orders (AWOs). Technical work for the additional AWO scope elements continue to be developed.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action being taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Employee Facilities Renewals</b>	<b>Current Budget: \$9.3M</b>
	<b>Project EAC: \$9.3M</b>
	<b>Substantial Completion Date at Award: Jun 2016</b>
<b>Project No: L60604YT</b>	<b>Current Substantial Completion Date: Apr 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 75%</b>

<b>Project Description</b>
Hillside Facility UCC Shop and East End Pumphouse Roof Renewals; Upper Holban Parking Lot Paving Project; Babylon Yard Employee Facility Roof Replacement; Morris Park Communications Building Rehab; Richmond Hill Sheridan Shop Roof Replacement; Morris Park Communications Bldg and Jamaica Sta. Bldg. Roof Replacement.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecast Substantial Completion date slipped seven months from June 2016 to January 2017. During preliminary design activities LIRR's Fire Marshall engineers, electricians, and communication personnel expressed operational concerns with the current design. After review, additional extensive field inspections/surveys and re-designs by the consultant were required.</p> <p>Subsequent to the 4<sup>th</sup> Quarter 2014 reporting period, the Substantial Completion date was pushed out an additional three months to April 2017.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The Design consultant will add resources to expedite design efforts to minimize schedule impact.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance during this period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Atlantic Avenue Tunnel Lighting</b>	<b>Current Budget: \$7.0M</b>
	<b>Project EAC: \$7.0M</b>
	<b>Substantial Completion Date at Award: Sep 2014</b>
<b>Project No: L60701AJ</b>	<b>Current Substantial Completion Date: Mar 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 34%</b>

<b>Project Description</b>
<p>This project calls for the replacement/upgrade of lighting system components in LIRR's Atlantic Tunnel between East New York Station and Atlantic Terminal, Brooklyn.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, substantial completion slipped three months from November 2014 to February 2015 due to the following:</p> <ol style="list-style-type: none"> <li>1. Asbestos Concerns within the Tunnel and the resulting investigations and clearances/permissions required to complete High Tension Cable installation.</li> <li>2. Coordination with the VD-Yard Project.</li> </ol> <p>Subsequent to the 4<sup>th</sup> Quarter reporting period, the Substantial Completion date slipped an additional 13 months to March 2016.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b></p> <ol style="list-style-type: none"> <li>1. Asbestos abatement underway.</li> <li>2. Coordination with the VD-Yard Project: A portion of work under PNAJ (light fixtures/conduit/cable) falls in the same location as work to be performed by the VD Yard project.</li> </ol>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance during this period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of Dec 31, 2014</b>
<b>Project Name: Atlantic Ave. Viaduct, Design of Nostrand Ave. Station</b>	<b>Current Budget: \$26.4M</b>
	<b>Project EAC: \$26.4M</b>
	<b>Original Design Completion Date: Apr 2014</b>
<b>Project No: L60401BF</b>	<b>Current Design Completion Date: Jan 2015</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 100%</b>

<b>Project Description</b>
<p>The scope of the project provides a final design for rehabilitation and improvements for Nostrand Station including the following major items:</p> <ul style="list-style-type: none"> <li>• Replacement of the station platforms, railings, and canopy roofing system</li> <li>• Replacement of four pedestrian overpasses and stairs</li> <li>• Installation of two new elevators</li> <li>• Replacement and upgrades to station lighting, electrical &amp; communications systems, and signage</li> </ul>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, final design completion slipped three months from October 2014 to January 2015.</p> <p>Additional time for design was required for LIRR to obtain a permit from New York City Department of Transportation (NYCDOT). The permit is for LIRR to reduce the width of the three lanes of Atlantic Avenue between New York Ave and Nostrand Ave in order to accommodate the new ADA elevators on each side of Atlantic Ave.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The Designer of Record submitted proposed width reduction of Atlantic Avenue traffic lanes to NYCDOT during the early design phase and received the permit in December 2014. The design for this project was completed in January 2015.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's evaluation of the overall Designer's performance rating for this reporting period.</p>



<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: New Haven Line Signal Improvements</b>	<b>Current Budget: \$35.1M</b>
	<b>Project EAC: \$34.4M</b>
	<b>Substantial Completion Date at Award: Dec 2013</b>
<b>Project No: M5040107</b>	<b>Current Substantial Completion Date: Dec 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 75%</b>

<b>Project Description</b>
<p>This project is to design and construct a new communications and signal system for the New York State portion of the New Haven Line (extending approximately three miles into Connecticut). This new design shall incorporate recommendations of the Strategy/Master Plan to optimize block spacing to improve capacities and trip time on this section of the New Haven Line.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecast Substantial Completion slipped 22 months from February 2015 to December 2016. The installation by Metro-North force account has been delayed due to key signal personnel working on this project being needed for a number of other priority signal system modifications needed to comply with Federal Railroad Administration (FRA) emergency order 29 issued December 2013 that enables adequate advance warning of and adherence to speed restrictions on certain curves and movable bridges on all three of Metro-North's major lines.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The contractor is in the process of training new personnel so that commissioning of this new system can progress in a safe and productive manner. Off-line pre-testing of the new system is progressing during the winter months to prevent any further delays in putting the system into service.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The greater majority of work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: 2013 Cyclical Track Program</b>	<b>Current Budget: \$12.7M</b>
	<b>Project EAC: \$12.7M</b>
	<b>Substantial Completion Date at Award: Feb 2015</b>
<b>Project No: M6030113</b>	<b>Current Substantial Completion Date: May 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 48%</b>

<b>Project Description</b>
<p>This project provides for the replacement of ties and rail along with cyclical surfacing throughout the entire Metro-North territory in New York State east of the Hudson River. The project maintains Metro-North's track in a constant state of good repair ensuring that the track structure does not deteriorate. The scope of work for the 2013 program includes: Installation of approximately 19,800 wood ties, 3 miles of continuous welded rail and surfacing of 125 miles of track.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, Substantial Completion slipped five months from December 2014 to May 2015. Due to the emergency work in support of the Bronx Remediation project and other service disruptions, the crews and equipment that were designated to the 2013 Cyclical Track program were repurposed to handle the higher priority emergency work. As a result, the 2013 Cyclical Track program has been delayed.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Crews will continue changing out rail and surfacing those locations for the 2013 program. The tie gang will install ties when weather permits. The 2013 Cyclical Track program is projected to be completed by May 2015.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: West of Hudson Track Program</b>	<b>Current Budget: \$19.8M</b>
	<b>Project EAC: \$18.6M</b>
	<b>Substantial Completion Date at Award: Jul 2014</b>
<b>Project No: M6030301</b>	<b>Current Substantial Completion Date: Jan 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 81%</b>

