



**Metropolitan Transportation Authority**

# Capital Program Oversight Committee Meeting

## June 2015

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### Committee Members

T. Prendergast, Chair

F. Ferrer

R. Bickford

A. Cappelli

S. Metzger

J. Molloy

M. Pally

A. Saul

J. Sedore

V. Tessitore

C. Wortendyke

N. Zuckerman

# **Capital Program Oversight Committee Meeting**

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 6/22/2015

1:45 - 2:45 PM ET

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES MAY 18, 2015**

- *Minutes from May '15 - Page 3*

## **3. COMMITTEE WORK PLAN**

- *2015-2016 CPOC Work Plan - Page 5*

## **4. QUARTERLY LIRR AND MNR POSITIVE TRAIN CONTROL (PTC) UPDATE**

- *Progress Report on Positive Train Control - Page 7*

- *IEC Project Review on Positive Train Control - Page 14*

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

- *Progress Report on No. 7 Line Extension - Page 18*

- *IEC Project Review on No. 7 Line Extension - Page 27*

- *IEC No. 7 Line Extension Appendix - Page 30*

- *Progress Review on Second Avenue Subway - Page 31*

- *IEC Project Review on Second Avenue Subway - Page 39*

- *IEC Second Avenue Subway Appendix - Page 44*

- *Progress Review on East Side Access - Page 45*

- *IEC Project Review on East Side Access - Page 55*

- *IEC East Side Access Appendix - Page 60*

- *Progress Review on Cortlandt Street #1 Line - Page 61*

- *IEC Project Review on Cortlandt Street #1 Line - Page 66*

## **6. CAPITAL PROGRAM STATUS**

- *Commitments, Completions, and Funding Report - Page 71*

## **7. QUARTERLY TRAFFIC LIGHT REPORTS**

- *1st Quarter Traffic Light Reports - Page 80*

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

- *CPOC Change Order Report - All Agencies - Page 121*

Date of next meeting: Monday, July 20, 2015 at 1:45 PM

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**May 18, 2015**  
**New York, New York**  
**1:45 P.M.**

MTA CPOC members present:

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

MTA CPOC members not present:

Hon. Alan Cappelli  
Hon. Andrew Saul  
Hon. James Sedore  
Hon. Vincent Tessitore

MTA Board members present:

Hon. Andrew Albert

MTA staff present:

Craig Stewart  
Michael Wetherell

B&T staff present:

Joe Keane

Independent Engineering Consultant staff present:

Joe DeVito  
Calvin Gordon  
Mohammad Mohammadinia

\* \* \*

Chairman Prendergast called the May 18, 2015 meeting of the Capital Program Oversight Committee to order at 2:07 P.M.

**Public Comments Period**

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

**Meeting Minutes**

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on April 27, 2015.

### **Committee Work Plan**

Mr. Stewart announced that the presentation on Positive Train Control (PTC) has been moved from this month to next month so that it will coincide with the joint Metro-North / Long Island Railroad Meeting scheduled for June.

### **B&T Capital Program Update**

Mr. Keane provided a status report on 2010-2014 Capital/Sandy Program Commitments, a 2015-2019 Look Ahead, Major Construction Completions, Design-Build Update, as well as updates on the Verrazano-Narrows Bridge, the Robert F. Kennedy Bridge Program, and the Hugh L. Carey and Queens Midtown Tunnels. In its Program Reviews of the Verrazano Narrows Bridge Upper Deck Replacement (VN-80B), RFK Bridge Bronx Plaza Rehabilitation (RK-65A), Hugh L. Carey Tunnel Restoration (BB-28/28S, BB-54), Queens Midtown Tunnel Restoration (QM-40/40S and QM-18 Projects), the IEC stated, that based on available information, it is in general agreement with project information, including budget, schedule and construction activities, as provided in B&T's presentation. Further details of these presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

### **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 \$1.2 billion through April, versus a \$1.5 billion year-to-date goal. With respect to completions, the agencies plan a total of \$2.6 billion in 2015, including 25 major completions. Agencies completed \$669 million through April, versus a \$903 million year-to-date goal.

### **Adjournment**

Upon motion duly made and seconded, Chairman Prendergast adjourned the May 18, 2015 meeting of the MTA Capital Program Oversight Committee at 3:02 PM.

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

July 2015

NYCT Capital Program Update

- NYCT South Ferry Terminal Complex

NYCT, LIRR, MNR Update on New Fare Payment System

Update on Minority, Women and Disadvantaged Business Participation

Update on Small Business Development Programs

September 2015

Quarterly MTACC Capital Program Update

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

Quarterly Positive Train Control (PTC) Update

Quarterly Change Order Report

Quarterly Traffic Light Reports

October 2015

NYCT Capital Program Update

- Update on NYCT Stations Division

Update on Capital Program Security Projects (in Exec Session)

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 Reports

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

B&T Capital Program Update

Quarterly LIRR and MNR Positive Train Control (PTC) Update

March 2016

Quarterly MTACC Capital Program Update

Quarterly Change Order Report

Quarterly Traffic Light Reports

April 2016

NYCT Capital Program Update

May 2016

LIRR and MNR Capital Programs Update

- Quarterly Positive Train Control (PTC) Update

June 2016

Quarterly MTACC Capital Program Update

Quarterly Change Order Report

Quarterly Traffic Light Reports

# **June 2015 CPOC LIRR/MNR PTC Project Update**



# LIRR/MNR PTC Project Update

- **Progress since February 2015 CPOC Update**

- DOT and FRA approved MTA's \$967M RRIF Loan application in April 2015.
- 150 MNR transponder brackets have been installed as of May 31, 2015 and transponder installation commenced in June 2015, both on the New Haven Line.
- Preliminary Design Reviews (PDR) has been substantially completed and Final Design Reviews (FDR) has commenced.
- PTC Radio testing at an Independent Test Lab was completed.
- Wayside First Article Inspection, Factory Acceptance Test, and installation at first field location completed.
- Office System User Interface Prototypes were installed.
- Amtrak/NEC Interoperability progressing.
- The Radio Frequency Propagation Analysis for the Pilot was completed.
- Applications for Pilot segment Radio Site construction permits have been filed with the FCC.
- FCC requested to provide spectrum in four MNR counties. (Response anticipated in July 2015)





# LIRR/MNR PTC Project Update

- **90 Day Look Ahead**

- MNR to progress installation of transponders on the New Haven Line.
- FDR's scheduled for completion in July 2015.
- Office System final layout and preparation scheduled to commence in June 2015
- Pilot Ground Based Communications Network build-out scheduled to begin.

- **Pilot Testing (Also Within the Next 90 Days)**

- LIRR and MNR will pilot test for PTC functionality on two of their segments
  - LIRR: Port Washington to Harold and Babylon to Patchogue (ABS Territory)
  - MNR: Bridgeport to New Haven and Tarrytown to Croton-Harmon.
- Commencement of Pilot Testing in September 2015, requires the design of subsystems to be finalized in July 2015.
  - Pilot Testing is expected to be extended one to three months.
- Functionality and hardware design has progressed ahead of software to allow equipment manufacturing to support Pilot Testing.



# LIRR/MNR PTC Project Update

- **Budget**

- The Railroads' current estimated Project Cost remains \$968M.

- **Schedule**

- The System Integrator has indicated intermediate milestones may be delayed by several months. LIRR/MNR are confident they will meet the improved December 2017 completion dates (see page 4 - Schedules) and the December 2018 Full Implementation Date.
- Railroads are working with the System Integrator to develop Schedule Risk Mitigation Plans.
  - Phasing of software for Pilot Testing, which will include developing Interoperability Software last.
  - Installing some PTC equipment prior to completion of Pilot Testing.
  - Splitting kits [(i) On-Board (Under Carriage, Roof Top Antennas, Onboard Computer and Communications), and (ii) Wayside (Wayside Interface, Communications, and Transponder).]



### LIRR PTC Implementation Schedule

LIRR								
	Wayside Miles				On-Board Units <sup>4,5</sup>			
	Original	%	New	%	Original	%	New	%
Dec 2015	63	20%	63	20%	41	7.8%	61	11.7%
Dec 2016	172	54.7%	256	81.5%	223	42%	380	73%
Dec 2017	215	79.6%	314 <sup>1</sup>	99%	393	75.5%	499 <sup>3</sup>	96%
Dec 2018	318	100%	318 <sup>2</sup>	100%	520	100%	520	100%

<sup>1</sup> 314 Miles completed by August 2017 vs. Oct 2018 under the original schedule.

<sup>2</sup> 4 remaining miles for ESA only.

<sup>3</sup> 478 Units installed by May 2017 (includes all M7's).

<sup>4</sup> M9's are PTC ready upon delivery and not included in table.

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

### MNR PTC Implementation Schedule

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

a. MNR M8s are not included in the count.

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

## PTC Photos



M3A – Aspect Display Unit (ADU)



Wayside Interface Units (WIU)



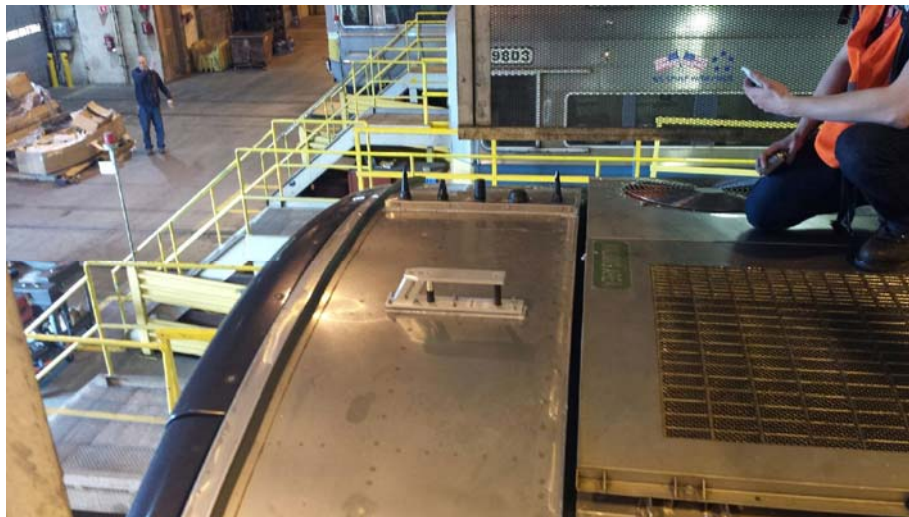
M7A Undercar Scanner Antenna  
And Terminal Box



# PTC Photos



Transponders



M7 Roof Top Antennas

# June 2015 CPOC IEC Project Review



## Positive Train Control

June 22, 2015



# Project Status Review

- **BUDGET** – There have been no cost issues affecting the project estimate since last reported in February 2015.
- **SCHEDULE** – There is no change in the overall project schedule since the February 2015 report. The IEC agrees that finalizing design (FDR) is likely to finish in July 2015 allowing the start of Pilot Tests September 2015. The IEC concurs that the Pilot tests may extend up to 3 months due to the delay in design.





# Project Status Review

## Remarks

- The IEC is in agreement with the Railroads' progress update since the February 2015 CPOC.
- The IEC notes both Railroads will need to start installation of on-board equipment for their fleets by September 2015 to meet commitments for 2015 units installations. This will require timely deliveries of kits from the supplier as well as up and running shop locations staffed with the number of crews planned. The IEC expects to see the Railroads' staffing plans, shop locations and schedule by July/August timeframe to comment further. MNR on-board kits scheduled for delivery in April 2015 have been delayed because the design is running behind. It is likely that not all the kits needed will be available to meet the 2015 installation numbers.





# Project Status Review Remarks

- Interoperability (coordination of train movements across host and tenant boundaries) issues are numerous, complex and affect multiple parties. Significant design and policy interoperability work is being done with Amtrak. Separately, MNR has multiple freight railroads operating as tenants. Freight interoperability on MNR, is dependent on tenants having ACSES equipment information to allow installation work. The design is delayed and until it is completed, MNR is unable to provide ACSES information to tenant railroads.



# **MTACC Quarterly Progress Report to CPOC**

## **Number 7 Line Extension**

June 22, 2015

## Number 7 Line Ext.

# Project Overview

## Overall Status

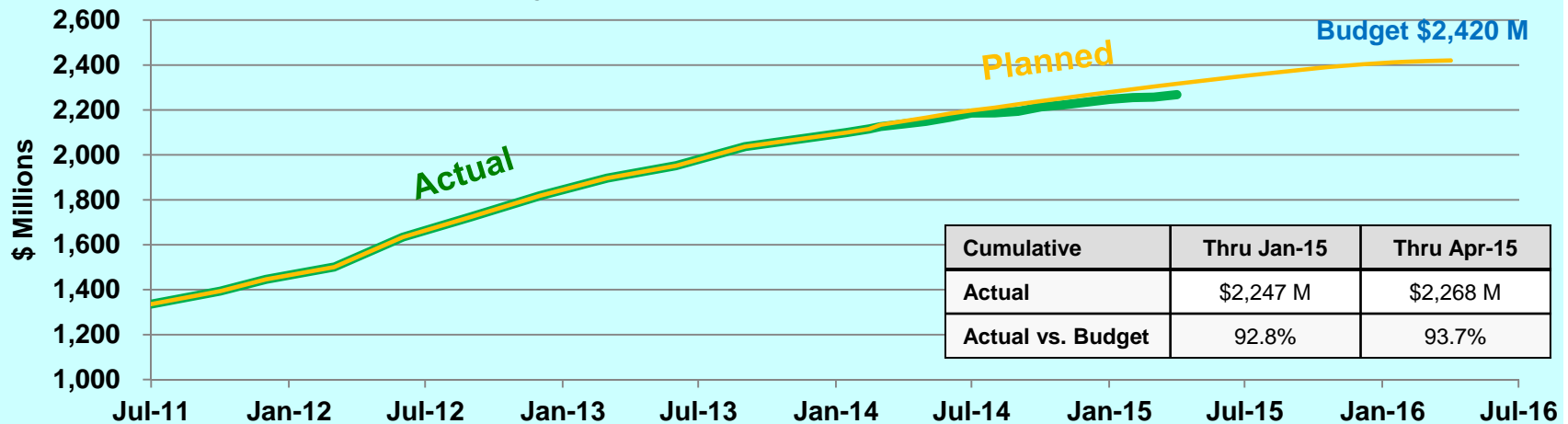
Item	Comments
Schedule	<p>All construction activities and systems testing required to support Revenue Service have been progressing well and are expected to be completed by June 30, 2015.</p> <p>Training and commissioning activities are continuing with a number of challenges remaining:</p> <ul style="list-style-type: none"> <li>• Open Critical/Code Observation Log items</li> <li>• Elevators</li> <li>• Site J Ventilation Fans</li> <li>• Station Service Center</li> </ul> <p>Revenue Service is expected to occur in the third quarter.</p>
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>

# Number 7 Line Ext.

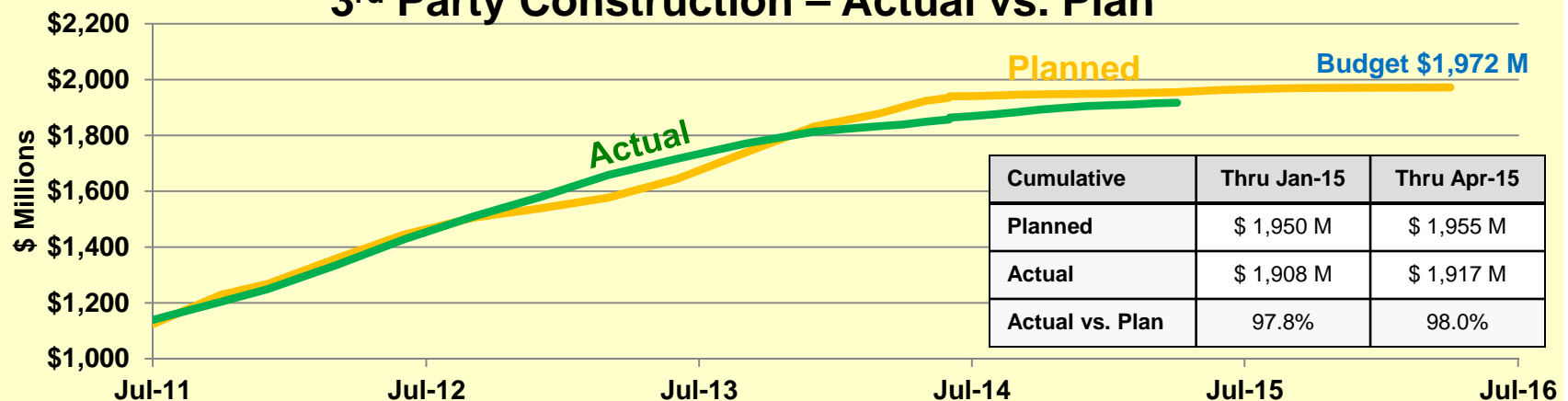


## Cost & Schedule Performance

### Total Project – Actual vs. Plan



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



June 22, 2015

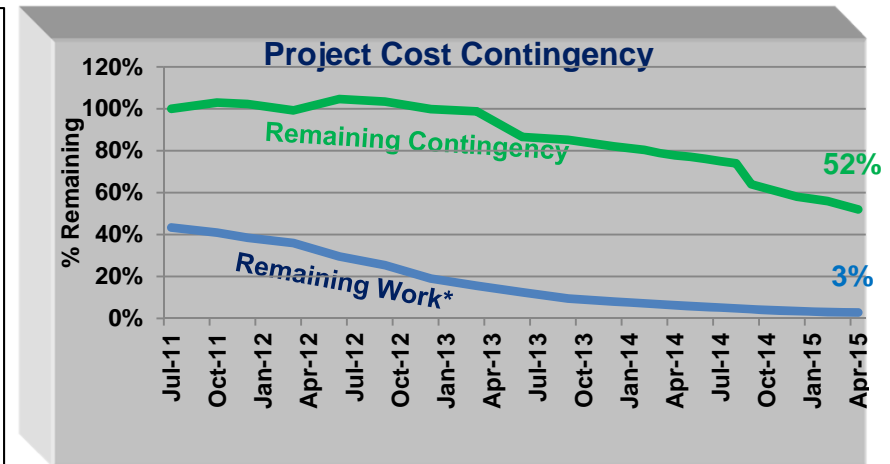
## Number 7 Line Ext.



# 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 \$54.7M in remaining contingency balance, a decrease of \$4.8M from the last report (\$59.5M).
- Currently the project forecasts a remaining contingency balance \$2M at completion.




June 22, 2015

## Number 7 Line Ext.

# Critical Milestones and Issues

Status	Activity	Resolved
 Green	Testing & Acceptance of Transmission Backbone System (TBS)	Started Level 5 May 2015
 Green	Testing & Acceptance of Fire Alarm	Started Level 5 April 2015
 Green	Testing & Acceptance of Inclined Elevators at 34 <sup>th</sup> Street Station Entrance	Completed Level 3 & 4 March 2015


### Legend

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




June 22, 2015

# Number 7 Line Ext.

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Critical/Code Observation Log Items	Complete June 2015	<p><b>Issue:</b> Critical/Code observation log items should be addressed prior to Revenue Service.</p> <p><b>Impact:</b> Delayed completion of Critical/Code observation items could potentially impact Revenue Service.</p> <p><b>Mitigation:</b> Project team and Office of Code Compliance has identified specific items needed to be completed to initiate Revenue Service. Contractor is working to complete these items.</p>


### Legend

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




June 22, 2015

# Number 7 Line Ext.

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Testing & Acceptance of Hydraulic Elevator at Street Level	Complete Level 5 June 2015	<p><b>Issue:</b> Slow progress by the Contractor.</p> <p><b>Impact:</b> Street level elevator is required for ADA accessibility and needs to be completed before Revenue Service.</p> <p><b>Mitigation:</b> Contractor has completed Level 3 test. Contractor is addressing punch list items prior to scheduling combined NYCT witness test (Level 4) and integration (Level 5) testing, currently forecasted between June 24 through June 29<sup>th</sup>, 2015.</p>

### Legend


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

June 22, 2015






# Number 7 Line Ext.

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Need to Complete Endurance Test on Site J Fans	Complete June 2015	<p><b>Issue:</b> Completion of the Endurance Test for Tunnel Ventilation Fans at Site J is required before Revenue Service.</p> <p><b>Impact:</b> Delay in completion of Tunnel ventilation fan test could potentially impact Revenue Service.</p> <p><b>Mitigation:</b> This test is scheduled to start this week and be completed before June 30, 2015.</p>


### Legend

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June 22, 2015

# Number 7 Line Ext.

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Station Service Center	Complete June 2015	<p><b>Issue:</b> Completion of architectural items at Station Service Center (SSC) has been delayed. Installation of architectural elements didn't meet contract safety specification.</p> <p><b>Impact:</b> Delay in completion of Station Service Center would impact Revenue Service.</p> <p><b>Mitigation:</b> Contractor has proposed a solution to meet the installation requirements, which has been agreed to by NYCT's Stations department. Contractor to provide certification for safety compliance prior to Revenue Service.</p>

### Legend

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

June 22, 2015

# **June 2015 CPOC IEC Project Review**



## **Number 7 Line Extension**

**June 22, 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 remains the same as last reported. Additional monies may need to be allocated for TA labor (GO's, flagging, etc.) and extension of time. IEC forecasts that all remaining contingencies will be exhausted by the completion of the project in 2017.



# Schedule Review

- The IEC is concerned that integrated test contingency for critical systems required for revenue service has been reduced due to rework and retest requirements. The vertical hydraulic street elevator, required for ADA compliance, is now on the critical path for revenue service.
- Endurance test for Escalators (48 hours test), Elevators (48 hours test) and Tunnel Ventilation fans (100 hours test) need to be completed prior to Revenue Service. NYCT and Systems Safety confirmed that the 30 day operational test for Fire Alarm will start prior to Revenue Service.
- As last reported by MTACC (data date 6/16/15), 63% of code items and 50% of non-code critical items required for Revenue Service have been verified as complete by MTACC. While progress is being made to address these issues, the IEC notes items continue to be added as NYCT acceptance testing, integrated testing and inspections are ongoing.
- System Safety & Security Certification is ongoing, however, the IEC has observed changes to the certification plan which were reviewed with the Public Transportation Safety Board (NYSDOT). Tracking of the certification process with respect to testing will be complete after integrated testing.
- Based on the work that remains to be completed, it is the IEC's opinion that Revenue Service will begin no earlier than August 2015.

# 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>
<p><b>March 2015</b></p> <p>The IEC recently recommended a state certification plan be packaged for the Line 7 Extension project as is being done for MTACC formalized Second Ave Subway (SAS). The IEC recommends prioritizing this process.</p>	<p>MTACC has formalized a plan that documents this process and is in the process of verifying the critical elements as testing proceeds. The IEC will continue to monitor and verify the process once complete.</p>	<p>ONGOING</p>

# **MTACC Quarterly Progress Report to CPOC**

## **Second Avenue Subway**

June 22, 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

- Received delivery of all 22,000 linear feet of track.
- Installed 8,780 linear feet of track out of 22,000 linear feet of track (last report 5,825 linear feet). Completed track installation in the tunnels between 63<sup>rd</sup> and 72<sup>nd</sup> Street Stations
- Scheduled to complete 72<sup>nd</sup> Street Station Entrance 1 (301 E 69<sup>th</sup> Street) rock excavation by June 30<sup>th</sup>
- Scheduled to complete work in signal, communication and traction Rooms at 86<sup>th</sup> Street Station and turn over to Systems contractor by June 30<sup>th</sup>
- Completed the upper mezzanine slab and platform at 86<sup>th</sup> Street Station

#### 90 Day Look Ahead

- Complete LAN/WAN testing at 63<sup>rd</sup> Street Station, 1 month later than last report
- Complete track work at 96<sup>th</sup> Street Station
- Complete facility power installation at 96<sup>th</sup> Street Station and commence ConEd inspection
- Complete installation of escalator trusses and treads in Entrance 1 at 63<sup>rd</sup> Street Station

June 22, 2015

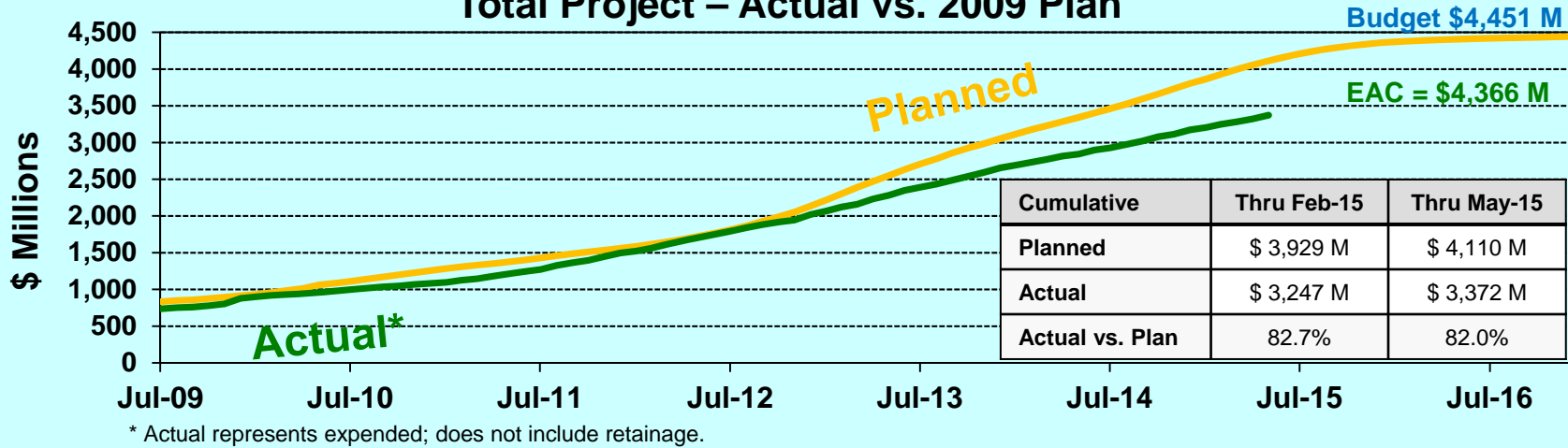


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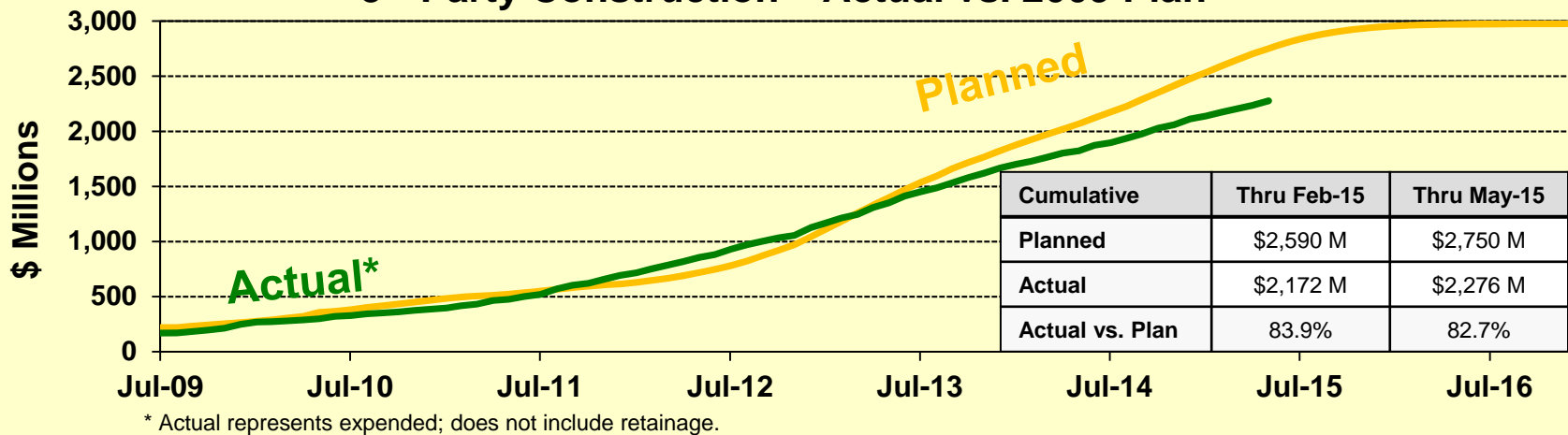


## Cost & Schedule Performance

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



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

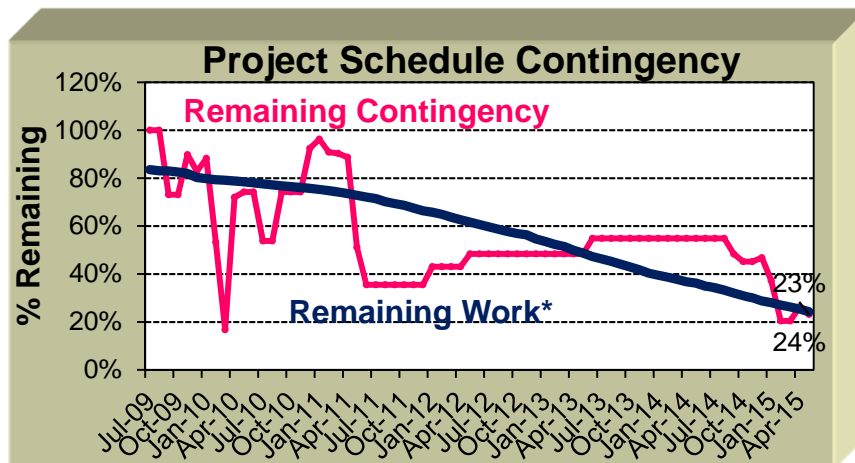


June 22, 2015

SAS

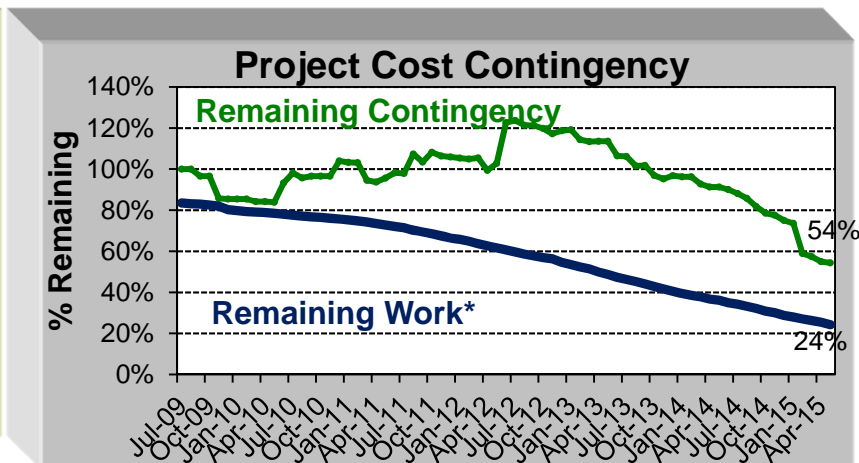


## Cost & Schedule Contingency Status



\* Remaining work starts in 2009

- 2009 schedule contingency: 186 days
- Current schedule contingency increased to 43 days from 38 days in the last report. Gain in contingency was due to revised plan for re-sequenced and accelerated trackwork.
- 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 \$175 million, \$15 million less than the last report (\$190 million).
- This reduction in contingency is due primarily to approved and pending negotiation AWO's.




June 22, 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 provides facility power for all stations no later than December 2015.</li> <li>Implemented an acceleration plan at 96<sup>th</sup> Street.</li> <li>Implementing acceleration plans for 86<sup>th</sup> Street Station Ancillary 1 to accommodate planned equipment installation.</li> <li>Contractor at 72<sup>nd</sup> Street Station is in the process of recovering schedule on Ancillary 1 and 2 in order to meet energization date.</li> <li>Regular meetings with Con Edison to assure that feeders are ready to be energized to support December 2015 date.</li> <li>Closely monitoring progress of the latest schedules for the facility power installation.</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.




June 22, 2015

# SAS

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Completion of 86 <sup>th</sup> St Station (Contract C5C)	Complete by August 2016	<p><b><u>Issue:</u></b> Contractor is behind schedule to complete this station.</p> <p><b><u>Impact:</u></b> Delays to planned completion of this contract may impact Revenue Service.</p> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>• Project is monitoring progress against revised plan to increase productivity rates in order to achieve August 2016 completion</li> <li>• Contractor is working extended hours on Ancillary 1 to recover delays</li> <li>• Contractor is double shifting and working weekends to turnover communication rooms to Systems contractor by end of June 2015 to maintain schedule</li> <li>• Contractor has implemented a plan to increase manpower for the electrical work to maintain completion date of August 2016</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.




June 22, 2015

SAS

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Construction of Entrance 1 (at 69 <sup>th</sup> Street) of 72 <sup>nd</sup> St. Station (Contract 4C)	Completion of Concrete Lining by October 2015  Completion of Entrance 1 Work September 2016	<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>Scheduled to complete 72<sup>nd</sup> Street Station Entrance 1 (301 E 69<sup>th</sup> Street) rock excavation in June.</li> <li>Commenced with concreting the lower portion of the escalator incline ahead of planned schedule.</li> <li>Completed pouring incline transition concrete.</li> <li>Escalators (6, 7, 8) were released for fabrication.</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.




June 22, 2015

# SAS

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Completion of Systems Trackwork (Contract 6)	Complete Trackwork by March 2016	<p><b>Issue:</b> Track installation is delayed due to the slow progress in submissions and installation.</p> <p><b>Impact:</b> Installation of trackwork is no longer on the SAS Primary Critical Path but remains close to the critical path and could potentially impact 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>• Expediting approval of track alignment submittals</li> <li>• Modified track work sequence and improved submittal approval process supports March 2016 planned completion of track work</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.

June 22, 2015

# June 2015 CPOC IEC Project Review



## Second Avenue Subway



June 22, 2015

# Schedule Review

The 86<sup>th</sup> Street Station is now on the critical path for project completion. While it is the IEC's opinion is that the project's schedule contingency is now exhausted by delays at 86<sup>th</sup> Street Station, the Finish Contractor has ramped up their work efforts in the last 2 months and with a continued improvement in production could recover schedule contingency for the project.