<b>Project Description</b>
<p>This project replaces track components to meet MNR track standards and upgrade system components to reduce maintenance, improve reliability and customer satisfaction. This is a continuation of past programs to replace rail, ties, switches, and perform surfacing on selected track areas West of Hudson. The majority of the work will be done by New Jersey Transit.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, Substantial Completion slipped 13 months from December 2014 to January 2016. The delay was due to the emergency work in support of the Bronx Remediation project and other service disruptions, the crews and equipment that were designated to the West of Hudson Track program were repurposed to handle the higher priority emergency work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> All of the tie installation and surfacing has been completed. When track work resumes, tie stub clean up along the Right-of-Way and two turnouts are scheduled to be installed. The work is forecast to be completed by January 2016.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The work has been performed by NJT Agency labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Replace and Upgrade Substation Bridge 23</b>	<b>Current Budget: \$30.5M</b>
	<b>Project EAC: \$32.5M</b>
	<b>Substantial Completion Date at Award: Jul 2014</b>
<b>Project No: M6050101</b>	<b>Current Substantial Completion Date: Jun 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 67%</b>

<b>Project Description</b>
<p>Metro-North entered into a joint agreement with the New York Power Authority (NYPA) to design and construct a replacement of the existing Bridge 23 substation. The design scope includes a new breaker house at Pelham, new 27 kv feeders, new switchgear at New Rochelle and a new signal power supply station (MA Set) at the C-14 substation. In addition, the existing Bridge 23 substation at Mt. Vernon was reconfigured to better utilize the existing 138 kv three phase supply.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> The complexity of the construction work requires continued coordination of engineering design, manufacturer submittals and overall system integration while maintaining an active “supply” substation serving the New Haven Line. In addition, the phasing in of work and “cutover(s)” require adherence to maintaining redundancy wherever possible. For these reasons combined with executing the work in the safest and most efficient manner, an additional seven months has been added to the schedule during the 4<sup>th</sup> Quarter, changing the Substantial Completion date from September 2015 to April 2016.</p> <p>Subsequent to the 4<sup>th</sup> Quarter 2014 reporting period, in January 2015, the Substantial Completion date was revised to June 2016.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> MNR held a meeting with senior leadership of NYPA on February 12, 2015 to discuss management of the project and the need to improve schedule and cost control. MNR will continue to aggressively press for NYPA/ RCM Technologies to resolve scheduling issues. NYPA has indicated that it will be more proactive in its approach to managing the Bridge 23 Project. NYPA has begun to actively participate in the biweekly project meetings at MNR office as well as engage in other project related discussions. MTA Metro-North will continue to monitor NYPA’s involvement in managing its contractors.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: Bridges and Tunnels</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Installation of CCTV / Fiber Optic Cable</b>	<b>Current Budget: \$17.3M</b>
	<b>Project EAC: \$17.3M</b>
	<b>Substantial Completion Date at Award: Sep 2015</b>
<b>Project No: D603AW36</b>	<b>Current Substantial Completion Date: Jun 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 68%</b>

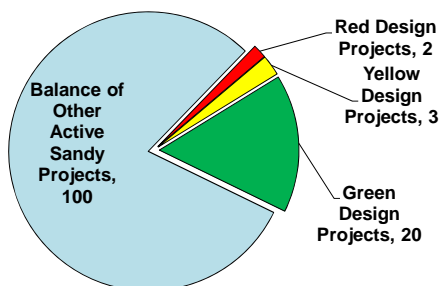
<b>Project Description</b>
Provide construction services for the installation of CCTV/Fiber Optic Network Cable at the Robert F. Kennedy Bridge. The scope of work includes the furnishing/installation /testing and documentation of a dark optical fiber communications network at the bridge, including installation of conduit and boxes at the Manhattan, Queens, and Bronx spans.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<b>Contingency:</b> During the 4 <sup>th</sup> Quarter 2014, this projects Contingency Index increased to 1.29 due to an Additional Work Order being submitted to address re-routing of the cable runs due to unforeseen interferences. Post AW-36 contract award, protective under deck netting was installed to address biennial inspection findings. The revised cable runs avoid penetration of the protective under deck netting.
<b>What is Being Done</b>
<b>Contingency:</b> No further action is necessary at this time as an amendment for the above work was recently approved on February 10, 2015.  Going forward, no major changes are anticipated that would impact the job. The AW-36 contract is a unit price contract, with estimated quantities. There may be some minor contract price adjustments, both higher and lower, to reconcile with actual quantities installed. However, project management is confident in being able to complete this job within the available task contingency.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
<b>All Agency Contractor Evaluation:</b> 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.

### 4<sup>th</sup> Quarter 2014 Traffic Light Report on MTA Sandy Program

**A total of 125 Active Sandy Projects were Reviewed for the 4<sup>th</sup> Quarter 2014**

The 125 active projects include 25 projects in Design, 19 in Post-Design to Construction Award, and 81 in Construction

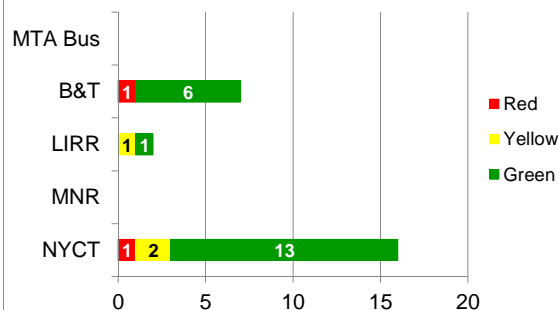
**25 of 125 Projects in Design**



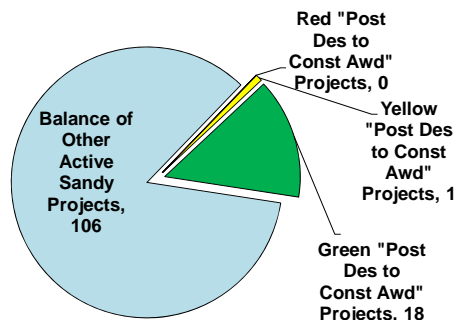
**Summary of Projects in Design:** 25 projects were reviewed in this phase with 20 (80%) designated green, 3 (12%) yellow, and 2 (8%) were red. The 2 design projects designated Red, were for schedule variances ranging from 3 months to 15 months which were directly related to design revisions and scope changes.