If the contractor cannot meet their recovery plan, the completion of the 86<sup>th</sup> Street Station would be trending beyond the project's target December 2016 Revenue Service Date.





# Schedule Review

- In addition to the slow progress at 86<sup>th</sup> Street, other IEC concerns include:
  - Provision of permanent power to the new stations by January 2016 which remains critical to the start of systems testing
  - Timely turnover of the key equipment rooms at 86<sup>th</sup> Street Station site to the Systems Contractor
- The Project Team should be recognized for:
  - Developing a trackwork recovery plan in accord with IEC recommendations that pulls track installation off the critical path for project completion
  - Recovery of delay to the initial construction of Entrance 1 at 72<sup>nd</sup> Street Station



# Budget Review

- Project is on budget and its cost contingency of \$175M remains above the FTA minimum contingency of \$140M for the current level of project completion.
- However, the cost contingency has again been reduced significantly since our last report - this time due to a projected increase in the cost of the 63<sup>rd</sup> Street Station Upgrade contract.
- IEC believes project expenditures will need to increase to an average of \$45M/mo. from the current \$35M/mo. to support the schedule to complete by December 2016.



# Comment

The IEC's independent program-wide risk assessment is now in progress with workshops completed in May 2015 as planned. This assessment will enable IEC to better evaluate the cost and schedule risks of the remaining work and construct additional recommendations for improving confidence in the target December 2016 Revenue Service Date.



# Recommendations Log

Recommendation	Agency Action	Status
<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 is implementing mitigation activities in 5 major areas – Entrance 1 @ 72 <sup>nd</sup> St, Milestone room turnovers, Trackwork installation, facility power installation & test and, testing & commissioning. These plans will be re-examined and revised if warranted upon review of the IEC's Independent Risk Assessment. This assessment is planned for completion by September 2015. .	IN-PROGRESS
<b>March 2015</b> Establish interim milestones for the new trackwork production schedule so that progress can be monitored quarterly.	The latest trackwork recovery plan and schedule includes milestones for completion of each of the remaining 8 track installation zones.	CLOSED (June 2015)
<b>March 2015</b> Develop and execute schedule acceleration plans for the remaining work at the 86 <sup>th</sup> Street Station site.	The contractor has been directed to recover delays in completion of the Ancillary 1 structure so as to ensure the completion and turnover of the critical communication rooms to the Systems Contractor by June 30, 2015.	IN-PROGRESS



# **MTACC Quarterly Progress Report to CPOC**

## **East Side Access**

June 22, 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

- Placement of concrete for the Manhattan South Structures (CM005) lower level interior walls of the East Cavern will be completed in June.
- Completed the invert construction in the West Tunnel (WB1) and began concrete placement in the East structures and tunnel as part of the Manhattan North Structures (CM006) contract.
- Energized 12KV C3 Feeder in April as part of the Harold Structures Part 1 and G02 Substation (CH053) contract.
- Completed steel erection for the Yard Services Building, provided access to the Yard Lead Tunnel for Systems Package 1 (CS179), and will finish the rehab work on eastbound side of the 63<sup>rd</sup> Street Tunnel by the end of June as part of the Plaza Substation and Queens Structure (CQ032) contract.
- Accepted baseline schedule for Systems Package 1 (CS179) contract, with the exception of Integrated Systems Testing (IST).

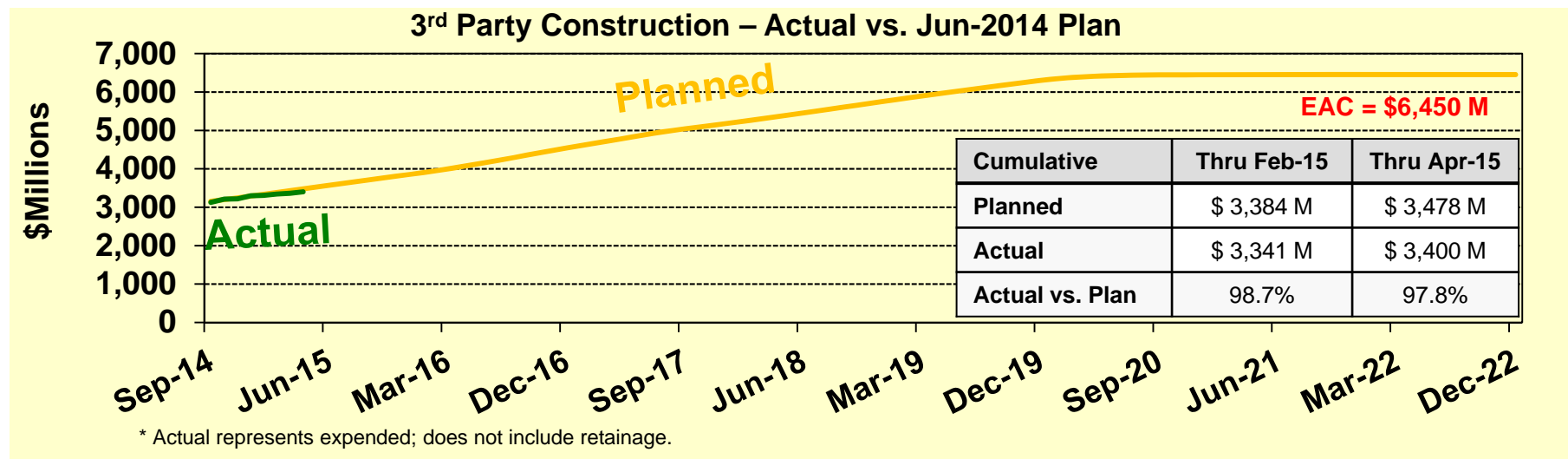
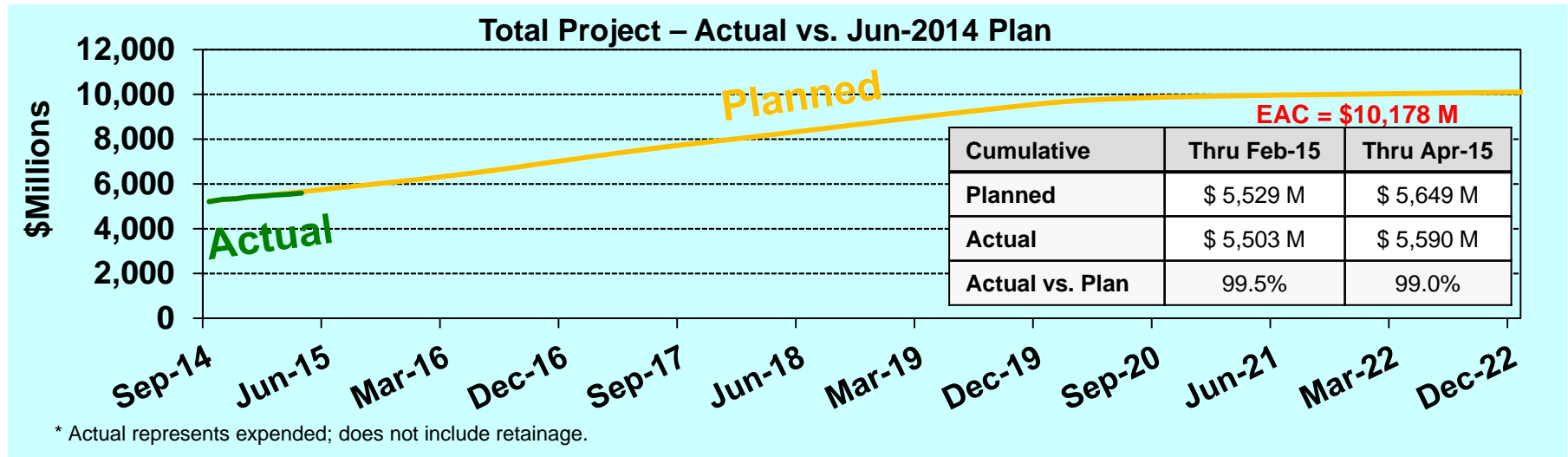
#### 90 Day Look Ahead

- All physical work on the 55<sup>th</sup> Street Vent Plant Facility (CM013A) contract, except for Con Edison cable supports, will be completed 2 months later than last report.
- Substantial Completion of GCT Concourse and Facilities Fit-Out Early Work (CM014A) contract.
- Substantial Completion of Harold Structures Part 1 and G02 Substation (CH053) and Harold Structures Part 2A (CH054A) contracts.
- Receive bids and award Harold Structures - Part 3: Track D Approach, 48th St Bridge (CH057) contract.
- Receive proposals for Grand Central Terminal Station Caverns and Track (CM007) contract.

June 22, 2015

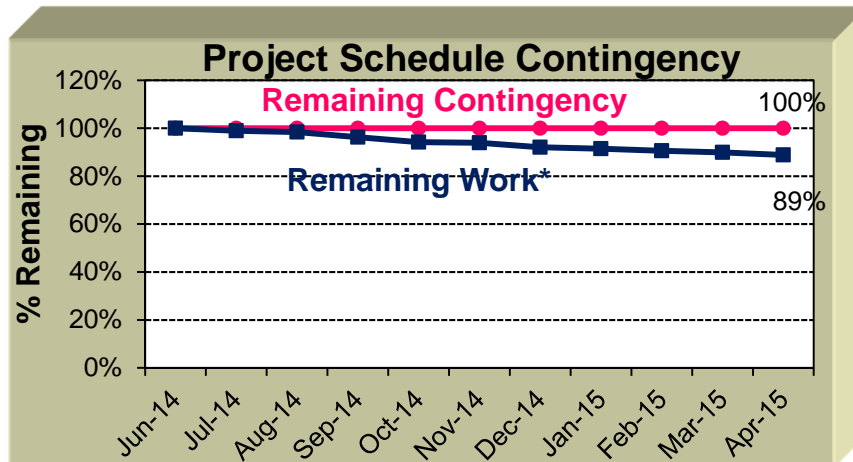
# ESA

## Cost & Schedule Performance



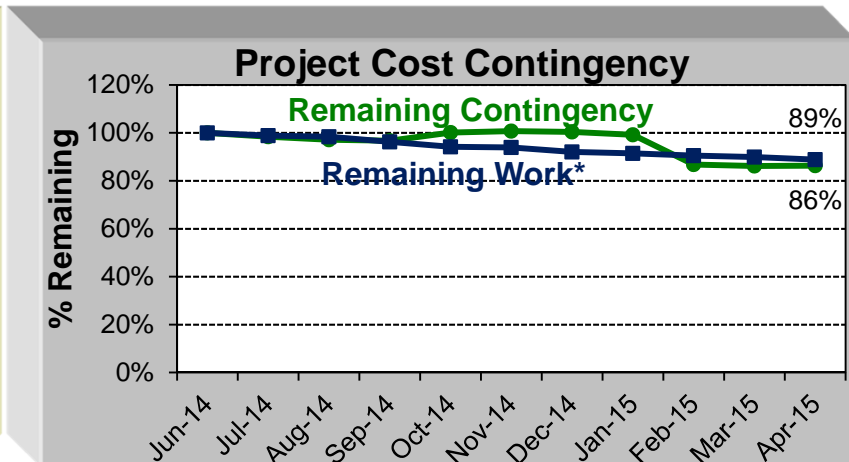
# ESA

## 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 (669 days)



\* 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: \$706 million (last reported \$709 million)
  - Unallocated contingency: \$354 million
  - Allocated contingency: \$264 million
  - Design development contingency (AFI): \$88 million
- Net decrease in cost contingency is driven by increased Force Account budget needs.

June 22, 2015






# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Milestone #2: Completion of Lower Tunnels in Manhattan North Structures (CM006)</b>	<b>February 2016</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>Manhattan North Structures (CM006) contract is behind schedule and is not meeting its recovery schedule.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>CM006 Milestone #2 needs to be completed by February 2016 so that it does not impact site access for CM007. CM007 is on the project's critical path. Milestone #2 is currently forecasted to be achieved on March 17, 2016.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>ESA is meeting weekly with the Contractor to review its progress against the recovery schedule.</li> <li>ESA and the Contractor are also investigating alternative work methods that will increase productivity, such as robotic shotcrete application.</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.




June 22, 2015

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Acceptance of Baseline Schedule Package 1 - Facilities Systems (CS179)	Resolved March 2015	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>Contractor's baseline schedule submission was late and was not acceptable to ESA.</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> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>As a result of ESA's work with the contractor, the Contractor's baseline schedule has been accepted, with the exception of Integrated Systems Testing (IST). Further refinements are expected as contractor design efforts advance.</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.




June 22, 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 the approval of the 2015-2019 Capital Plan.</li> </ul>


### Legend

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June 22, 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 delay the overall Harold schedule by up to 1 year.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>Amtrak and LIRR approved ESA First, allowing ESA to implement the Harold Interlocking Re-sequencing work plan.</li> <li>The H-3 CIL cutover remains the top priority in 2015 in Harold and senior management is closely monitoring the cutover predecessor activities and identifying work-arounds where warranted.</li> </ul>


### Legend

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




June 22, 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 has not consistently provided 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 9 months with additional future delays possible.</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; this schedule accounts for the level of support Amtrak provided over the period January 2014 – April 2015.</li> <li>ESA continues to meet with Amtrak to develop strategies to maintain this required level of support.</li> <li>Contractor is working multiple shifts to expedite work when it benefits the schedule.</li> <li>ESA is working with Railroads to obtain 15 to 30-day track outages for work on the contract's critical path.</li> </ul>


### Legend

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June 22, 2015

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	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 consistently 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>There has been some improvement since the March CPOC meeting. Amtrak needs to maintain this improvement in order for Harold to achieve schedule.</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

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June 22, 2015

# **June 2015 CPOC IEC Project Review**



## **East Side Access**



**June 22, 2015**

## BUDGET & SCHEDULE

- The ESA budget is \$10.178B with a contingency of \$706M, a reduction of \$3M compared with March 2015; however, there is additional budget pressure, which could reduce the contingency further
- The ESA Revenue Service Date is December 2022 with a 22-month unallocated contingency. The contingency has not changed since it was established in June 2014
- The Harold work required for revenue service remains off the project critical path by 6 months





## IEC CONCERNS – SYSTEMS

- **Systems Package 1 (CS179) Schedule:**
  - MTACC and the contractor need to correct the logic and activity durations for local testing in the contractor's baseline schedule
  - A detailed integrated systems testing (IST) schedule will not be available until the completion of the systems design in March 2016; the late development of an IST schedule increases the schedule risk, since the time for recovery of potential delays is significantly reduced and will add to delays already identified in the baseline schedule updates



## IEC CONCERNS – HAROLD

- Delays to 3<sup>rd</sup> Party construction in Harold create schedule pressure to the completion of Harold work required for revenue service; if not addressed, the delays will create a construction sequence in Harold that cannot be supported by railroad operations
- Additional pressure to the completion of Harold work required for revenue service is coming from delays to the signal hut (CIL) cutover plan



## IEC RECOMMENDATIONS

- The IEC recommends that the Systems Package 1 (CS179) contractor provides an integrated systems testing framework that shows proper logic and high level durations until a detailed IST schedule is available



# Recommendations Log

Recommendation (March 2015)	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 March 20, 2015, which was conditionally approved. MTACC is working with the contractor to address the issues that prevent an approval without conditions.	In Progress
Provide independent estimates for all remaining major civil and systems contracts in their current bid configuration.	Estimate for civil/structural, MEP/electrical and track & third rail in CM007 were completed. Awaiting independent estimates for upcoming contracts, such as the Midday Storage Yard (CQ033).	Open
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.	MTACC reduced the previous LIRR budget without LIRR concurrence.	Open



# **MTACC Quarterly Progress Report to CPOC**

## **Cortlandt Street #1 Line Station Reconstruction**

June 22, 2015

## Project Overview

### Overall Status

Item	Comments
Schedule	40 months from award, pending risk assessment
Cost	Budget is \$158.4 million, pending risk assessment

### Highlights


#### Progress

- Awarded construction contract on April 22, 2015
- Assignment agreement between Port Authority of New York and New Jersey (PANYNJ), MTA and Downtown Design Partnership (DDP) was signed in May 2015.
- Risk Assessment Workshop held on June 18-19, 2015




#### 90 Day Look Ahead

- Begin mobilization
- Begin skeletonization of track
- Begin weekend General Orders
- Issue NTP to DDP for CPS services and additional design


## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Complete Design of Northern Street Entrance	Q4 2015	<p><b><u>Issue:</u></b> Design and negotiation of the Northern Entrance must be completed in a timely manner to allow for construction NTP to be issued in Fourth Quarter 2015.</p> <p><b><u>Impact:</u></b> Delay in issuing construction NTP by the end of this year will potentially impact elevator and conduit installation</p> <p><b><u>Mitigation:</u></b> Initiate design with Downtown Design Partnership (DDP) to ensure completion in a timely manner</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.

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Complete All Trackwork	June 2016	<p><b><u>Issue:</u></b> Need to complete all trackwork by June 2016.</p> <p><b><u>Impact:</u></b> Delay in completing all trackwork by June 2016 will impact the completion of the project due to unavailability of General Orders (GOs) after June 2016 (start of rehabilitation of the Clark Street Tube).</p> <p><b><u>Mitigation:</u></b> Closely monitor contractors work schedule and work plans. Ensure all provided General Orders (GOs) are used effectively and to their full potential. Approval all submittals and material inspection in a timely fashion.</p>

### Legend


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

June 22, 2015






## Cortlandt

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Demolition of the Existing PATH Station North Temporary Access by PANYNJ	January 2016	<p><b>Issue:</b> Port Authority of New York and New Jersey (PANYNJ) needs to demolish the Path Station North Temporary Access.</p> <p><b>Impact:</b> Delay in demolition by PANYNJ could delay construction of the northern entrance which in turn may delay opening of the station.</p> <p><b>Mitigation:</b> If the demolition of the North Temporary Access by the PANYNJ does not start by September 2015, then the issue will need to be elevated to PANYNJ higher management.</p>

## Legend

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

June 22, 2015

# **June 2015 CPOC IEC Project Review**



## **Cortlandt Street # 1 Line Station**



**June 22, 2015**

# Budget Review

- The estimated project budget is \$158.4M.
- The final established project budget will likely be adjusted based on the results of the comprehensive project risk assessment conducted last week.



# Schedule Review

- The IEC concurs with the MTACC on the following two critical milestones:
  - Finalize the design for the North Entrance and issuing a notice to proceed to the contractor by the end of 2015.
  - Complete all track work by June 2016; within the current schedule of General Orders for the project.



# IEC Concerns & Issues

## **CONTINGENCY & BUDGET:**

- The current budgeted contingency of \$16.5M contains a substantial amount of un-negotiated commitment change orders. Such as, the addition of a North entrance and updated communications systems; this may reduce the available contingency to an unacceptable amount for the current project budget. Contingency and budget concerns will be revisited based on the conclusions of the forthcoming Risk Assessment report.

## **LOGISTICS:**

- The logistical challenges and complexities of the site could pose additional cost and schedule risks to the budget and completion date. A key concern is that PANYNJ must demolish the North Temporary Access to the PATH station before the Cortlandt Station north entrance can be constructed.

# Recommendations

- The IEC recommends that a cost & schedule recovery plan be developed in the event of delays associated with the demolition of the Path Station North Temporary Access, or other site logistical conflicts with PANYNJ.



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# **MTA Capital Program Commitments & Completions**

## **through May 31<sup>st</sup>, 2015**



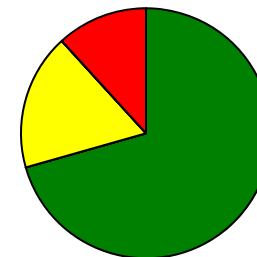
## Capital Projects – Major Commitments – May 2015

34 major commitments are planned for 2015, totaling \$3.1 billion. Only projects funded in approved capital plans are included. Projects scheduled for the proposed 15-19 plan will be added subsequent to plan approval. Through May, 17 major commitments are being reported on. Two commitments are delayed, NYCT's CBTC Queens Boulevard Phase 1 and CBTC Equipment Supplier for Interoperability. Additional year-to-date commitments will be reported on as the year progresses.

Through May, agencies have committed \$1.5 billion versus a \$1.7 billion YTD goal. The YTD shortfall is predominantly due to the two aforementioned CBTC delays. By year-end, the MTA forecasts committing 111% of its \$3.1 billion goal due in part to non-goal commitments from MTACC, NYCT and LIRR.

The MTA continues to track 2014 major commitment goals that slipped beyond 2014. These are reported quarterly. The next report will be produced with June 2015 data.

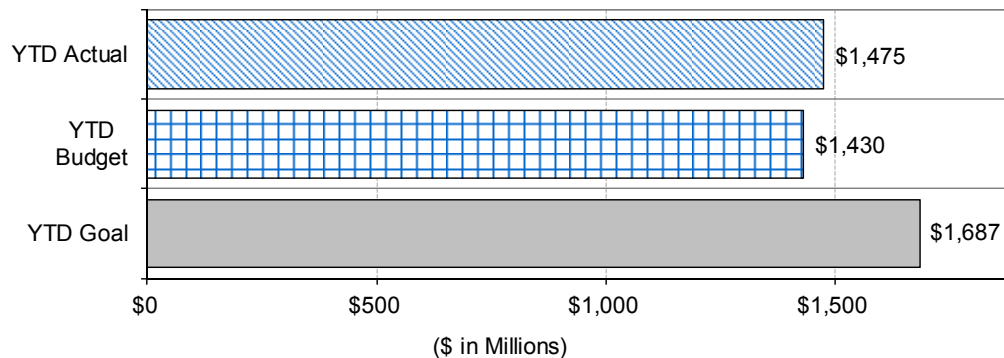
## Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Commitments made/forecast within Goal	12	71%	↑ 2
<b>YELLOW</b> = Commitments delayed beyond Goal (already achieved)	3	18%	↑ 2
<b>RED</b> = Commitments delayed beyond Goal (not yet achieved)	2	12%	↓ 2
<b>Total</b>	17	100%	↑ 2

## Budget Analysis

2015 Annual Goal	\$3,123	(\$ in millions)
2015 Annual Forecast	111%	of Annual Goal
Forecast left to Commit	57%	(\$1,989)



## Year-to-Date Agency Breakdown

2015 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
4	+1 GREEN	+1 YELLOW	-1 RED
<b>Long Island Rail Road</b>			
3	---	---	---
<b>Metro-North Railroad</b>			
1 1	+1 GREEN	+1 YELLOW	-1 RED
<b>Bridges and Tunnels</b>			
4	---	---	---
<b>Capital Construction Company</b>			
1	---	---	---
<b>MTA Bus Company</b>			
	---	---	---
<b>MTA Police Department</b>			
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## Capital Projects – Major Commitments – May 2015 – Schedule Variances

## Actual Results Shaded

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>2 All-Agency Red Commitments (0 new this month)</b>							
<b>NYCT</b>							
<i>Signals &amp; Communications</i>							
CBTC: Equipment Supplier Interoperability	Construction Award	Apr-15 \$38.4M	Jul-15 \$38.4M				
Continued delay due to protracted procurement period to complete negotiations with prospective bidders.							
CBTC: Queens Boulevard Phase 1	Construction Award	Apr-15 \$213.6M	Jul-15 \$213.6M				
Continued delay due to protracted procurement period to complete negotiations with prospective bidders.							
<b>3 All-Agency Yellow Commitments (2 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 (A) \$180.4M				
The overall commitment was delayed due to re-scheduling of Jerome Line track work until May (\$1M out of \$180.4M goal). All 10 other projects were committed on-time.							
<b>MNR</b>							
<i>Structures</i>							
<b>Replace/Repair Undergrade Bridges - (New Item)</b>	Construction Award	Apr-15 \$10.1M	May-15 (A) \$9.9M				
Full award delayed due to timing of force account commitment.							
<b>MTACC</b>							
<i>Cortlandt Station</i>							
Cortlandt Station Reconstruction	Construction Award	Mar-15 \$110.0M	Apr-15 (A) \$116.0M				
Delay due to extended negotiations to transfer the contract to the MTA. Cost increase represents executed work orders. Force Account support is not included and will be committed later in the year.							

## Capital Projects – Major Commitments – May 2015 – Budget Only\* Variances

*Actual Results Shaded*

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

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
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### 5 All-Agency Budget Only Commitments (1 new this month)

#### **B&T**

##### *Queens Midtown Tunnel*

Tunnel Wall and Ceiling Repairs and Leak Control - QMT	Construction Award	Apr-15 \$62.0M	Apr-15 (A) \$36.8M
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Cost decrease reflects a favorable bid as part of the QMT Mega-Contract.

Restore QMT - Structural	Construction Award	Apr-15 \$100.1M	Apr-15 (A) \$87.6M
--------------------------	--------------------	--------------------	-----------------------

Cost decrease reflects a favorable bid as part of the QMT Mega-Contract.

Restore Control/Comm System, CCTV, Traffic Signals - QMT	Construction Award	Apr-15 \$54.0M	Apr-15 (A) \$90.8M
--	--------------------	-------------------	-----------------------

Cost increase due to refined estimate and high bid for scope of work. The QMT Mega-contract, however, had an overall net decrease due to a favorable bid.

Environmental Cleanup - QMT	Construction Award	Apr-15 \$24.1M	Apr-15 (A) \$7.5M
-----------------------------	--------------------	-------------------	----------------------

Cost decrease reflects a favorable bid as part of the QMT Mega-Contract.

#### **MNR**

##### *Signals & Communications*

<b>Power/C &amp; S Infrastructure Restoration Ph 1 - (New Item)</b>	Construction Award	May-15 \$117.4M	May-15 (A) \$141.8M
---	--------------------	--------------------	------------------------

The original budget was based on a design concept. As the preliminary design progressed, estimates were refined resulting in an increase to the overall project budget. An analysis of key bid items of the builder's proposal was within acceptable ranges of the engineer's estimate.

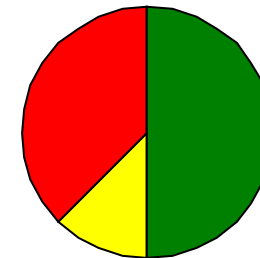
## Capital Projects – Major Completions – May 2015

25 major completions are planned for 2015, totaling \$2.6 billion. Through May, eight projects are being tracked. Three projects are late: NYCT's Bus Time Customer Information System, MNR's M-8 23 Car Acceptance, and ESA's 55<sup>th</sup> St. Vent Plant. Additional year-to-date completions will be reported on as the year progresses.

Through May, agencies completed \$0.8 billion versus a \$1.1 billion YTD goal. The YTD shortfall is mostly due to delays at NYCT (\$223 million) which are nearly all expected to be completed by year-end. By year-end, the MTA forecasts meeting 99% of its \$2.6 billion goal.

The MTA continues to track 2014 major completions goals that slipped beyond 2014. These are reported quarterly. The next report will be produced with June 2015 data.

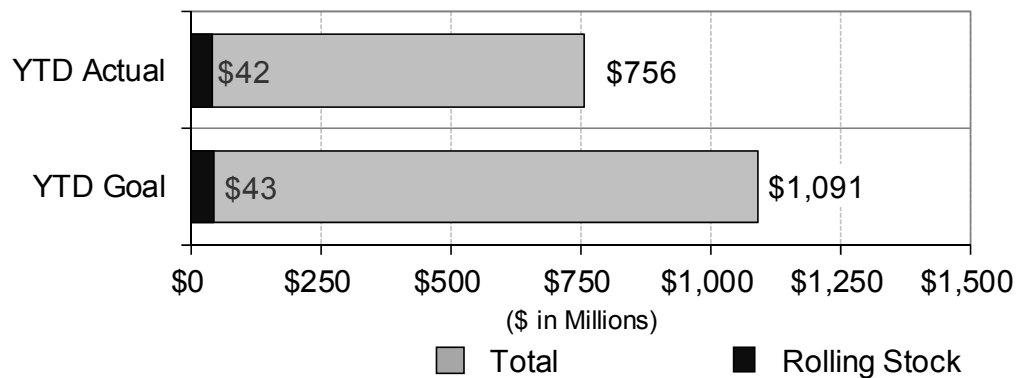
## Year-to-Date Major Completions



<b>GREEN</b>	= Completions made/forecast within Goal	Count	Percent	Change from Prior Month
		4	50%	? 1
<b>YELLOW</b>	= Completions delayed beyond Goal (already achieved)	1	13%	? 1
<b>RED</b>	= Completions delayed beyond Goal (not yet achieved)	3	38%	-
		8	100%	? 2

## Budget Analysis

2015 Annual Goal	\$2,551	(\$ in millions)
2015 Annual Forecast	99%	of Annual Goal
Forecast left to Complete	70%	(\$1,762)



## Year-to-Date Agency Breakdown

2015 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
3	+1 GREEN	+1 YELLOW	-1 RED
<b>Long Island Rail Road</b>			
---	---	---	---
<b>Metro-North Railroad</b>			
1	---	---	+1 RED
<b>Bridges and Tunnels</b>			
1	---	---	---
<b>Capital Construction Company</b>			
1	---	---	---
<b>MTA Bus Company</b>			
---	---	---	---
<b>MTA Police Department</b>			
---	---	---	---

## Capital Projects – Major Completions – May 2015 – Schedule Variances

## Actual Results Shaded

Project	Completion	Goal	Forecast
<b>3 All-Agency Red Completions (1 new this month)</b>			
<b>NYCT</b>			
<i>Buses &amp; Depots</i>			
Bus Time Customer Information System	Completion	Apr-15 \$48.8M	Dec-15 \$47.6M
Delay due to extension of Capital-funded maintenance in order to allow for training of in-house forces. Cost decrease reflects refined estimate.			
<b>MNR</b>			
<i>Rolling Stock</i>			
<b>M-8 23 Cars Acceptance - (New Item)</b>	Completion	May-15 \$26.7M	Jun-15 \$26.7M
Seventeen of the twenty-three cars have been accepted. Remaining six have been delayed to June 2015 due to additional car inspections.			
<b>MTACC</b>			
<i>East Side Access</i>			
55th Street Vent Plant (CM013A)	Completion	Apr-15 \$58.9M	Oct-15 \$58.9M
Delayed due to extreme cold temperatures, which hindered the productivity of shotcrete activities. Additional 5 month delay due to change in design of hoist system due to unknown site condition.			

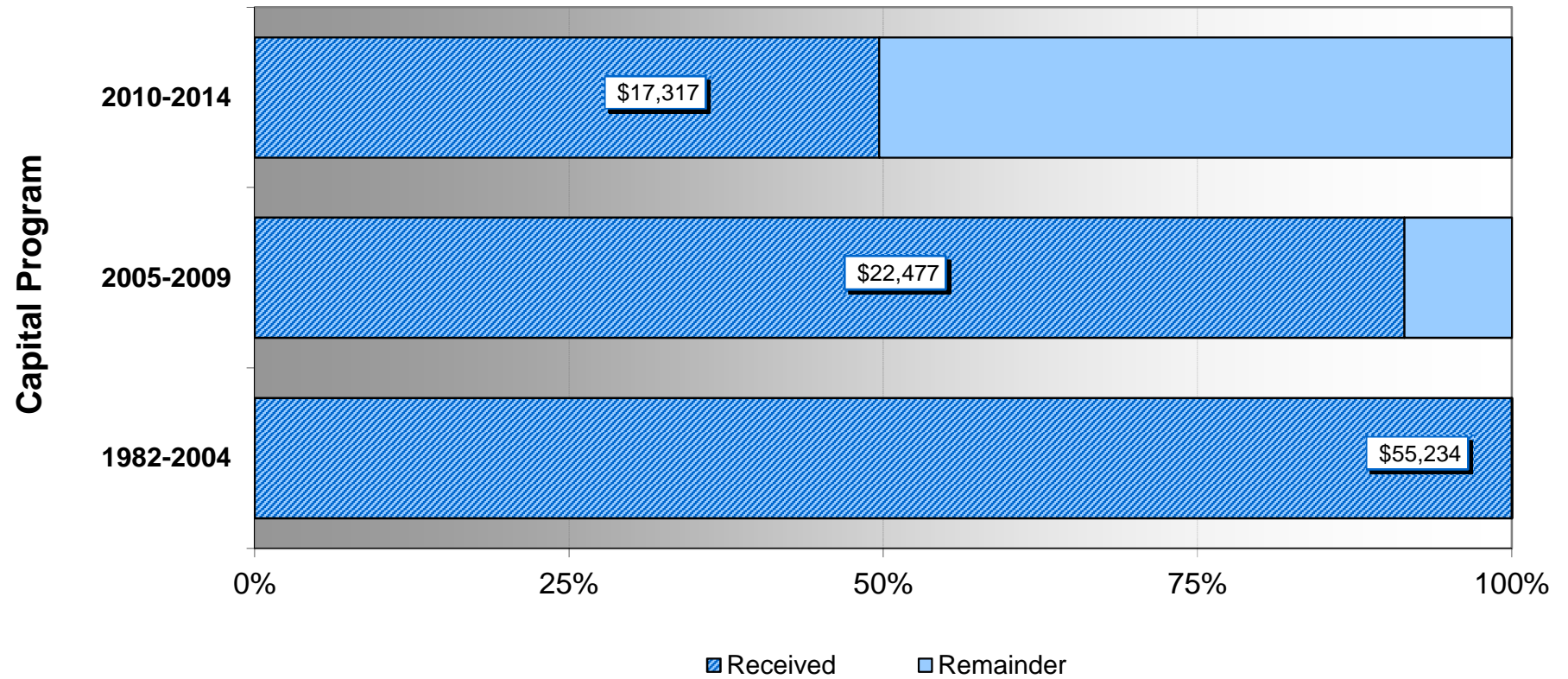
Project	Completion	Goal	Forecast
<b>1 All-Agency Yellow Completions (1 new this month)</b>			
<b>NYCT</b>			
<i>Sandy Restoration</i>			
<b>Greenpoint Tube Equipment Restoration - (New Item)</b>	Completion	Apr-15 \$37.7M	May-15 (A) \$37.7M
Delay was due to modification of fan plant remote control system.			