**Last Quarter:** 34 projects were reviewed in this phase with 31 (91%) designated green, 2 (6%) yellow, and 1 (3%) red.

**25 Projects in Design**



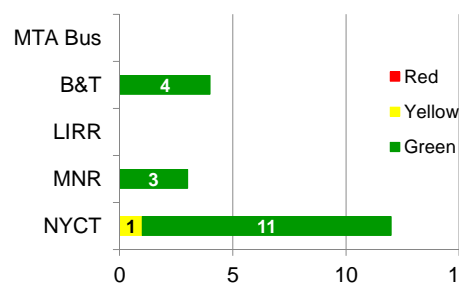
**19 of 125 Projects in Post-Design to Construction Award**



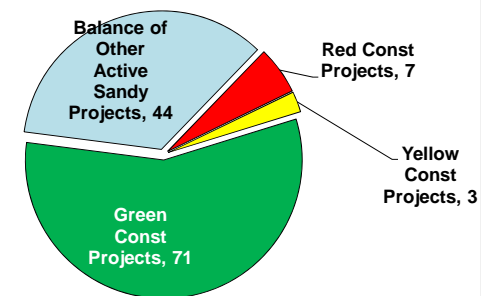
**Summary of Projects in Post-Design to Construction Award:** 19 projects were reviewed in this phase with 18 (95%) designated green and 1 (5%) yellow. No projects in the procurement phase were designated Red.

**Last Quarter:** 22 projects were reviewed in this phase with 21 (95%) designated green, 1 (5%) yellow and none (0%) red.

**19 Projects in Post-Design to Construction Award**



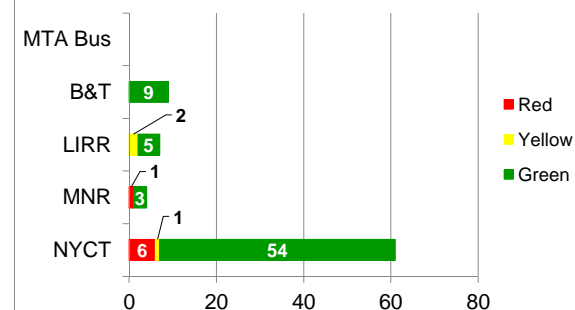
**81 of 125 Projects in Construction**



**Summary of Projects in Construction:** 81 projects were reviewed in this phase with 72 (89%) designated green, 3 (3%) yellow and 7 (8%) red. The 7 construction projects designated Red were for schedule and contingency variances directly related to unforeseen conditions, delivery delays and additional scope.

**Last Quarter:** 47 projects were reviewed in this phase with 40 (85%) designated green, 4 (9%) yellow and 3 (6%) red..

**81 Projects in Construction**



243 total Sandy Program projects in the 4th Quarter 2014 include 125 Active projects, 35 Completed and 83 in Planning which will not be reported as Active until reaching the Design phase







## MTA Sandy Recovery Projects Terms and Definitions

### 4<sup>th</sup> 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: 25**

-  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: 19**

-  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: 81**

-  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: 35**

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





#### 4th 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
NYCT - New York City Transit Sandy Program												
ET040217	Recovery: Purchase and Install Automated Fare Collection Equipment	Construction	Recovery	\$10,926,450	1	.00	■	1.00	■	0	■	G
ET040218	Recovery: Purchase Emergency Alarms (South Ferry)	Construction	Recovery	\$132,740	7	.00	■	1.00	▲	0	■	G
ET040309	Mitigation: Manhole Castings & Conduit Duct Penetration (SBFP)	Construction	Mitigation	\$1,680,200	17	.00	■	1.00	■	2	▲	G
ET040310	Mitigation: Sidewalk Vent Covers (SBFP)	Construction	Mitigation	\$2,929,079	5	.00	■	1.00	■	0	■	G
ET050213	Recovery: Mainline Track (South Ferry)	Construction	Recovery	\$16,837,838	1	.00	■	1.00	▲	0	■	G
ET050216	Recovery: Mainline Switches (South Ferry)	Construction	Recovery	\$6,746,779	1	.00	■	1.00	▲	0	■	G
ET060217	Recovery: Pump Room (South Ferry)	Construction	Recovery	\$5,403,075	1	.00	■	1.00	▲	0	■	G
ET060218	Recovery: 2 Pump Rooms (Southern Manhattan)	Construction	Recovery	\$7,215,402	2	.00	■	1.00	■	0	■	G
ET060220	Recovery: Pump Room (207 Street-Broadway / 8th Avenue)	Construction	Recovery	\$3,478,482	0	.00	■	1.01	▲	0	■	G
ET060223	Recovery: Fan Plant (South Ferry)	Construction	Recovery	\$7,307,176	1	.00	■	1.00	▲	0	■	G
ET060227	Recovery: Tunnel Lighting (South Ferry)	Construction	Recovery	\$9,198,732	1	.00	■	1.00	▲	0	■	G
ET060228	Recovery: Tunnel Lighting (200th to 207th Street / 8th Avenue)	Construction	Recovery	\$18,861,646	0	.00	■	1.00	▲	0	■	G
ET060230	Recovery: 2 Pump Rooms (Cranberry Tube)	Construction	Recovery	\$12,501,874	0	.00	■	1.00	▲	0	■	G
ET060231	Recovery: 2 Fan Plants (Cranberry Tube)	Construction	Recovery	\$16,616,778	0	.00	■	1.00	▲	0	■	G
ET060307	Mitigation: Deployable Vent Covers (SBFP)	Construction	Mitigation	\$3,561,242	1	.00	■	1.00	▲	0	■	G
ET080214	Recovery: Signals (Cranberry Tube)	Construction	Recovery	\$18,038,416	0	.00	■	1.00	▲	0	■	G
ET090232	Recovery: Circuit Breaker House (Cranberry Tube)	Construction	Recovery	\$1,433,547	0	.00	■	1.00	▲	0	■	G
ET090233	Recovery: Substation (Cranberry Tube)	Construction	Recovery	\$3,867,247	0	.00	■	1.00	▲	0	■	G
ET090235	Recovery: 2 Circuit Breaker Houses (South Ferry)	Construction	Recovery	\$18,891,129	1	.00	■	1.00	▲	0	■	G
ET090236	Recovery: 2 Circuit Breaker Houses (Westchester Yard)	Construction	Recovery	\$6,034,785	0	.00	■	1.00	▲	0	■	G



#### 4th 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												
ET090237	Recovery: 2 Circuit Breaker Houses (Westchester Yard and 239 St Yard)	Construction	Recovery	\$5,964,603	0	.00	■	1.00	▲	0	■	G
ET090240	Recovery: Purchase Emergency Alarms for Under River Tubes	Construction	Recovery	\$3,910,583	7	.00	■	1.00	▲	0	■	G
ET100306	Mitigation: Near Term Perimeter Protection at Coney Island Yard	Construction	Mitigation	\$13,234,878	90	.00	■	1.00	■	2	▲	G
ET160211	Recovery: Employee Facility at Whitehall Station	Construction	Recovery	\$2,834,256	1	.00	■	1.00	▲	0	■	G
ET040210	Recovery: Employee Facilities at Stillwell Terminal	Construction	Recovery	\$13,111,918	54	.45	▲	1.00	■	3	▲	R
ET040211	Recovery: Police District Office #34 at Stillwell Terminal	Construction	Recovery	\$1,053,628	54	.00	■	1.00	■	3	▲	G
ET040212	Recovery: South Ferry Advance Removal	Construction	Recovery	\$6,091,170	100	.94	■	1.00	■	0	■	G
ET040213	Recovery: South Ferry Station Complex	Construction	Recovery	\$169,702,062	100	.00	■	1.04	▼	0	■	G
ET040307	Mitigation: Lower Manhattan Flood Doors/Hatches (SBFP)	Construction	Mitigation	\$2,182,600	20	.00	■	1.00	■	5	▲	G
ET040308	Mitigation: Lower Manhattan Hatch Installation (SBFP)	Construction	Mitigation	\$1,325,139	50	.00	■	1.00	■	0	■	G
ET050206	Recovery: Mainline Track (Montague Tube)	Construction	Recovery	\$27,888,991	96	.74	■	1.00	■	0	■	G
ET050207	Recovery: Mainline Track (Greenpoint Tube)	Construction	Recovery	\$9,103,156	100	.00	■	.57	▼	-2	▼	G
ET050208	Recovery: Mainline Switches (Montague Tube)	Construction	Recovery	\$3,299,019	96	.99	■	1.00	■	0	■	G
ET050214	Recovery: Mainline Track (Steinway Tube)	Construction	Recovery	\$8,212,345	50	1.83	▼	1.00	▼	3	▲	R
ET060207	Recovery: Tunnel Lighting (Montague Tube)	Construction	Recovery	\$32,337,736	96	.07	■	1.00	■	0	■	G
ET060208	Recovery: 2 Pump Rooms (Montague Tube)	Construction	Recovery	\$9,410,744	96	.13	■	1.00	■	0	■	G
ET060209	Recovery: Fan Plant (Montague Tube)	Construction	Recovery	\$5,112,498	96	.28	■	1.00	■	0	■	G
ET060210	Recovery: Tunnel Lighting (Greenpoint Tube)	Construction	Recovery	\$22,800,156	100	.00	■	.60	▼	-1	▼	G
ET060211	Recovery: Pump Room (Greenpoint Tube)	Construction	Recovery	\$5,254,465	76	1.50	▼	1.00	■	0	■	G
ET060212	Recovery: Fan Plant (Greenpoint Tube)	Construction	Recovery	\$9,702,677	20	3.67	▼	1.00	■	0	■	G



#### 4th 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												
ET060221	Recovery: Pump Room (Steinway Tube)	Construction	Recovery	\$14,658,288	72	1.10	▼	1.04	▼	3	▲	R
ET060224	Recovery: 3 Fan Plants (Southern Manhattan)	Construction	Recovery	\$25,727,117	7	.00	■	1.00	■	0	■	G
ET060304	Mitigation: Conversion of 2 Pump Trains	Construction	Mitigation	\$13,885,942	69	.00	■	1.00	■	3	▲	R
ET080201	Recovery: South Ferry Interlocking	Construction	Recovery	\$63,788,058	0	.00	■	.98	▼	0	■	G
ET080208	Recovery: Security Equipment in Under River Tubes	Construction	Recovery	\$7,322,000	71	.00	■	1.00	■	2	▲	Y
ET080209	Recovery: Signals (Greenpoint Tube)	Construction	Recovery	\$5,414,058	100	.00	■	1.00	■	0	■	G
ET080216	Recovery: Signals (Montague Tube)	Construction	Recovery	\$31,043,605	99	1.58	▲	1.00	■	0	■	R
ET080218	Recovery: Install Programmable Logic Controller Signal Equipment on the Rockaway Line	Construction	Recovery	\$6,028,978	95	.00	■	1.00	■	3	▲	R
ET080221	Recovery: Install Closed-Circuit Television Systems (Rutgers Tube)	Construction	Recovery	\$2,036,495	40	.00	■	1.00	■	1	▲	G
ET080222	Recovery: Install Closed-Circuit Television Systems (Cranberry Tube)	Construction	Recovery	\$2,088,836	40	.00	■	1.00	■	1	▲	G
ET090207	Recovery: 3 Circuit Breaker Houses (Montague Tube)	Construction	Recovery	\$10,864,464	96	.48	■	1.00	■	0	■	G
ET090208	Recovery: Power Cable, Communication Cable and Ducts (Montague Tube)	Construction	Recovery	\$78,154,618	96	.83	▼	1.00	■	0	■	G
ET090209	Recovery: 2 Substations (Montague Tube)	Construction	Recovery	\$1,361,635	96	.00	■	1.00	■	0	■	G
ET090210	Recovery: Power and Communication Cables (Greenpoint Tube)	Construction	Recovery	\$27,851,698	100	.00	■	1.41	▼	-2	▼	G
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Construction	Recovery	\$51,057,008	0	.00	■	1.23	▼	0	■	G
ET090302	Mitigation: Power Cables and Ducts in the Montague Tube	Construction	Mitigation	\$56,361,181	96	.48	■	1.00	■	0	■	G
ET100212	Recovery: Power Cable at Rockaway Park Yard	Construction	Recovery	\$15,034,444	0	.00	■	1.03	▼	0	■	G

# 4th Quarter 2014 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
ET160208	Recovery: Miscellaneous Facilities	Construction	Recovery	\$3,881,022	36	.00	■	1.00	■	0	■	G
ET160209	Recovery: Procure Keene Machines and Audit System Equipment	Construction	Recovery	\$1,069,164	0	.00	■	1.00	■	0	■	G
ET040219	Recovery: Station Rooms (South Ferry) (SBFP)	Design	Recovery	\$3,314,758	90	.00	■	1.00	▲	0	■	G
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Design	Mitigation	\$17,909,287	20	.00	■	2.57	■	4	▲	G
ET060206	Recovery: Line Equipment Restoration at Various Locations - Design Only	Design	Recovery	\$15,445,181	55	.00	■	1.07	■	0	■	Y
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels - Design Only	Design	Mitigation	\$2,913,963	75	.00	■	1.00	■	0	■	G
ET080206	Recovery: Signals in Under River Tubes - Design Only	Design	Recovery	\$1,095,500	70	.00	■	1.00	■	12	▲	G
ET080207	Recovery: 207 Street and 200 Street Interlockings on the 8th Avenue Line	Design	Recovery	\$3,075,000	27	.00	■	1.00	■	0	■	G
ET080219	Recovery: Revenue Facility Microwave Communications System	Design	Recovery	\$488,700	80	.00	■	1.00	■	6	▲	G
ET090206	Recovery: Traction Power Restoration at Various Locations - Design Only	Design	Recovery	\$18,333,561	85	.00	■	1.04	■	0	■	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Design	Recovery	\$1,559,532	86	.00	■	1.00	■	15	▲	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Design	Recovery	\$9,012,762	86	.00	■	1.02	▼	15	▲	R
ET090215	Recovery: 6 Circuit Breaker Houses (Cranberry Tube) - Design Only	Design	Recovery	\$38,666	90	.88	▲	1.00	■	0	■	G
ET090227	Recovery: 12 Circuit Breaker Houses - Design Only	Design	Recovery	\$4,433,034	79	.00	■	1.00	■	1	▲	G
ET100208	Recovery: Signals at 3 Yards - Design Only	Design	Recovery	\$3,487,665	3	.00	■	1.00	■	0	■	G