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## Status of MTA Capital Program Funding

## Capital Funding (May 31, 2015)

\$ in millions



## Capital Funding Detail (May 31, 2015)

\$ in millions

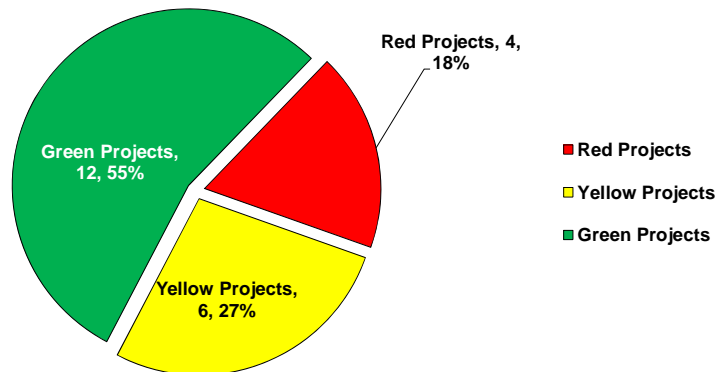
	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru Apr</u>	<u>This month</u>	<u>Received to date</u>
<b>2005-2009 Program</b>				
Federal Formula and Flexible Funds	\$5,186	\$5,186	\$ -	\$5,186
Federal New Start	2,810	2,018	-	2,018
Federal Security	323	262	-	262
Federal Other	11	11	-	11
Federal ARRA - Stimulus	654	654	-	654
City of New York	418	409	-	409
City #7 Line Extension Funds	2,367	2,138	19	2,157
MTA Bus Federal and City Match	149	142	-	142
Asset Sales and Program Income	1,186	565	-	565
State Transportation Bond Act	1,450	1,064	-	1,064
MTA Bonds (Including LGA)	3,039	3,039	-	3,039
B&T Bonds	1,221	1,221	-	1,221
Bonds from New Sources	5,624	5,624	-	5,624
Other (Including Operating to Capital)	138	126	-	126
<b>Total</b>	<b>24,577</b>	<b>22,459</b>	<b>19</b>	<b>22,477</b>

	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru Apr</u>	<u>This month</u>	<u>Received to date</u>
<b>2010-2014 Program</b>				
Federal Formula, Flexible, Misc	\$5,835	\$5,381	\$8	\$5,389
Federal High Speed Rail	295	295	-	295
Federal Security	206	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	778	378	-	378
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)	1,529	585	0	585
B&T Bonds	2,079	634	201	835
Hurricane Sandy Recovery				
Insurance Proceeds/Federal Reimbursement	9,431	2,729	-	2,729
PAYGO	160	160	-	160
Sandy Recovery MTA Bonds	758	-	-	-
Sandy Recovery B&T Bonds	175	-	-	-
<b>Total</b>	<b>34,851</b>	<b>17,108</b>	<b>209</b>	<b>17,317</b>

# 1<sup>st</sup> Quarter 2015 Traffic Light Report on MTA Capital Program Projects

A total of 211 Projects were Reviewed for the 1<sup>st</sup> Quarter 2015

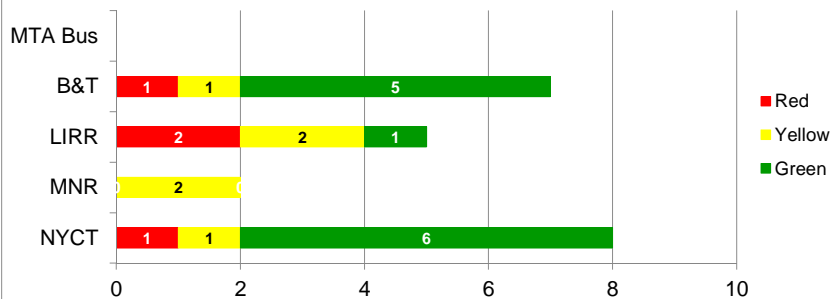
22 Projects in Design



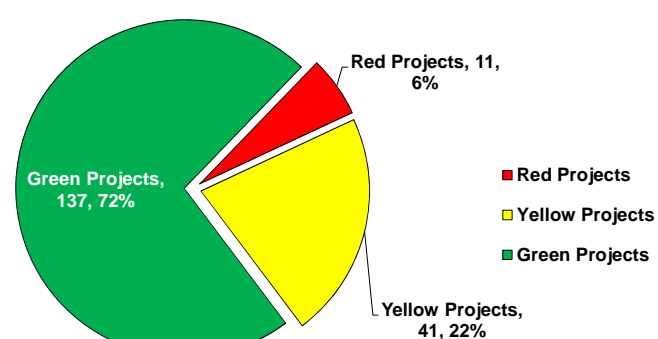
**Projects in Design:** 22 projects were reviewed in the design phase with 12 (55%) designated green, 6 (27%) yellow, and 4 (18%) were red. This is an increase off 2 red projects since the 4<sup>th</sup> quarter 2014. 2 (50%) of the projects designated red this quarter were for a schedule variance, 1 was for a contingency variance, and another was for a cost variance. For the 2 projects designated red for schedule, both variances were for 3 months. The schedule variances were due in part to delays in property acquisition and design changes.

**Last Quarter:** 20 projects were reviewed in the design phase with 10 (50%) designated green, 8 (40%) yellow, and 2 (10%) were red.

22 Projects in Design



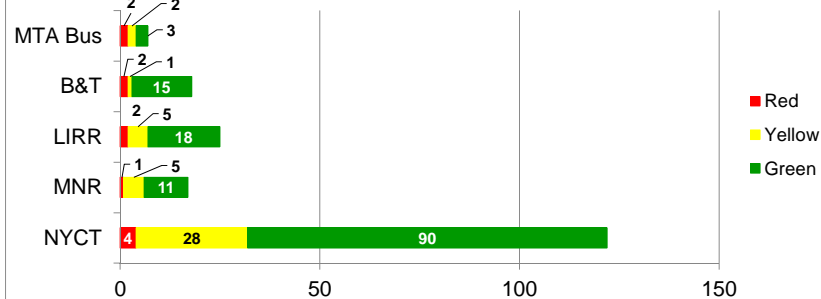
189 Projects in Construction



**Projects in Construction:** 189 projects were reviewed in the construction phase with 137 (72%) designated green, 41 (22%) yellow and 11 (6%) red. This is a decrease of 22 red projects since the 4<sup>th</sup> quarter 2014. Of the 11 red projects, 6 (56%) were red for a schedule variance, 3 for a contingency variance, 1 for both cost and schedule variances, and 1 for both contingency and schedule variances. For the 6 projects designated red for schedule, the variances ranged from 3 to 5 months. The schedule variances were due in part to weather delays, fabrication and delivery and additional scope.

**Last Quarter:** 222 projects were reviewed in the construction phase with 158 (71%) designated green, 31 (14%) yellow and 33 (15%) red.

189 Projects in Construction











## Terms and Definitions

### 1<sup>st</sup> Quarter 2015 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: 189**

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

##### **Report Index Formulas and Criteria:**

- Cost Index = Total Project EAC / Current Approved Budget  
(Note: Current Budget is not Budget at Award)
- Schedule Variance = Number of months of change in schedule since last Traffic Light Report
- Contingency Index = % Contingency used / % 3rd Party Contract Completion (contingency used includes expended & pending AWOs). Triggered when project has reached 50% or higher. Threshold for NYCT is \$15M or more, other agencies \$5M or more.
- Excludes projects in CPOC's Risk-Based Monitoring Program listed at end of report
- Only projects with budgets of \$5M or greater are included in the report
- Projects in design must be at a 30% completion level or greater



# 1st Quarter 2015 Traffic Light Report Projects in Design and Construction

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

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

■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
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	\$45,975,240	66	-.75	▼	1.01	■	-1	▼	Y
East New York Depot Repairs	05 - 09	Construction	\$10,961,009	100	.00	■	.96	▲	0	■	Y
Depot Equipment	05 - 09	Construction	\$9,984,447	32	.00	■	1.01	■	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	27	.00	■	1.00	■	0	■	G
Purchase 276 Standard Buses	10 - 14	Construction	\$152,493,847	35	.00	■	1.00	■	0	■	G
Replacement of MetroCard Electronic Components	10 - 14	Construction	\$30,000,000	32	.00	■	.91	▲	0	■	G
Replace 2 Escalators at Roosevelt Av on the Queens Blvd Line	10 - 14	Construction	\$9,906,056	91	.00	■	1.00	■	0	■	Y
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,186,153	21	.00	■	1.00	■	0	■	G
Replace 7 Hydraulic Elevators	10 - 14	Construction	\$29,313,817	0	.00	■	1.00	▼	0	■	G
Station Work at Pelham Bay Park on the Pelham Line	10 - 14	Construction	\$6,013,996	45	.11	■	1.00	■	0	■	G
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Construction	\$22,123,793	80	.72	▲	1.00	■	0	■	G
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Construction	\$26,367,400	97	.12	▲	1.00	■	0	■	G
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Construction	\$20,999,979	78	.44	▲	1.00	■	0	■	G
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Construction	\$24,828,176	96	.13	▲	1.00	■	0	■	G
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$60,513,516	64	.34	■	1.00	■	0	■	Y
Renewal of 104 Street Station on the Liberty Line	10 - 14	Construction	\$15,142,065	95	.55	▲	1.00	■	0	■	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$7,385,565	28	.37	▲	1.00	■	0	■	G
Renewal of 111 Street Station on the Liberty Line	10 - 14	Construction	\$15,019,300	12	.17	■	1.00	■	0	■	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Construction	\$15,925,159	26	.16	■	.99	■	0	■	G
Renewal of 88 Street Station on the Liberty Line	10 - 14	Construction	\$16,002,129	92	.84	▲	1.00	■	0	■	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Construction	\$15,785,160	12	.17	■	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



# 1st Quarter 2015 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 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	\$14,172,779	0	.00	■	.98	■	0	■	G
Renewal of Rockaway Avenue Station on the New Lots Line	10 - 14	Construction	\$13,956,691	0	.00	■	.99	■	0	■	G
Renewal of Saratoga Avenue Station on the New Lots Line	10 - 14	Construction	\$13,746,557	0	.00	■	.98	■	0	■	G
Renewal of Junius Street Station on the New Lots Line	10 - 14	Construction	\$13,916,522	0	.00	■	.98	■	0	■	G
Renewal of Sutter Avenue Station on the New Lots Line	10 - 14	Construction	\$13,817,483	0	.00	■	1.00	■	0	■	G
Renewal of Van Siclen Avenue Station on the New Lots Line	10 - 14	Construction	\$14,936,749	0	.00	■	1.02	■	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	5	.00	■	1.00	■	0	■	G
Component Repairs at 2 Stations on the 4th Avenue Line	10 - 14	Construction	\$13,868,458	0	.00	■	1.01	■	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	\$3,513,688	0	.00	■	.97	■	0	■	G
Ventilator Repairs at 5 Locations in Upper Manhattan and the Bronx	10 - 14	Construction	\$5,872,617	29	.00	■	1.00	■	0	■	G
Ventilator Repairs at 4 Locations in Queens, Manhattan and Brooklyn	10 - 14	Construction	\$7,924,003	61	.00	■	1.00	▼	0	■	Y
Component Repairs at 3 Stations on the Broadway Line	10 - 14	Construction	\$10,879,977	100	1.05	▲	1.01	■	0	■	G
Component Repairs at 2 Stations on the Broadway Line	10 - 14	Construction	\$6,368,885	100	1.03	▲	1.00	■	0	■	G
Ventilator Repairs at 8 Locations in Lower Manhattan	10 - 14	Construction	\$5,114,406	1	.00	■	1.00	■	0	■	G



# 1st Quarter 2015 Traffic Light Report Projects in Design and Construction

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

■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
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 23 St Station on the Lexington Av Line	10 - 14	Construction	\$17,586,263	30	4.00	▼	1.04	■	0	■	G
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$21,562,915	28	1.01	▲	1.00	■	0	■	G
Water Condition Remedy	10 - 14	Construction	\$6,179,438	89	1.47	▼	1.00	■	0	■	G
Access Improvements at Grand Central Station	10 - 14	Construction	\$22,001,086	1	.00	■	1.00	■	0	■	G
2012 Welded Rail Installation	10 - 14	Construction	\$8,834,000	100	.00	■	.97	■	0	■	Y
2014 Welded Rail Installation	10 - 14	Construction	\$17,082,754	95	.00	■	.92	▼	0	■	G
2013 Mainline Track Replacement on the Canarsie Line	10 - 14	Construction	\$18,358,141	100	.00	■	.96	■	0	■	Y
2014 Mainline Track Replacement on the 4 Avenue Line	10 - 14	Construction	\$6,848,000	100	.00	■	1.34	■	-3	▼	Y
2014 Mainline Track Replacement on the 8 Avenue Line	10 - 14	Construction	\$13,649,252	98	.00	■	1.06	■	0	■	G
2014 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$22,753,000	98	.00	■	1.54	■	0	■	Y
2014 Mainline Track Replacement on the White Plains Road Line	10 - 14	Construction	\$19,961,819	80	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Jerome Line	10 - 14	Construction	\$10,922,000	100	.00	■	.99	▼	0	■	Y
2014 Mainline Track Replacement on the Lexington Avenue and 42 Street Shuttle Lines	10 - 14	Construction	\$17,273,317	78	.00	■	1.27	▲	4	▲	R
2014 Mainline Track Replacement on the Pelham Line	10 - 14	Construction	\$23,797,947	98	.00	■	1.00	▼	0	■	Y
2014 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$27,805,036	82	.00	■	.97	■	0	■	G
2014 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$5,979,511	48	.00	■	1.00	■	0	■	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	\$5,040,324	94	.00	■	.82	▼	0	■	G
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Construction	\$52,194,561	20	.00	■	1.00	■	0	■	G



# 1st Quarter 2015 Traffic Light Report Projects in Design and Construction

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

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

■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$60,908,428	80	.34	■	1.00	■	0	■	Y
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,338,068	32	.12	▲	1.00	■	0	■	G
Replace Ventilation Controls at 22 Locations	10 - 14	Construction	\$16,589,631	0	.00	■	.99	■	0	■	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,072,428	84	.00	■	1.00	■	0	■	Y
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$43,481,428	98	.00	■	.99	■	0	■	Y
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	55	.00	■	1.00	■	0	■	Y
Structure Repairs on the Dyre Ave Line	10 - 14	Construction	\$11,168,950	39	.49	▼	1.00	■	0	■	G
Overcoat Painting from Broadway Junction-New Lots Ave on the Canarsie Line	10 - 14	Construction	\$28,176,068	4	.00	■	1.00	■	0	■	G
Steinway Tube Rehabilitation	10 - 14	Construction	\$11,431,735	81	2.52	■	.59	■	0	■	Y
Portal Repairs on the Broadway-7 Avenue Line	10 - 14	Construction	\$26,030,826	81	2.28	▼	1.12	▼	0	■	Y
Structural Repairs at 9 Avenue Station on the West End Line	10 - 14	Construction	\$22,189,340	28	.00	■	1.00	■	0	■	Y
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$15,734,970	66	.34	▼	1.00	■	0	■	G
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$310,818,652	35	1.05	■	1.00	■	0	■	G
Modifications to Signal Control Lines - Phase 5	10 - 14	Construction	\$10,000,000	98	.00	■	1.00	■	0	■	G
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,121,995	35	.01	■	1.00	■	0	■	G
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,405,148	55	.47	▲	1.00	■	0	■	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Construction	\$180,049,622	8	.00	■	.99	■	0	■	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Construction	\$173,882,713	5	.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
NYCT - New York City Transit Program											
Rehabilitation of Ducts and Cables, Steinway Tube	10 - 14	Construction	\$49,676,198	93	.95	■	1.00	■	0	■	Y
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	80	.00	■	1.00	■	0	■	G
Automated Train Supervision: Hardware and Software Upgrade	10 - 14	Construction	\$5,900,000	50	.00	■	1.00	■	3	▲	R
Public Address/Customer Info Screen Systems	10 - 14	Construction	\$68,605,682	43	.00	■	1.03	■	0	■	G
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	50	.00	■	1.00	■	0	■	G
Upgrade/Replacement of Copper Communications Cable - Phase 3	10 - 14	Construction	\$9,741,018	38	.00	■	.99	■	0	■	G
Waterproofing of Communication Rooms	10 - 14	Construction	\$9,206,198	87	.00	■	1.02	■	0	■	G
Passenger Station Local Area Network at 30 Stations	10 - 14	Construction	\$26,530,419	27	.81	▲	1.00	■	0	■	G
Help Point at 93 Stations	10 - 14	Construction	\$71,448,551	25	.00	■	1.02	▼	0	■	Y
Track Intrusion Detection System Pilot	10 - 14	Construction	\$5,348,192	50	.00	■	1.00	■	1	▲	G
Cabling Central Substation - 6th Avenue Line	10 - 14	Construction	\$14,085,027	82	.00	■	1.00	■	0	■	G
Rehabilitate Roof/Enclosure of 2 Substations	10 - 14	Construction	\$5,172,594	100	.78	▲	1.00	■	-1	▼	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Construction	\$18,814,949	72	.78	▼	.99	■	0	■	G
Rehab Circuit Breaker House #403 on the Flushing Line	10 - 14	Construction	\$14,530,258	87	.46	▼	1.00	■	0	■	G
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Construction	\$16,441,543	85	.74	▲	1.05	▲	0	■	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Construction	\$15,058,928	25	.00	■	.98	■	0	■	G
Facility Waterproofing at 180th Street Maintenance Shop	10 - 14	Construction	\$5,705,912	1	.00	■	1.00	■	0	■	G
Rehab 1 Car Washer at Coney Island Yard	10 - 14	Construction	\$9,632,135	0	.00	■	1.00	▼	0	■	G
Upgrade Heating, Ventilation, Air Condition Systems at 4 Depots	10 - 14	Construction	\$17,082,539	53	.29	▼	1.00	■	0	■	Y
Construct 1 Bus Washer and Rehab 2 Bus Washers at Michael J. Quill Depot	10 - 14	Construction	\$5,447,948	3	.00	■	1.00	■	0	■	G
Purchase 91 Non-Revenue Vehicles	10 - 14	Construction	\$15,785,653	46	.00	■	1.00	■	0	■	Y



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NYCT - New York City Transit Program											
Purchase 101 Non-Revenue Vehicles	10 - 14	Construction	\$11,222,176	10	.00	■	1.00	■	0	■	G
Purchase Vacuum Trains	10 - 14	Construction	\$35,512,996	100	.00	■	.99	■	0	■	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$22,495,195	44	.00	■	1.10	■	5	▲	R
Enterprise Security Network Infrastructure	10 - 14	Construction	\$10,390,000	81	.00	■	1.00	■	0	■	Y
Wide Area Network/Local Area Network Equipment Replacement Phase 1	10 - 14	Construction	\$9,609,800	0	.00	■	1.00	■	0	■	G
Fire Sprinkler/Alarm Systems at 11 Employee Facilities	10 - 14	Construction	\$27,428,743	75	.88	▼	.94	■	0	■	G
Disposition of Jay Street Systems Phase 1	10 - 14	Construction	\$20,153,381	100	.00	■	2.01	▲	0	■	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	\$12,424,564	68	.40	▼	1.00	▼	0	■	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	98	.00	■	1.00	■	3	▲	R
Livingston Plaza Repairs	10 - 14	Construction	\$27,257,503	3	.00	■	1.00	■	0	■	G
Design of New "B" Division Railcar	10 - 14	Design	\$12,421,021	30	.00	■	.99	■	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 57 St Station on the Broadway Line - Phase 2	10 - 14	Design	\$43,399,078	90	.00	■	1.21	■	0	■	R
Priority Structure Repairs on the 4th Av Line	10 - 14	Design	\$15,070,000	60	.00	■	1.00	▲	0	■	G
Integrated Service Information & Management B-Division, Module 3	10 - 14	Design	\$7,606,950	75	.00	■	1.00	■	1	▲	G
Replacement of Oil-Water Separators at 5 Depots	10 - 14	Design	\$10,899,150	65	.00	■	.99	■	0	■	G
Purchase 54 Flatcars	10 - 14	Design	\$35,379,900	100	.00	■	1.00	■	1	▲	G
Facility Roof Repair/Replacement Phase 4	10 - 14	Design	\$13,146,595	90	.00	■	.91	■	0	■	G
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$14,120,432	95	.97	▼	1.00	▼	0	■	Y
Rehabilitation of St. George Interlocking	10 - 14	Construction	\$14,212,175	4	.00	■	1.00	■	0	■	G





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<b>NYCT - New York City Transit Program</b>											
Construction of New Power Substation: Prince's Bay	10 - 14	Construction	\$25,139,864	1	.00	■	.99	■	0	■	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$23,425,687	38	3.07	▼	1.00	▼	0	■	Y
<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	35	1.82	▲	1.00	■	0	■	G
Main Line Corridor Improvements -Ellison Avenue Bridge	05 - 09	Construction	\$17,500,000	6	.00	■	1.00	■	0	■	G
Shea Yard Improvements	05 - 09	Construction	\$18,300,000	95	.00	■	1.00	■	3	▲	R
New Elevators -Flushing-MainSt	05 - 09	Design	\$16,444,833	90	.33	▼	1.00	■	3	▲	R
Main Line Corridor Improvements -Hicksville North Siding	05 - 09	Design	\$51,971,405	99	.61	▲	1.37	■	0	■	Y
Main Line Corridor Improvements -Hicksville Station Improvements	05 - 09	Design	\$63,567,670	99	1.65	▲	1.15	■	1	▲	R
Massapequa Station Platform Replacement	10 - 14	Construction	\$20,520,000	82	.87	▲	1.00	■	0	■	G
Escalator Replacement Program	10 - 14	Construction	\$11,174,245	8	.00	■	1.00	■	0	■	G
Wyandanch Parking Facility	10 - 14	Construction	\$29,000,000	70	.94	▼	1.00	■	0	■	Y
Construction equipment purchase used for track program	10 - 14	Construction	\$7,000,000	93	.00	■	1.00	■	0	■	Y
Atlantic Branch Half tie replacement	10 - 14	Construction	\$29,400,000	2	.00	■	1.00	■	0	■	G
Right of Way - Fencing installation	10 - 14	Construction	\$8,000,000	94	.00	■	1.00	■	0	■	G
East River Tunnel Track Replacement	10 - 14	Construction	\$43,200,000	42	.00	■	1.00	■	0	■	G
Extend Great Neck Pocket Track	10 - 14	Construction	\$25,400,000	2	.00	■	1.00	■	0	■	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	63	.00	■	1.00	■	0	■	G
Colonial Road Highway Bridge Replacement	10 - 14	Construction	\$19,800,000	2	.00	■	1.00	■	0	■	G
150th Street - Jamaica Bridge Rehabilitation	10 - 14	Construction	\$24,949,404	49	.00	■	1.00	■	0	■	G
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	68	.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



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<b>LIRR - Long Island Rail Road Program</b>											
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	67	.00	■	1.00	■	0	■	Y
Atlantic Avenue Tunnel Cable Replacement	10 - 14	Construction	\$5,100,000	91	.00	■	1.00	■	0	■	G
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	94	.00	■	1.00	■	0	■	G
Hillside Facility Roof Renewals	10 - 14	Construction	\$6,000,000	60	1.66	▲	1.00	■	0	■	R
Employee Facilities Renewals	10 - 14	Construction	\$9,369,342	76	1.07	▲	1.00	■	0	■	Y
Replacement of Hillside & Kew Garden Substations	10 - 14	Construction	\$25,522,757	88	-.02	▲	1.00	■	0	■	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	84	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	37	.00	■	1.00	■	13	▲	Y
Replacement of Port Washington Substation	10 - 14	Construction	\$22,497,622	9	.00	■	1.00	■	0	■	G
Wantagh Station Platform Replacement	10 - 14	Design	\$23,315,977	95	.00	■	1.12	▲	2	▲	G
Atlantic Avenue Viaduct - Phase IIb	10 - 14	Design	\$26,355,115	99	.15	▲	1.00	■	0	■	Y
<b>MNR - Metro-North Railroad Program</b>											
Signal System Replacement	05 - 09	Construction	\$34,415,504	78	1.04	■	.98	■	0	■	Y
HRLB Replace Breaker Houses	05 - 09	Construction	\$16,447,368	65	1.04	▲	.98	■	0	■	G
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Construction	\$22,435,690	4	.00	■	.77	▼	0	■	G
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$16,694,106	13	3.67	▲	.89	■	0	■	G
Grand Central Terminal Elevator Rehabilitation - Phase 4	10 - 14	Construction	\$8,617,379	4	13.29	▲	.89	▼	0	■	G
Grand Central Terminal Utility System Improvements	10 - 14	Construction	\$24,156,153	94	1.06	■	.88	■	1	▲	Y
Fordham Station Improvements	10 - 14	Construction	\$14,620,537	54	3.95	▲	.97	■	0	■	R
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$63,392,519	56	.00	■	.99	■	0	■	G
Annual Track Program (2013)	10 - 14	Construction	\$12,666,000	58	.00	■	1.00	■	0	■	Y
Employee Welfare and Storage Facility Rehabilitations	10 - 14	Construction	\$5,915,580	100	-.48	▼	.59	■	-1	▼	G
Harlem River Lift Bridge Cable Replacement	10 - 14	Construction	\$10,110,028	65	.00	■	.96	■	0	■	G



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<b>MNR - Metro-North Railroad Program</b>											
West of Hudson Annual Track Program	10 - 14	Construction	\$17,706,466	82	.00	■	.91	■	0	■	Y
Repair/Replace Undergrade Bridges on the West of Hudson, Port Jervis Line	10 - 14	Construction	\$6,394,906	60	.00	■	.88	▼	0	■	G
Upgrade West of Hudson Signal System	10 - 14	Construction	\$63,903,061	95	.15	■	.94	■	2	▲	G
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$32,445,796	67	.00	■	1.06	■	0	■	Y
Harlem and Hudson Line Power Improvements	10 - 14	Construction	\$32,068,163	12	.00	■	.89	■	0	■	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$14,794,345	65	.57	▼	.99	■	0	■	G
Harlem Line Stations Component Renewal	10 - 14	Design	\$4,044,774	49	.00	■	1.02	■	0	■	Y
Rock Slope Remediation -Priority Sites Along the Right-of-Way	10 - 14	Design	\$7,650,575	75	.00	▼	.99	▼	0	■	Y
<b>B&amp;T - Bridges and Tunnels Program</b>											
Cable and Anchorage Investigat	05 - 09	Design	\$3,547,745	96	.00	■	.43	■	0	■	G
Rehabilitation of tunnel walls Roadway drainage and fire line repair at Brooklyn-Battery Tunnel	10 - 14	Construction	\$75,848,188	0	.00	■	.96	■	0	■	G
Substructure and underwater scour protection - Marine Parkway Bridge	10 - 14	Construction	\$25,289,427	43	1.89	▼	1.00	■	0	■	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Construction	\$112,619,002	6	.00	■	1.00	■	0	■	G
Miscellaneous structural repair - Robert F Kennedy Bridge	10 - 14	Construction	\$19,280,143	0	.00	■	1.00	■	-1	▼	G
Miscellaneous structural rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$22,043,388	85	.83	■	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	35	.00	■	1.00	■	0	■	G
Replacement of Brooklyn Plaza structural slab - Brooklyn-Battery Tunnel	10 - 14	Construction	\$22,334,375	1	.00	■	1.00	■	0	■	G



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<b>B&amp;T - Bridges and Tunnels Program</b>											
Deck Replacement - the Queens Elevated and on-grade approach of the Bronx-Whitestone Bridge	10 - 14	Construction	\$148,454,326	96	.91	▼	1.00	■	0	■	G
Rehabilitation of the Rockaway Point Boulevard and Jacob Riis Park pedestrian bridges	10 - 14	Construction	\$10,628,525	10	.00	■	.96	■	0	■	G
Installation of Closed Circuit TV and Fiber Optic Cable Networks	10 - 14	Construction	\$16,794,770	76	1.00	▼	.97	■	0	■	Y
Installation of New Necklace Lighting System and Acoustic Monitoring System - Bronx-Whitestone Bridge	10 - 14	Construction	\$12,582,816	50	2.65	▼	1.04	■	2	▲	R
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$56,178,852	30	1.80	▲	1.00	■	3	▲	R
Rehabilitation of Electrical Substation #1 at the Verrazano-Narrows Bridge	10 - 14	Construction	\$15,953,984	49	.66	▲	.95	■	0	■	G
Service Building rehabilitation at Brooklyn-Battery Tunnel	10 - 14	Construction	\$7,837,779	27	.00	■	.92	▼	0	■	G
Paint steel members, toll plaza deck and approach ramps at Robert F Kennedy Bridge	10 - 14	Construction	\$23,925,543	3	.00	■	.95	■	0	■	G
Paint Brooklyn and Staten Island lower level ramps at Verrazano Narrows Bridge	10 - 14	Construction	\$16,264,641	35	.00	■	.95	■	0	■	G
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$31,440,627	38	.00	■	.95	■	0	■	G
Miscellaneous structural rehabilitation: steel and concrete repairs - Bronx Whitestone Bridge	10 - 14	Design	\$3,633,485	99	.00	■	1.00	■	0	■	G
Monitoring, inspection, and testing of the Bronx-Whitestone Bridge's main cable and cable wires	10 - 14	Design	\$2,815,652	98	.00	■	1.00	■	0	■	G
Skewbacks retrofit - Henry Hudson Bridge	10 - 14	Design	\$5,730,000	70	.00	■	1.00	■	0	■	G
Replacement of the Upper and Lower Level Toll Plaza and Southbound Approach - Henry Hudson Bridge	10 - 14	Design	\$47,562,013	70	.93	▲	.96	■	0	■	Y



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<b>B&amp;T - Bridges and Tunnels Program</b>											
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Design	\$44,914,061	96	.00	■	.97	■	3	▲	R
Phase A of the suspended span deck replacement - Throgs Neck Bridge - Utility relocation and prototype construction	10 - 14	Design	\$17,318,900	50	.00	▼	.78	▼	1	▲	G
<b>MTA Bus Program</b>											
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$15,125,442	32	.76	▲	1.00	■	0	■	Y
Relo. Tanks/Washers-Eastchester	05 - 09	Construction	\$13,756,268	73	1.39	▲	1.00	■	4	▲	R
Upgrade Parking - JFK & BP	05 - 09	Construction	\$9,200,469	100	.84	■	1.00	■	0	■	Y
Security Upgrade 5 Locs.	05 - 09	Construction	\$6,767,354	82	.29	▼	1.00	■	4	▲	R
Security Upgrade at Far Rockaway and Baisley Park	05 - 09	Construction	\$9,777,182	0	.00	■	1.00	▼	0	■	G
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 March 31, 2015</b>
<b>Project Name: 2014 Mainline Track Replacement on the Lexington and 42<sup>nd</sup> Street Shuttle Lines</b>	<b>Current Budget: \$13.6M</b>
	<b>Project EAC: \$17.3M</b>
	<b>Substantial Completion Date at Award: Jun 2015</b>
<b>Project No: T6050290</b>	<b>Current Substantial Completion Date: Oct 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 78%</b>

<b>Project Description</b>
<p>The Track Reconstruction project initially consisted of six projects reconstructing 2,625 track feet; 896 track feet of Type II – II and 1,729 track feet of Ekki Hilti and Scheduled Component Replacement Program (SCRP).</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost and Schedule</b>
<p><b>Cost:</b> During the First Quarter 2015, the Estimate at Completion (EAC) increased from \$13.6M to \$17.3M due to an increase in scope as the result of field conditions requiring track reconstruction beyond the length of the curves at N/E of Grand Central and at Brooklyn Bridge. The scope of Type II – II work at N/E Grand Central, MM-1S increased from 385 track feet to 887 track feet. Type II Ekki Hilti and Type II SCRП work at Brooklyn Bridge, MM-3 increased by 30 % from 561 track feet to 730 track feet.</p> <p><b>Schedule:</b> During the First Quarter 2015, the forecasted Substantial Completion date slipped four months from June 2015 to October 2015 due to difficulties in obtaining track access and General Orders needed to complete the original and added scope of work.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> It is anticipated that the cost overrun will be offset by savings in the track program.</p> <p><b>Schedule:</b> The project is proceeding with Substantial Completion expected in October 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 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 March 31, 2015</b>
<b>Project Name: Automated Train Supervision: Hardware and Software Upgrade</b>	<b>Current Budget: \$5.9M</b>
	<b>Project EAC: \$5.9M</b>
	<b>Substantial Completion Date at Award: Mar 2015</b>
<b>Project No: T6080326</b>	<b>Current Substantial Completion Date: Oct 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 50%</b>

<b>Project Description</b>
<p>This project will upgrade/replace the hardware and software that have reached the end of their useful lives that support the Rail Control Center (RCC) and various field locations.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the First Quarter 2015, the forecasted Substantial Completion date slipped three months from March 2015 to June 2015 due to a failure of the Ethernet Switching equipment in the Computer Room at the RCC. This failure raised concerns about Ethernet Switch reliability and if proceeding with the Automatic Train Supervision A Division(ATS-A) Server and Oracle database upgrade would further jeopardize the production systems.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> After evaluating the Ethernet Switch failures, senior management decided to proceed with the ATS – A system upgrade and defer Ethernet Switch upgrade after the Phase III final cutover.</p> <p>Subsequent to the reporting quarter, the Substantial Completion date has been revised to October 2015 to fully address the concerns indicated 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 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 March 31, 2015</b>
<b>Project Name: NYCT Wide Storage Area Network and Disaster Recovery</b>	<b>Current Budget: \$20.4M</b>
	<b>Project EAC: \$22.5M</b>
	<b>Substantial Completion Date at Award: Mar 2015</b>
<b>Project No: T6160402</b>	<b>Current Substantial Completion Date: Nov 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 44%</b>