#### 4th 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
NYCT - New York City Transit Sandy Program												
ET100211	Recovery: Power Cable at Coney Island Yard	Design	Recovery	\$1,031,867	35	.00	■	1.00	■	10	▲	G
ET100218	Recovery: 207 Street Yard Signal System	Design	Recovery	\$6,334,200	25	.00	■	1.00	■	0	■	Y
ET100304	Mitigation: Rockaway Park Yard - Design Only	Design	Mitigation	\$957,590	55	.00	■	1.00	■	0	■	G
ET040314	Mitigation: Stairwell Protection (Flexgates)	Post Des to Const Awd	Mitigation	\$18,546,355	99	.00	■	46.36	▲	0	■	G
ET060309	Mitigation: Hatch Replacement at Various Fan Plants (SBFP)	Post Des to Const Awd	Mitigation	\$4,486,294	99	.00	■	1.10	▲	2	▲	G
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	\$6,520,798	100	.00	■	205.79	■	0	■	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$41,427,027	0	.00	■	4.17	▼	0	■	Y
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Post Des to Const Awd	Recovery	\$3,239,708	0	.00	■	1.21	▼	0	■	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Post Des to Const Awd	Recovery	\$6,905,526	99	.00	■	1.18	▲	0	■	G
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Post Des to Const Awd	Recovery	\$45,016,607	100	.00	■	11.71	▼	3	▲	G
ET090226	Recovery: Circuit Breaker House (53 Street Tube)	Post Des to Const Awd	Recovery	\$8,090,599	100	.00	■	36.28	■	3	▲	G
ET100209	Recovery: Power Cable at 148 Street Yard	Post Des to Const Awd	Recovery	\$719,850	100	.00	■	1.00	■	0	■	G
ET100210	Recovery: Power Cable at 207 Street Yard	Post Des to Const Awd	Recovery	\$1,161,410	100	.00	■	1.00	■	0	■	G
ET100213	Recovery: Rockaway Park Yard Assessment	Post Des to Const Awd	Recovery	\$869,170	100	.00	■	1.00	■	0	■	G



#### 4th 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>NYCT - New York City Transit Sandy Program</b>												
ET100214	Recovery: Coney Island Yard Assessment	Post Des to Const Awd	Recovery	\$2,377,712	100	.00	■	1.00	■	0	■	G
ES070213	Recovery: St. George Terminal Tower B - Phase 2	Construction	Recovery	\$6,632,189	0	.00	■	1.00	■	0	■	G
ES070214	Recovery: St. George Interlocking	Construction	Recovery	\$101,542,918	0	.00	■	1.00	■	0	■	G
<b>LIRR - Long Island Rail Road Sandy Program</b>												
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$60,800,000	20	.00	■	1.00	■	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	10	.00	■	1.00	■	0	■	Y
EL0603ZK	Long Island City Yard Resiliency	Construction	Mitigation	\$26,803,367	8	.00	■	1.00	■	0	■	Y
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$56,633,000	38	-.37	▼	1.00	■	0	■	G
EL0702ZM	First Avenue Substation Restoration	Construction	Recovery	\$8,429,861	15	.00	■	1.00	■	0	■	G
EL0702ZN	Long Island City (LIC) Substation Component Replacement	Construction	Recovery	\$1,367,000	65	.00	■	1.00	■	0	■	G
EL0902ZF	Infrastructure / System Upgrades (Various Locations)	Construction	Recovery	\$6,000,000	4	.00	■	.61	■	0	■	G
EL0402ZB	Wreck Lead Bridge Systems Restoration	Design	Recovery	\$7,700,000	14	.00	■	1.00	■	0	■	G
EL0602ZL	Long Island City Yard Restoration	Design	Recovery	\$4,500,000	8	.00	■	1.00	■	0	■	Y
<b>MNR - Metro-North Railroad Sandy Program</b>												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,721,849	31	.00	■	.96	■	1	▲	G
EM040207	Communications & Signal Infrastructure Restoration - Equipment Replacement	Construction	Recovery	\$18,928,727	11	.00	■	.99	■	8	▲	R
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$37,277,784	0	.00	■	.94	■	0	■	G
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$4,441,169	40	.00	■	.86	▼	0	■	G
EM030301	Rail Vacuum Mitigation	Post Des to Const Awd	Mitigation	\$12,000,000	0	.00	■	1.00	■	0	■	G



#### 4th Quarter 2014 Traffic Light Report

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>MNR - Metro-North Railroad Sandy Program</b>												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Post Des to Const Awd	Recovery	\$65,837,119	80	.00	■	.98	■	0	■	G
EM050206	Power Infrastructure Restoration Phase 1	Post Des to Const Awd	Recovery	\$70,664,309	80	.00	■	.99	■	0	■	G
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
ED040302	Raising of revenue control equipment at the Queens Midtown Tunnel Service Building above the 500-year flood elevation.	Construction	Mitigation	\$1,215,000	2	.00	■	1.00	■	0	■	G
ED060201	MTA B&T administration related to Sandy funding and program implementation.	Construction	Recovery	\$15,510,000	0	.00	■	1.00	■	0	■	G
ED010209	Restoration of Verrazano Narrows Bridge after Super Storm Sandy	Construction	Recovery	\$1,794,604	67	.00	■	1.00	▲	0	■	G
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$244,883,016	0	.00	■	1.00	▲	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$17,927,161	0	.00	■	1.00	■	0	■	G
ED040208	Restoration of Marine Parkway Bridge Lighting System damaged by Super Storm Sandy	Construction	Recovery	\$916,529	90	.00	■	1.00	▲	-10	▼	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$177,284,682	100	.00	■	1.00	▲	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	10	.00	■	1.00	■	0	■	G
ED050202	Environmental clean-up at Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$19,335,730	0	.00	■	1.00	▲	0	■	G





#### 4th Quarter 2014 Traffic Light Report

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
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	95	.00	■	1.00	■	2	▲	G
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Design	Mitigation	\$10,000,000	11	.00	■	1.00	■	0	■	G
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Design	Recovery	\$6,399,592	28	.00	■	1.00	▲	0	■	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Design	Recovery	\$10,383,249	28	.00	■	1.00	▲	0	■	G
ED050201	Restoration of Cross Bay Bridge Service Building after Super Storm Sandy	Design	Recovery	\$4,724,379	28	.00	■	1.00	▲	0	■	G
ED050301	Flood Mitigation - Relocate revenue equipment at Verrazano Narrows Bridge	Design	Mitigation	\$7,596,436	99	.00	■	1.00	■	3	▲	R
ED050302	Flood Mitigation - Studies and conceptual design	Design	Mitigation	\$3,123,564	31	.00	■	1.00	■	0	■	G
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Post Des to Const Awd	Recovery	\$144,896,135	25	.00	■	1.00	▼	0	■	G
ED020203	Restore Queens Midtown Tunnel roadway after Super Storm Sandy	Post Des to Const Awd	Recovery	\$7,611,751	25	.00	■	1.00	■	0	■	G
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Post Des to Const Awd	Recovery	\$109,346,894	25	.00	■	1.00	▲	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Post Des to Const Awd	Recovery	\$16,166,171	25	.00	■	1.00	▲	0	■	G