<b>Project Description</b>
<p>This project will install a Storage Area Network (SAN) and other related components at three NYCT facilities with data centers or other major computing resources. The systems will provide storage, backup services and in-house disaster recovery to critical computing systems.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter 2015, for contract D37462, the forecasted Substantial Completion date slipped five months from March 2015 to August 2015 due to a delay in the bidding and selection process.</p> <p>Subsequent to the reporting period, the schedule was revised with a forecasted Substantial Completion date of November 2016.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project is proceeding as per the revised schedule.</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 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 March 31, 2015</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: May 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 employee facility and rehabilitates existing employee 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 First Quarter 2015, the forecasted Substantial Completion slipped three months from February 2015 to May 2015. The project was delayed due to the need to provide air conditioning for the new communications room in order to keep the equipment cool and operational. Design is underway for the units required, which then must be solicited for bids, awarded, manufactured, shipped, installed balanced, inspected and commissioned. In addition, a second mechanical room needs to be constructed to house these units, which also requires electrical design.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Punchlist work is in progress, as is the installation of communications equipment (telephones, data connections, etc.).</p> <p>Subsequent to the First Quarter reporting period, the project expenditures have exceeded the project budget due to the reasons cited above. A budget modification will be enacted to address the budget shortfall. Also, the Substantial Completion date slipped further from May 2015 to December 2015 in order to complete the remaining work.</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: New York City Transit</b>	<b>Status as of March 31, 2015</b>
<b>Project Name: ADA Accessibility at 57 St – 7 Av Station – Phase 2</b>	<b>Current Budget: \$35.9M</b>
	<b>Project EAC: \$34.4M</b>
	<b>Substantial Completion Date at Award: Sep 2011</b>
<b>Project No: T6041311</b>	<b>Current Substantial Completion Date: Jun 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>This project completes ADA Accessibility at the 57<sup>th</sup> Street, Broadway Line Station. The street to mezzanine elevator (Phase 1) is in service and was completed under a separate project. This project (Phase 2) is to provide two (2) mezzanine-to-platform elevators at the north mezzanine of the 57<sup>th</sup> Street Station. In order to provide the necessary elevator work, the north mezzanine will be expanded along with the relocation of associated utilities under 7<sup>th</sup> Avenue between 56<sup>th</sup> and 57<sup>th</sup> Streets.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the First Quarter 2015, the Estimate at Completion (EAC) increased from \$35.9M to \$43.4M. This was due to the need to replace duct banks for Empire City Subway (ECS), additional utility relocations, and restricted work hours from NYC-DOT.</p>
<b>What is Being Done</b>
<p><b>Cost/Schedule:</b> Subsequent to the reporting period, a meeting was held and it was determined that due to issues with restricted work hours related to Carnegie Hall, the location of the new elevators are being moved to the 55<sup>th</sup> Street mezzanine. This is expected to delay completion of the design to June 2016. Also, the potential impact on the construction cost is being evaluated.</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 design work 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 March 31, 2015</b>
<b>Project Name: Shea Yard Improvements</b>	<b>Current Budget: \$18.3M</b>
	<b>Project EAC: \$18.3M</b>
	<b>Substantial Completion Date at Award: Mar 2015</b>
<b>Project No: L50601YF</b>	<b>Current Substantial Completion Date: Aug 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>The scope of this project is to create an Extraordinary Interior Cleaning (EIC) facility in support of the West Side Yard overbuild. The work included extending the center platform from the original 8-car length to accommodate 12 car trains, installing new EIC huts, installing a platform canopy, rehabilitating 2 tracks, installing two new switches with remotely operated switch machines, rehabilitating the access driveway, installing new employee facilities, upgrading the electrical service and installing new yard lighting and utilities.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter 2015 the Substantial Completion milestone date slipped three months from January 2015 to April 2015. The delay in completion of a project task involving the installation of canopy material was the direct cause for the schedule slippage.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project task which caused the schedule delay to Substantial Completion did not affect the overall project Beneficial Use (BU). The project obtained BU in May 2014. The material and installation is related to a non-essential, but required platform canopy.</p> <p>Subsequent to the reporting period, the Substantial Completion date slipped an additional four months to August 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 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: Long Island Rail Road</b>	<b>Status as of March 31, 2015</b>
<b>Project Name: New Elevators At Flushing Main Street</b>	<b>Current Budget: \$16.4M</b>
	<b>Project EAC: \$16.4M</b>
	<b>Substantial Completion Date at Award: Jun 2014</b>
<b>Project No: L502042E</b>	<b>Current Substantial Completion Date: May 2015</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>The project involves the Design and Construction of two new elevators, one for each platform, to provide ADA accessibility from ground level to the elevated platforms at the Flushing Main Street Station. Work includes;</p> <ul style="list-style-type: none"> <li>• Furnish and install two hydraulic elevators and entry vestibules.</li> <li>• Elevator shafts, machine rooms, pits, vestibules, and associated equipment.</li> <li>• Platform improvements including railings, new shelter sheds, CCTV cameras, tactile edge warnings, a new ticket office and platform access stairs.</li> </ul>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter 2015, final design completion slipped three months, from February 2015 to May 2015.</p> <p>The original design concept excluded an overpass option. The revised design relocated the westbound elevator to newly acquired property. The design was on hold in anticipation of the property acquisition and property access for environmental assessment. Property condemnation issues are the sole cause for delay.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> MTA Real Estate is progressing with the property acquisition via condemnation. The LIRR is progressing with procurement of 3<sup>rd</sup> party construction utilizing the 90% design submission. Early construction activities including communication and signal pole relocation were completed January 2015. Guardrail installation design was received April 2015 and is currently in the process of being awarded.</p> <p>Subsequent to the reporting period, Final Design completion was achieved 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 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: Long Island Rail Road</b>	<b>Status as of March 31, 2015</b>
<b>Project Name: Hicksville Station Improvements</b>	<b>Current Budget: \$55.2M</b>
	<b>Project EAC: \$63.6M</b>
	<b>Substantial Completion Date at Award: Dec 2014</b>
<b>Project No: L50304TR</b>	<b>Current Substantial Completion Date: Apr 2015</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 99%</b>

<b>Project Description</b>
<p>This project involves the removal and replacement of the elevated platforms and repair of the supporting grade beams/substructure as required; Removal and replacement of concrete stairways with new aluminum stairways and American with Disability Act (ADA) compliant handrails; removal and replacement of two existing escalators between the street and platform level; installation of two new elevators in the plaza near the Ticket Office; modification of platform canopies including lighting, electrical &amp; communications systems, signage and canopy drainage; removal and replacement of platform waiting rooms, plumbing and drains and the installation of a new Security Closed Circuit Television system. Construction will be phased to avoid disruptions to the operations.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the design phase, it was determined that egress requirements for the new platform could not be met without a Safe Dispersal Area (SDA). The SDA would provide a location for passengers that could not evacuate the platform within the required time, to assemble and wait for First Responders in an emergency. Unfortunately, because of the number of passengers that could not evacuate the platform in time was rather large, the SDA would be located off the platform at grade level between the tracks. DPM, System Safety, LIRR Fire Marshals, Code Compliance Senior Manager and the Designer met numerous times and it was ultimately decided to design for an additional set of stairs to/from each platform at the tunnel location to meet egress requirements.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> An increase to the Willingness to Assume Risk (WAR) certificate was requested in anticipation of this pending Additional Work Order (AWO)'s approval. A directive to proceed, not to exceed the existing contingency budget, was issued to the designer of record.</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: Long Island Rail Road</b>	<b>Status as of March 31, 2015</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: L60604YB</b>	<b>Current Substantial Completion Date: Jan 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 60%</b>

<b>Project Description</b>
<p>The original project scope included roof replacement at the Hillside Support Facility (Building 1) over the Maintenance of Equipment Motor, Wheel and Truck Shops. The existing roof was removed and replaced with a new PVC roof. Due to a reduction in Force Account scope and favorable bid prices, additional work including; the installation of a lightning protection system, roof rehabilitation, and construction of storefronts (buildings 2, 7, and 10) were added to the project.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the First Quarter 2015 the current Willingness to Assume Risk (WAR) certificate for the Third Party construction task for roof replacement work was reduced to the contract amount to close out the task. The work from the original project scope was completed in 2014. This adjustment depleted the existing contingency budget allocated for the project to zero, leaving no contingency funding after all change orders were approved and processed. With the reallocation of funds to support additional scope, the project currently has utilized all available contingency.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> When new contracts are awarded a contingency budget will be re-established.</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 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 contractor's performance rating for this reporting period.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of March 31, 2015</b>
<b>Project Name: Fordham Station Improvements</b>	<b>Current Budget: \$15.0M</b>
	<b>Project EAC: \$14.6M</b>
	<b>Substantial Completion Date at Award: Dec 2015</b>
<b>Project No: M6020202</b>	<b>Current Substantial Completion Date: Feb 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 54%</b>

<b>Project Description</b>
<p>This project will enhance pedestrian access to the outbound (OB) platform as well as upgrade various components on both the OB and inbound (IB) sides at Fordham Station. The OB side includes: platform widening and repairs, a new canopy, covered walkway from the street, widened stairs, precast communication and electrical rooms under the stairs, new lighting, heated shelters, fencing, signage, Public Address (PA) &amp; Variable Message Signs (VMS). The IB side includes: a new canopy, rehabilitation of stairs, new lighting, signage, PA &amp; VMS, platform repairs and new ADA Ramp at the north end.</p> <p>Also included is the rehabilitation of both elevators in order to bring these assets to a state-of-good repair, and to ensure compliance with the latest applicable codes and standards, and Metro-North Railroad (MNR) Station Standards.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> The construction contingency index was triggered in the First Quarter 2015 due to the cost of added scope to perform unforeseen platform substructure repairs. The existing condition of the subsurface of the platform was not evident until construction commenced and access to perform detailed inspections was made available. Inspections revealed significant deterioration of the platform underside as well as the underside platform hammerheads and beams. With the substructure elements beyond repair, it became evident that this work needed to progress prior to advancing any of the planned surface repairs and component upgrades.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Platform substructure repairs resulting from unforeseen field conditions have been designed and added to the contractor's scope. Through coordination of track outages with the Track and Transportation Departments, the contractor has completed the IB substructure platform repairs and the OB is forecasted to commence in the Third Quarter of 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 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: Bridges and Tunnels</b>	<b>Status as of March 31, 2015</b>
<b>Project Name: Installation of Necklace Lighting System and Acoustic Monitoring System Upgrade at the Bronx-Whitestone Bridge</b>	<b>Current Budget: \$12.0M</b>
	<b>Project EAC: \$12.6M</b>
	<b>Substantial Completion Date at Award: Jul 2015</b>
<b>Project No: D604BW15</b>	<b>Current Substantial Completion Date: Sep 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 50%</b>

<b>Project Description</b>
<p>The work includes removal and replacement of the existing necklace lighting system, upgrade of the acoustic monitoring system, messenger cable replacement, installation of conduit and wire in the wind fairing, tower interior lighting upgrades, incidental lead abatement and maintenance and protection of traffic.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the First Quarter 2015, the contingency index increased to 2.65 as a result of change orders related to the installation of the necklace lights at various main cable shield locations. In addition, within the bridge towers, several existing electrical boxes and associated conduit needed to be replaced to accommodate the new lighting installations. The existing boxes and conduit were unable to be reused due to being found in a deteriorated condition and did not allow for the efficient safe installation of the new wiring and lighting. Also, an enhancement to the Authority's Health and Safety requirements mandated the addition of a full time site safety person to manage contractor site safety implementation.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> An amendment for the above increase in work was recently approved in February.</p> <p>Despite the contingency index factor, it is anticipated that the project will be completed within budget. The project team is confident that without any further unanticipated site conditions the project should be completed within the available contingency.</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: Bridges and Tunnels</b>	<b>Status as of March 31, 2015</b>
<b>Project Name: Tunnel Ventilation Building Electrical Upgrade at the Queens Midtown Tunnel</b>	<b>Current Budget: \$56.2M</b>
	<b>Project EAC: \$56.2M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: D604QM30</b>	<b>Current Substantial Completion Date: Jan 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 30%</b>

<b>Project Description</b>
<p>The work includes facility-wide electrical upgrade ventilation switchgear and motor control center replacement at the Queens-Midtown Tunnel. Services include the replacement of existing switchgear, fan motors and motor control centers, as well as start up and commissioning of all systems, asbestos abatement and incidental lead abatement.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter 2015, the project's forecasted substantial completion date has been extended three months from June 2017 to September 2017. This extension is to accommodate the installation of metering equipment requested by the utility company.</p> <p>In addition, there is a pending amendment being processed to extend the contract duration by an additional 120 days, to January 2018, for the temporary relocation of fiber optic cable in advance of Sandy Restoration work, which requires the replacement of the tunnel ductbanks and fiber optic cables.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> An amendment for the first extension in time was approved in January 2015. In addition a second amendment is being prepared for review and approval.</p> <p>Currently, no major additional changes are anticipated that would impact the work. The project team is confident that without any further unanticipated site conditions that the project should be completed as planned.</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: Bridges and Tunnels</b>	<b>Status as of March 31, 2015</b>
<b>Project Name: Interim Deck Repairs to the Manhattan Toll Plaza Deck – RFK Bridge</b>	<b>Current Budget: \$46.3M</b>
	<b>Project EAC: \$44.9M</b>
	<b>Substantial Completion Date at Award: May 2014</b>
<b>Project No: D602RK75</b>	<b>Current Substantial Completion Date: May 2015</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 96%</b>

<b>Project Description</b>
<p>The work includes design services for the Bronx Plaza Rehabilitation and interim rehabilitation of the Manhattan Plaza at the Robert F. Kennedy Bridge. The services include replacement or rehabilitation of the roadway deck, barriers, bridge bearings, expansion joints, electrical systems and drainage at the Bronx and Manhattan Toll Plazas, demolition of buildings below the Manhattan Plaza, and as needed repair/replacement of the roadway framing/piers.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter of 2015, the Design Completion date slipped four months. The completion date for the interim Design Task D02718 was previously scheduled for January 2015. In January, the Design completion date was revised to May 2015 to allow for incorporation of additional field investigations and constructability reviews, which have enhanced the design documents.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The design work for Task D02718 will be completed in May 2015.</p> <p>The revised design completion date does not impact the forecasted construction award date of November 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 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 during this period.</p>

<b>MTA Agency: MTA Bus</b>	<b>Status as of March 31, 2015</b>
<b>Project Name: Eastchester Depot: Relocate Fuel Tanks and Bus Washers</b>	<b>Current Budget: \$13.8M</b>
	<b>Project EAC: \$13.8M</b>
	<b>Substantial Completion Date at Award: Aug 2014</b>
<b>Project No: U5030205</b>	<b>Current Substantial Completion Date: Jun 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 73%</b>

#### Project Description

This project will extend the existing bus lanes of the Service Building at Eastchester Depot by approximately 3,000 square feet to accommodate two new, complete fueling and bus wash lanes. The bus lanes will be extended, because the existing bus washers are past their useful life. Additionally, this project will allow for fueling and replenishing of vehicle fluids to be performed indoors, which currently occurs outdoors.

#### Problem Since Last Quarterly Report

##### Index Trigger(s): Contingency and Schedule

**Contingency:** The project's combined approved and pending Additional Work Order (AWO) amounts have exceeded the contingency budget of \$824K by 8%. With the project only at 73% overall completion, this triggered the high contingency index for the quarter. The AWOs were largely due to the unforeseen discovery of large subsurface rocks encountered during excavation.

**Schedule:** The First Quarter 2015 Traffic Light Report identifies a four month schedule variance, with Substantial Completion slipping from February 2015 to June 2015. The schedule variance was due to this winter's inclement weather that delayed electrical work on the project until later than scheduled.

#### What is Being Done

**Contingency:** This project was previously reported as red due to a contingency variance. At the time, the project manager anticipated adding more funding to the contingency, however the existing contingency amount has proven to be sufficient to cover the existing AWOs. MTA Bus forecasts the amount will be adequate going forward and the Contingency Index will not be triggered again. The subsurface environmental condition which caused the contingency variance this quarter has been remedied, which will decrease the rate of AWOs and lower the index in regard to overall project progress.