<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Sandy Recovery: Employee Facilities – Stillwell Terminal</b>	<b>Current Budget: \$13.1M</b>
	<b>Project EAC: \$13.1M</b>
	<b>Substantial Completion Date at Award: Jun 2015</b>
<b>Project No: ET040210</b>	<b>Current Substantial Completion Date: Sep 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 54%</b>

<b>Project Description</b>
<p>This project is for the restoration of the Employee Facilities at Stillwell Terminal. The work for this project consists of the comprehensive repair of all damaged assets which were the result of Superstorm Sandy. The work items for flood repair and replacement include: HVAC systems; electrical systems; architectural finishes; drainage and utilities; and some miscellaneous work in various facilities.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> quarter 2014, the forecasted Substantial Completion date slipped three months from June 2015 to September 2015. The project calls for the replacement of existing feeders based on surveys conducted during design. Con Edison has determined there is further deterioration of the current transformer, service switches and the bus bars and has recommended that this equipment which supplies power to the signal crew facility and signal relay room be replaced. Procurement of these long lead items including installation and testing has resulted in a delay in the completion date.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project is progressing with Substantial Completion expected in September 2015.</p> <p>Subsequent to the reporting period, the EAC is being evaluated for a potential cost impact due to the schedule delay and Additional Work Order (AWO).</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Sandy Recovery: Pump Room &amp; Mainline Track Repairs - Steinway Tube</b>	<b>Current Budget: \$14.1M &amp; \$8.2M</b>
	<b>Project EAC: \$14.7M &amp; \$8.2M</b>
	<b>Substantial Completion Date at Award: Aug 2014</b>
<b>Project No: ET060221 &amp; ET050214</b>	<b>Current Substantial Completion Date: Jul 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 72% &amp; 50%</b>

<b>Project Description</b>
<p>The pump room 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 project 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> <p>The track 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>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule &amp; Contingency</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> quarter 2014, the forecasted Substantial Completion date for both projects slipped by three months from April 2015 to July 2015 due to:</p> <ul style="list-style-type: none"> <li>Limited track access during Fall 2014 weekend General Orders (GO's) to facilitate testing and place in-service the 1st Avenue relay room, and during Winter 2015 weekend GOs to facilitate testing and place in-service the Hunters Point relay room under the Flushing Line Communication Based Train Control (CBTC) project.</li> <li>Restriction on C-2 track access during the 110 foot track bed replacement.</li> </ul> <p><b>Contingency:</b> During the 4<sup>th</sup> quarter 2014, the rate of contingency expenditures exceeded the overall percent complete for the track replacement project due to the large number of Additional Work Orders (AWO's) required due to unforeseen field conditions.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Efforts are being made to recover the schedule by compressing and re-sequencing GO's.</p> <p><b>Contingency:</b> A budget modification was approved to increase the contingency funds.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Sandy Recovery: Conversion of Two Pump Trains</b>	<b>Current Budget: \$13.9M</b>
	<b>Project EAC: \$13.9M</b>
	<b>Substantial Completion Date at Award: May 2014</b>
<b>Project No: ET060304</b>	<b>Current Substantial Completion Date: Mar 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 69%</b>

<b>Project Description</b>
<p>This project will increase NYCT's pumping capacity by converting existing rolling stock into two new pump trains. Critical pumping of tunnels is essential to avoid major damage from salt water infiltration of the tunnels. This project will increase the number of available pump trains and shorten the period of time it takes to pump water out of the subway system. Currently there are three pump trains and 14 under river tubes. This project will convert two current R72 flat cars into pump cars and will convert six (6) R110A retired passenger test cars into hose and reach cars. This will result in two trains, each with one pump car and three hose and reach cars.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4th Quarter 2014, the forecasted Substantial Completion date slipped three months from December 2014 to March 2015 as the conversion of Pump Train #2 was delayed 8 weeks due to delays in delivery of the pipes from one equipment supplier..</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project is progressing with Substantial Completion expected by the end of March 2015.</p>
<b>Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Sandy Recovery Signal Equipment Replacement - Montague Tube</b>	<b>Current Budget: \$31.0M</b>
	<b>Project EAC: \$31.0M</b>
	<b>Substantial Completion Date at Award: Nov 2014</b>
<b>Project No: ET080216</b>	<b>Current Substantial Completion Date: Nov 2014</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>This project replaces existing signal equipment in the Montague Tube that was damaged due to flooding from Superstorm Sandy from Court Street Station in Brooklyn to Whitehall Street Station on the Broadway Line and to Broad Street Station on the Nassau Loop in Manhattan.</p> <p>The work consists of installing a complete operational signal system including but not limited to, LED type (automatic, approach, and home) signals, track switch operating layouts, electric train stop layouts, cases, racks, panels, signs, code system, miscellaneous equipment and tie-in work to interface with the existing interlocking and new signal work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the 4<sup>th</sup> quarter 2014, approved/pending Additional Work Orders (AWO's) were processed which increased the total amount of signal related AWO's to \$1.32M, exceeding the existing contingency balance of \$868,000. The signal related AWO's, undertaken during the second half of 2014, were required in order to complete the project and restore service as quickly as possible. The Montague Tube Rehabilitation is a high priority project that was running twenty-four hours a day and seven days a week from July 1 to September 1, 2014 to meet NYCT's commitment to restore service between Brooklyn and Manhattan. It was critical to maintain the project schedule. Processing these AWOs minimized impact to the contract schedule by allowing the contractor to procure material, plan and perform work.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> A budget action is underway to address the contingency shortfall.</p> <p>The project achieved Substantial Completion in November 2014.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 30, 2014</b>
<b>Project Name: Sandy Recovery: Install PLC Signal Equipment – Rockaway Line</b>	<b>Current Budget: \$6.0M</b>
	<b>Project EAC: \$6.0M</b>
	<b>Substantial Completion Date at Award: Oct 2014</b>
<b>Project No: ET080218</b>	<b>Current Substantial Completion Date: Feb 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>This project installs PLC (Programmable Logic Control) Signal Equipment to restore control and indication cables in the Rockaway Line, IND that were damaged due to flooding from Superstorm Sandy. This equipment allows the Master Tower to control switches that in turn control train movement and indicate which segment a train occupies.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> quarter 2014, the forecasted Substantial Completion date slipped three months from November 2014 to February 2015 due to a delay in the submission of as-built drawings for the remaining two interlockings.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The contractor has completed the submission of the as-built drawings to NYCT.</p> <p>Subsequent to the 4<sup>th</sup> quarter 2014 reporting period, the project achieved Substantial Completion in February 2015.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> 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>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Sandy Recovery: Power Cable, Communication Cable and Ducts - Canarsie Tube</b>	<b>Current Budget: \$8.8M</b>
	<b>Project EAC: \$9.0M</b>
	<b>Original Design Completion Date: Jan 2015</b>
<b>Project No: ET090212</b>	<b>Current Design Completion Date: Apr 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 86%</b>

<b>Project Description</b>
<p>This project will repair and reconstruct the duct banks and replace power and communication cables in the Canarsie Tube between Manhattan and Brooklyn that were damaged due to flooding caused by Superstorm Sandy. This project is one contract in a series of contracts to rehabilitate the Canarsie Tube.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> During the 4th Quarter 2014, the forecasted Design Completion date slipped 15 months, from January 2015 to April 2016 due to unforeseen field conditions and scope revisions requiring additional design efforts. The schedule variance also reflects the need to coordinate this and other Canarsie Tube projects with other planned Sandy and Core program projects.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Design is proceeding and project coordination efforts are underway, including track access planning.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the projects performance for consistency in the Agency's ACE evaluation of the overall design contractor's performance rating for this reporting period.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Comm. &amp; Signal Infrastructure Restoration Equipment Replacement - Sandy</b>	<b>Current Budget: \$18.9M</b>
	<b>Project EAC: \$18.9M</b>
	<b>Substantial Completion Date at Award: Aug 2018</b>
<b>Project No: EM040207</b>	<b>Current Substantial Completion Date: Dec 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 11%</b>

<b>Project Description</b>
<p>Flooding and storm surge due to Hurricane SANDY impacted the right-of-way along the eastern shore of the Hudson Line submerging and damaging critical Communication &amp; Systems (C&amp;S) infrastructure systems with brackish water. The scope of work under this project targets the replacement of the damaged and failed components which include: Impedance Bonds, M3 switches, and miscellaneous C&amp;S equipment.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the 4<sup>th</sup> Quarter 2014, the forecast Substantial Completion date slipped eight months from April 2017 to December 2017. Initially the Project was scheduled to be completed by August of 2018; however after award it was accelerated by sixteen months to April 2017. Unforeseen circumstances surfaced this quarter that negatively affected ongoing progress and resulted in pushing the schedule back by eight months to December 2017. The items contributing to the delay consisted of: key Metro North signal personnel being reassigned to other priority signal maintenance projects; lack of track availability; and harsh winter/snow duty.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Dedicated Metro-North forces will continue work as soon as tracks become available and when weather permits. The equipment replacement and infrastructure restoration is scheduled to be completed in December 2017.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the related problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Bridges and Tunnels</b>	<b>Status as of December 31, 2014</b>
<b>Project Name: Sandy Recovery: Flood Mitigation Communication Room at Verrazano Narrows Bridge</b>	<b>Current Budget: \$7.59M</b>
	<b>Project EAC: \$7.59M</b>
	<b>Original Design Completion Date: Sep 2014</b>
<b>Project No: ED050301</b>	<b>Current Design Completion Date: Dec 2014</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 100%</b>

<b>Project Description</b>
In response to storm flooding caused by Superstorm Sandy, MTA B&T is planning to add an approximately 1,700 square foot communication center to the west wing of the Verrazano Narrows Bridge (VNB) Service Building. This addition will house all mission critical communications equipment related to B&T operations and tolling. The communication center will also house mission critical systems for revenue and security for all B&T facilities.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s):</b> Schedule
<b>Schedule:</b> During the 4 <sup>th</sup> Quarter of 2014, this re-engineering resulted in a three month schedule slippage for design completion. Prior to preparation of 100% design documents, the project was re-engineered to enhance constructability, minimize disruption to facility, improve construction coordination, and ultimately to reduce construction cost.
<b>What is Being Done</b>
<b>Schedule:</b> The design changes have been completed. Subsequent to the 4 <sup>th</sup> quarter reporting period, the project moved into the procurement phase and is on track to be awarded in the 2 <sup>nd</sup> Quarter of 2015.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.
<b>All Agency Contractor Evaluation:</b> 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.





## **Projects in CPOC's Risk-Based Monitoring Program (4<sup>th</sup> Quarter 2014 Traffic Light Report – Period Ending December 31, 2014)**

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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 the 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 Fare Payment System**
- **New Subway Car Procurement**
- **New Bus Procurement**
- **CRR Rolling Stock Procurement**
- **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**
- **Hugh L. Carey Tunnel Restoration**
- **Queens Midtown Tunnel Rehabilitation**
- **Hudson Line, Phase I - Power and C&S Infrastructure Restoration**

# CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 4th 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
B&T	PSC-11-2865	Design & Construction Support Services for Bronx Plaza Structure Rehabilitation & Interim Rehab of the Manhattan Plaza at the RFK	\$10,428,880	\$373,223	\$748,654	7.18%	AM 2	10/10/2014	Additional Design services of RFK locations.
B&T	QM-30	Facility Wide Electrical Upgrade and Vent Buildings Switch Gear and MCC Replacement at the Queens Midtown Tunnel	\$38,808,536	\$979,034	\$480,755	1.24%	AM 5	10/15/2014	Additional extra work at the Queens Service Building, Manhattan Ventilation Building and D-Post and relocate the QSB Emergency Distribution Panel at the Queens Midtown Tunnel.
B&T	GFM-508	Authority Wide Roadway Repairs	\$17,950,500	\$717,500	\$704,000	3.92%	AM 9	12/9/2014	Provide pothole repairs at Marine Parkway Bridge Plaza deck.
B&T	PSC-12-2920	Comprehensive Tunnel Inspection and Design for Project QM-40, Tunnel Leak Control at the Queens Midtown Tunnel	\$3,206,383	\$3,914,877	\$651,670	20.32%	AM 3	12/22/2014	Perform Tropical Storm Sandy Restoration design, engineering and monitoring inspection services.
LIRR	#6014	Harold Tower Supervisory Train Control System	\$5,354,073	\$1,862,402	\$670,000	12.51%	Contract Mod #7	11/7/2014	Various software, configuration and screen shot changes for Harold SCADA and Contract extension related costs.
LIRR	#6123	Divide Tower Supervisory Control System Upgrade	\$4,020,347	\$0	\$380,000	9.45%	CR #1	11/19/2014	Supply 98 additional redundant I/O cards at 17 locations; provide additional design, testing, software programming, mounting, and wiring.
LIRR	#6075	Design of Jamaica Capacity Improvements Phase I	\$8,574,971	\$2,253,858	\$624,998	7.29%	CR #3	12/3/2014	Alternative Analysis of Access to Platform F Portal Bridge Mezzanine Structure
LIRR	#6013	Harold & POINT CILs	\$25,839,814	\$1,159,191	\$731,050	2.83%	Mod. #7	12/11/2014	Time Extension
MTACC	CQ032	Plaza Substation and Queens Structures	\$147,377,000	\$68,475,317	\$500,000	0.34%	54	10/1/2014	Replenishment of Payment Item No.14 Community Outreach Allowance
MTACC	C-26505	Furnishing and Installing Finishes and Systems - Number 7 (Flushing) Line Extension	\$513,700,497	\$15,002,088	\$495,000	0.10%	31	10/23/2014	Changes to Architectural, Structural, HVAC, Plumbing, and Electrical Work as Depicted in Amplifying Series 6 & 6A
MTACC	CQ032	Plaza Substation and Queens Structures	\$147,377,000	\$68,427,991	\$547,326	0.37%	51	11/4/2014	Additional Invert Slab & duct bench at Tunnel B/C
MTACC	C-26505	Furnishing and Installing Finishes and Systems - Number 7 (Flushing) Line Extension	\$513,700,497	\$19,414,588	\$517,372	0.10%	137	11/4/2014	New Alarm Signal Route
MTACC	CM-1252	Design Services for the Fulton Center	\$55,574,360	\$58,293,091	\$668,539	1.20%	88	11/5/2014	Extension of Construction Phase Services through November 2014
MTACC	CM-1189R	Preparation of a Draft and Final Environmental Impact Statement and Provision of Transit Engineering Design Services for the No. 7 Subway Line Extension - Far West Midtown Manhattan Rezoning	\$86,590,209	\$85,069,224	\$700,000	0.81%	29	11/10/2014	Addition of Personnel, Additional Design Services, and Transfer of Funds
MTACC	CH054A	Harold Structures Part IIA	\$21,777,777	\$34,181,328	\$433,766	1.99%	40	11/12/2014	Installation of Signal Power Separation Equipment
MTACC	C-26505	Furnishing and Installing Finishes and Systems - Number 7 (Flushing) Line Extension	\$513,700,497	\$15,002,088	\$251,000	0.05%	159	11/12/2014	Furnishing New Rail in the Interlocks, Clearing Duct Blockage, Leak Remediation, and Additional Fireproofing
MTACC	A-36121	A/C Mezzanine Reconstruction and J/M/Z Vertical Circulation	\$119,965,000	\$21,618,734	\$415,000	0.35%	412	11/18/2014	Paving of Fulton Street Between Broadway and Nassau Street

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(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
MTACC	C-26011	Second Avenue Subway Route 132A -- 72nd Street Station Finishes, Mechanical, Electrical, and Plumbing Systems, and Ancillary Buildings and Entrances	\$258,353,000	\$951,140	\$420,000	0.16%	20	11/18/2014	Construction of Entrance 1 Temporary Support of Excavation Wall
MTACC	CH053	Construct Harold Structures - Part 1	\$139,280,000	\$156,286,225	\$314,144	0.23%	129	11/20/2014	Support of 12kV at Microtunnel Runs 1 & 2
MTACC	CM-1189R	Preparation of a Draft and Final Environmental Impact Statement and Provision of Transit Engineering Design Services for the No. 7 Subway Line Extension - Far West Midtown Manhattan Rezoning	\$86,590,209	\$87,144,224	\$349,819	0.40%	30	12/8/2014	Load Bearing Assessments of Related Companies' Overbuilds
MTACC	CH053	Construct Harold Structures - Part 1	\$139,280,000	\$156,272,469	\$327,900	0.24%	130	12/10/2014	Commissioning of 12kV Feeders
MTACC	C-26011	Second Avenue Subway Route 132A -- 72nd Street Station Finishes, Mechanical, Electrical, and Plumbing Systems, and Ancillary Buildings and Entrances	\$258,353,000	\$951,140	\$582,000	0.23%	24	12/16/2014	Utility Relocation Second Avenue between 69th Street and 70th Street
MTACC	C-26011	Second Avenue Subway Route 132A -- 72nd Street Station Finishes, Mechanical, Electrical, and Plumbing Systems, and Ancillary Buildings and Entrances	\$258,353,000	\$1,313,368	\$375,000	0.15%	29	12/19/2014	Replace RGS Conduit with MC Cable for Tunnel Lighting
MTACC	CM-1188	Engineering Services for the Second Avenue Subway	\$337,584,885	\$97,287,230	\$471,529	0.14%	103	12/31/2014	Payment of Overhead Adjustments Resulting from MTA Audits Performed
NYCT	B-40642	Purchase and Installation of an Intelligent Vehicle Network (IVN) on MCI Buses	\$1,021,180	\$9,810,193	\$528,931	51.80%	6	10/17/2014	Installation of IVN Depot Equipment at Mother Clara Hale Depot
NYCT	S-32742	Church Avenue Interlocking Signal System Modernization	\$119,290,000	\$8,829,897	\$688,000	0.58%	69	11/26/2014	Installation of 241 Digimove Transponders on the Canarsie Line
NYCT	S-32748	Culver Line CBTC Test Track Project	\$63,998,000	\$0	\$740,000	1.16%	2	12/2/2014	Provide Technical Support During Development of CBTC
NYCT	P-36435	Montague Tube Rehabilitation in the Boroughs of Manhattan and Brooklyn	\$102,443,000	\$3,358,731	\$319,918	0.31%	4	12/4/2014	Trim 2" Concrete B2 Outer BW and Credit for Ductbank not Demolished
NYCT	P-36435	Montague Tube Rehabilitation in the Boroughs of Manhattan and Brooklyn	\$102,443,000	\$830,402	\$567,160	0.55%	9	12/4/2014	Installation of RF Plates in lieu of Standard Pandrol Plates in the Special Work Portion areas of the Montague Tube
NYCT	P-36435	Montague Tube Rehabilitation in the Boroughs of Manhattan and Brooklyn	\$102,443,000	\$3,678,649	\$358,992	0.35%	22	12/4/2014	Montague Tube Fireline Repairs
NYCT	CM-1235	Design and Construction Support Services for the CBTC/AWS Signal Systems for the Second Avenue Subway and Flushing Line	\$15,184,957	\$7,014,290	\$477,671	3.15%	14	12/8/2014	Technical Expertise for Specification Development and Pre-Award Procurement Support for the CBTC Queens Boulevard West Contract (S48004) and Equipment Supplier Interoperability Contract (S48002)
NYCT	S-32748	Culver Line CBTC Test Track Project	\$63,998,000	\$982,367	\$485,000	0.76%	8	12/23/2014	CBTC-ATS Large Scale Display Replacement at the RCC
No items for 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