**Schedule:** Construction is on-going and the Substantial Completion date has been revised to June 2015.

#### IEC Comment

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

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

<b>MTA Agency: MTA Bus</b>	<b>Status as of March 31, 2015</b>
<b>Project Name: Security Upgrade: Eastchester and LaGuardia Depots</b>	<b>Current Budget: \$6.8M</b>
	<b>Project EAC: \$6.8M</b>
	<b>Substantial Completion Date at Award: Sep 2014</b>
<b>Project No: U5030218</b>	<b>Current Substantial Completion Date: Jun 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 82%</b>

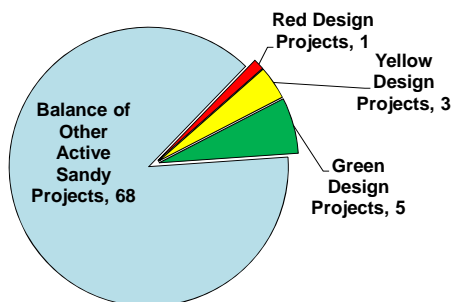
<b>Project Description</b>
<p>This project will furnish and install equipment and material as required for a complete Security System and includes Access Control, Intrusion Detection and a Closed Circuit Television (CCTV) system at both Eastchester and LaGuardia Bus Depots in the MTA Bus system.</p> <p>This project will enhance the Security Division's ability to accomplish its primary goal, perimeter protection. Cameras will require the use of intelligent video analysis to identify predetermined alarm conditions thus notifying the appropriate person(s) to a potential security breach. The electronic security will further enhance the security of the Bus depots together with other security improvements such as perimeter protection, structural hardening and enhance in consequence management and emergency response.</p> <p>These systems will be monitored locally inside the security booth at each depot and remotely at System Wide Centers. Security Systems will be such that it may be readily expanded in the future without significant impact to the initially deployed head end equipment. Codes, standards and specifications shall be the latest edition.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> The First Quarter 2015 Traffic Light Report identifies a four month schedule variance, with Substantial Completion slipping from February 2015 to June 2015. The variance in schedule was triggered by a delay in the fabrication of gates at La Guardia Depot and an Additional Work Order (AWO), resulting in an extension to the schedule.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Construction is on-going, including the gates, which have been fabricated and are scheduled to be delivered. The Substantial Completion date has been revised to June 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 ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

## 1<sup>st</sup> Quarter 2015 Traffic Light Report on MTA Sandy Program

**A total of 77 Active Sandy Projects were Reviewed for the 1<sup>st</sup> Quarter 2015**

The 77 active projects include 9 projects in Design, 15 in Post-Design to Construction Award, and 53 in Construction

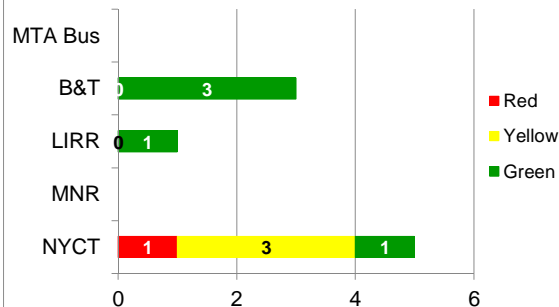
**9 of 77 Projects in Design**



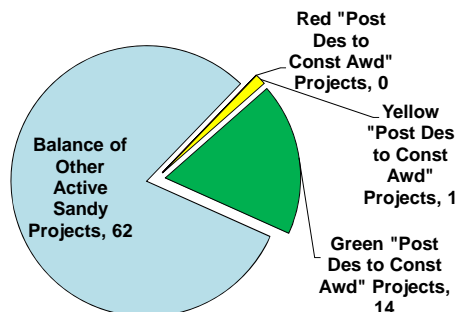
**Summary of Projects in Design:** 9 projects were reviewed in this phase with 5 (56%) designated green, 3 (33%) yellow, and 1 (11%) were red. The 1 design project that was designated Red, was for cost variance which was directly related to additional project scope.

**Last Quarter:** 25 projects were reviewed in this phase with 20 (80%) designated green, 3 (12%) yellow, and 2 (8%) red.

**9 Projects in Design**



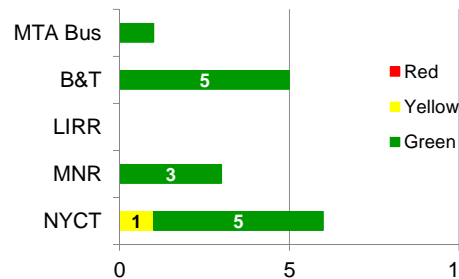
**15 of 77 Projects in Post-Design to Construction Award**



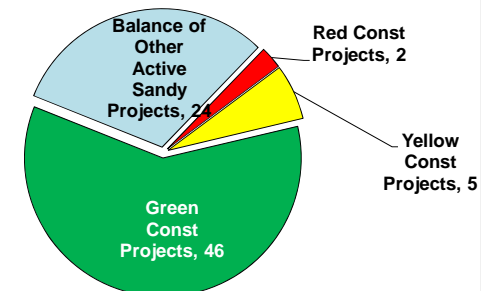
**Summary of Projects in Post-Design to Construction Award:** 15 projects were reviewed in this phase with 14 (93%) designated green and 1 (7%) yellow. No projects in the post-design to construction phase were designated Red.

**Last Quarter:** 19 projects were reviewed in this phase with 18 (95%) designated green and 1 (5%) yellow.

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



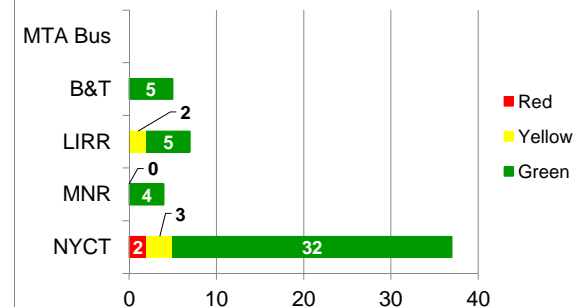
**53 of 77 Projects in Construction**



**Summary of Projects in Construction:** 53 projects were reviewed in this phase with 46 (87%) designated green, 5 (9%) yellow and 2 (4%) red. The 2 construction projects designated Red were for schedule and cost variances directly related to unforeseen conditions, additional project scope and budget revisions allocated to increased TA labor.

**Last Quarter:** 81 projects were reviewed in this phase with 72 (89%) designated green, 3 (3%) yellow and 7 (8%) red.

**53 Projects in Construction**



254 total Sandy Program projects in the 1st Quarter 2015 include 77 Active projects, 43 Completed, 80 in Planning and 54 Projects with current budgets under \$5M







## MTA Sandy Recovery Projects Terms and Definitions

### 1st Quarter 2015 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 qualified 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: 9**

-  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: 15**

-  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: 53**

-  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: 80**

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



**Projects Completed: 43**

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
- Projects with current budgets below \$5M are not displayed in the current quarter's Sandy TLR, but will continue to be maintained in the TLR database for reporting purposes on the overall Sandy Program. If the current budget increases above the \$5M minimum threshold, the projects will return to an active status.



# 1st Quarter 2015 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												
ET040210	Recovery: Employee Facilities at Stillwell Terminal	Construction	Recovery	\$14,335,724	73	1.38	▲	1.09	▲	0	■	Y
ET040213	Recovery: South Ferry Station Complex	Construction	Recovery	\$168,033,529	4	.00	■	1.03	■	0	■	G
ET040217	Recovery: Purchase and Install Automated Fare Collection Equipment	Construction	Recovery	\$12,021,714	48	.00	■	1.00	■	0	■	G
ET040314	Mitigation: Stairwell Protection (Flexgates)	Construction	Mitigation	\$18,446,355	0	.00	■	1.00	▼	0	■	G
ET050206	Recovery: Mainline Track (Montague Tube)	Construction	Recovery	\$21,388,991	100	.71	■	.81	▼	0	■	G
ET050213	Recovery: Mainline Track (South Ferry)	Construction	Recovery	\$18,837,838	3	.00	■	1.11	▲	0	■	R
ET050214	Recovery: Mainline Track (Steinway Tube)	Construction	Recovery	\$8,212,345	75	1.22	▼	1.00	■	0	■	Y
ET050216	Recovery: Mainline Switches (South Ferry)	Construction	Recovery	\$6,746,779	3	.00	■	1.00	■	0	■	G
ET060207	Recovery: Tunnel Lighting (Montague Tube)	Construction	Recovery	\$21,337,736	100	.06	■	.65	▼	0	■	G
ET060208	Recovery: 2 Pump Rooms (Montague Tube)	Construction	Recovery	\$9,410,744	100	.12	■	1.00	■	0	■	G
ET060209	Recovery: Fan Plant (Montague Tube)	Construction	Recovery	\$5,112,498	100	.27	■	1.00	■	0	■	G
ET060212	Recovery: Fan Plant (Greenpoint Tube)	Construction	Recovery	\$10,242,677	45	1.01	▼	1.00	■	0	■	G
ET060217	Recovery: Pump Room (South Ferry)	Construction	Recovery	\$5,403,075	3	.00	■	1.00	■	0	■	G
ET060218	Recovery: 2 Pump Rooms (Southern Manhattan)	Construction	Recovery	\$7,215,402	6	.00	■	1.00	■	0	■	G
ET060221	Recovery: Pump Room (Steinway Tube)	Construction	Recovery	\$14,658,288	80	.99	▼	1.04	■	0	■	G
ET060223	Recovery: Fan Plant (South Ferry)	Construction	Recovery	\$7,307,176	3	.00	■	1.00	■	0	■	G
ET060224	Recovery: 3 Fan Plants (Southern Manhattan)	Construction	Recovery	\$25,712,364	18	.14	▲	1.00	■	0	■	G
ET060227	Recovery: Tunnel Lighting (South Ferry)	Construction	Recovery	\$9,198,732	3	.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	\$12,103,301	0	.00	■	.96	■	0	■	G
ET060231	Recovery: 2 Fan Plants (Cranberry Tube)	Construction	Recovery	\$16,429,496	0	.00	■	.98	■	0	■	G
ET060304	Mitigation: Conversion of 2 Pump Trains	Construction	Mitigation	\$13,885,942	100	.00	■	1.00	■	0	■	G



# 1st Quarter 2015 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												
ET080201	Recovery: South Ferry Interlocking	Construction	Recovery	\$66,465,722	3	.00	■	1.00	■	0	■	G
ET080208	Recovery: Security Equipment in Under River Tubes	Construction	Recovery	\$7,322,000	73	.03	■	1.00	■	0	■	Y
ET080214	Recovery: Signals (Cranberry Tube)	Construction	Recovery	\$17,463,334	0	.00	■	.96	■	0	■	G
ET080218	Recovery: Install Programmable Logic Controller Signal Equipment on the Rockaway Line	Construction	Recovery	\$6,028,978	100	.00	■	1.00	■	0	■	G
ET090207	Recovery: 3 Circuit Breaker Houses (Montague Tube)	Construction	Recovery	\$10,784,868	100	.46	■	.99	■	0	■	G
ET090208	Recovery: Power Cable, Communication Cable and Ducts (Montague Tube)	Construction	Recovery	\$90,928,018	99	.80	■	1.16	▲	0	■	R
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Construction	Recovery	\$50,373,058	0	.00	■	1.00	▼	0	■	G
ET090235	Recovery: 2 Circuit Breaker Houses (South Ferry)	Construction	Recovery	\$18,891,129	3	.00	■	1.00	■	0	■	G
ET090236	Recovery: 2 Circuit Breaker Houses (Westchester Yard)	Construction	Recovery	\$6,025,785	9	.00	■	1.00	■	0	■	G
ET090237	Recovery: 2 Circuit Breaker Houses (Westchester Yard and 239 St Yard)	Construction	Recovery	\$5,964,603	9	.00	■	1.00	■	0	■	G
ET090302	Mitigation: Power Cables and Ducts in the Montague Tube	Construction	Mitigation	\$56,361,181	100	.46	■	1.00	■	0	■	G
ET100212	Recovery: Power Cable at Rockaway Park Yard	Construction	Recovery	\$14,771,331	0	.00	■	1.00	■	0	■	G
ET100306	Mitigation: Near Term Perimeter Protection at Coney Island Yard	Construction	Mitigation	\$13,234,878	100	.28	▲	1.00	■	0	■	G
ET060206	Recovery: Line Equipment Restoration at Various Locations - Design Only	Design	Recovery	\$15,445,181	61	.00	■	1.07	■	1	▲	Y
ET090206	Recovery: Traction Power Restoration at Various Locations - Design Only	Design	Recovery	\$22,633,561	70	.00	■	1.28	▲	14	▲	R
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Design	Recovery	\$9,752,988	89	.00	■	1.10	▲	0	■	Y





# 1st Quarter 2015 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												
ET100218	Recovery: 207 Street Yard Signal System	Design	Recovery	\$6,334,200	34	.00	■	1.00	■	0	■	Y
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Design	Mitigation	\$6,954,196	26	.00	■	1.00	■	0	■	G
ET050212	Track: 53rd St Tube QBL	Post Des to Const Awd	Recovery	\$12,036,095	100	.00	■	1.19	▲	0	■	G
ET080215	Signals: 53rd St Tube QBL	Post Des to Const Awd	Recovery	\$10,394,141	100	.00	■	1.35	▲	0	■	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$41,712,027	100	.00	■	4.20	■	0	■	Y
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Post Des to Const Awd	Recovery	\$6,333,063	99	.00	■	1.08	▼	0	■	G
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Post Des to Const Awd	Recovery	\$55,051,275	0	.00	■	1.57	▼	1	▲	G
ET090238	Substation Equipment (#216): 53rd St. Tube	Post Des to Const Awd	Recovery	\$15,250,961	100	.00	■	.93	▲	0	■	G
ES070213	Recovery: St. George Terminal Tower B - Phase 2	Construction	Recovery	\$6,602,800	4	.00	■	1.00	■	0	■	G
ES070214	Recovery: St. George Interlocking	Construction	Recovery	\$101,542,918	4	.00	■	1.00	■	0	■	G
LIRR - Long Island Rail Road Sandy Program												
EL0403ZJ	Atlantic Ave Tunnels Mitigation	Construction	Mitigation	\$9,900,000	0	.00	■	1.00	■	0	■	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$60,800,000	21	.00	■	1.00	■	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	12	.00	■	1.00	■	0	■	Y
EL0603ZK	Long Island City Yard Resiliency	Construction	Mitigation	\$26,803,366	8	.00	■	1.00	■	0	■	Y
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$56,633,000	42	.00	▲	1.00	■	0	■	G
EL0702ZM	First Avenue Substation Restoration	Construction	Recovery	\$8,429,861	15	.00	■	1.00	■	0	■	G



# 1st Quarter 2015 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>LIRR - Long Island Rail Road Sandy Program</b>												
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	19	.00	■	1.00	■	0	■	G
<b>MNR - Metro-North Railroad Sandy Program</b>												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,721,849	36	.00	■	.96	■	0	■	G
EM040207	Communications & Signal Infrastructure Restoration - Equipment Replacement	Construction	Recovery	\$18,928,727	13	.00	■	.99	■	0	■	G
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$39,064,735	2	.00	■	.98	■	1	▲	G
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$4,624,066	80	1.00	▲	.90	■	1	▲	G
EM030301	Rail Vacuum Mitigation	Post Des to Const Awd	Mitigation	\$12,000,000	0	.00	■	1.00	■	0	■	G
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Post Des to Const Awd	Recovery	\$64,934,880	80	.00	■	.97	■	0	■	G
EM050206	Power Infrastructure Restoration Phase 1	Post Des to Const Awd	Recovery	\$69,485,373	80	.00	■	.97	■	0	■	G
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$125,535,183	0	.00	■	.51	▼	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$8,823,821	0	.00	■	.49	▼	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$144,002,305	0	.00	■	.81	▼	0	■	G
ED050202	Environmental clean-up at Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$16,522,251	0	.00	■	.85	▼	0	■	G



# 1st Quarter 2015 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>B&amp;T - Bridges and Tunnels Sandy Program</b>												
ED060201	MTA B&T administration related to Sandy funding and program implementation.	Construction	Recovery	\$15,510,000	0	.00	■	1.00	■	0	■	G
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Design	Mitigation	\$9,598,426	15	.00	■	.95	■	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
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Post Des to Const Awd	Recovery	\$104,572,199	95	.00	■	.72	▼	0	■	G
ED020203	Restore Queens Midtown Tunnel roadway after Super Storm Sandy	Post Des to Const Awd	Recovery	\$7,611,751	95	.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	\$96,226,591	95	.00	■	.88	▼	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Post Des to Const Awd	Recovery	\$14,065,089	95	.00	■	.87	▼	0	■	G
ED050301	Flood Mitigation - Relocate revenue equipment at Verrazano Narrows Bridge	Post Des to Const Awd	Mitigation	\$7,596,436	0	.00	■	1.00	■	0	■	G
<b>MTA Bus Program</b>												
EU030201	Recovery: Far Rockaway Depot	Post Des to Const Awd	Recovery	\$15,000,000	0	.00	■	.60	■	0	■	G

<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2015</b>
<b>Project Name: Sandy Recovery: Mainline Track - South Ferry Terminal</b>	<b>Current Budget: \$16.8M</b>
	<b>Project EAC: \$18.8 M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: ET050213</b>	<b>Current Substantial Completion Date: Jun 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 3%</b>

<b>Project Description</b>
This project will repair and replace portions of track that was damaged due to flooding from Superstorm Sandy. Items to be replaced include tie blocks, rails, tie plates and associated hardware.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<b>Cost:</b> During the First Quarter 2015, the Estimate at Completion (EAC) increased from \$16.8 M to \$18.8 M in order to repair/replace additional track.
<b>What is Being Done</b>
<b>Cost:</b> An additional \$2.0 million was included in the project reserve task and the Federal Transit Administration (FTA) Contract Agreement for this additional track work.
<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 project 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 March 31, 2015</b>
<b>Project Name: Sandy Recovery: Power, Communication &amp; Ducts – Montague Tube</b>	<b>Current Budget: \$78.2 M</b>
	<b>Project EAC: \$91.0 M</b>
	<b>Substantial Completion Date at Award: Mar 2015</b>
<b>Project No: ET090208</b>	<b>Current Substantial Completion Date: Mar 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 100%</b>

<b>Project Description</b>
<p>This project is for the repair/replacement of duct banks, power and communication cable that were damaged in the Montague Tube due to flooding from Superstorm Sandy. It will integrate resiliency measures such as the installation of corrosion-resistant duct banks and cables. This project is one contract in a series of contracts to rehabilitate the Montague Tube.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the First Quarter 2015, the Estimate at Completion (EAC) for this contract was adjusted from \$78.2 M to \$91.0 M to reflect an increase in the TA Labor task charges. There is no increase in the contract cost. The adjustment redistributes the TA Labor budgets among multiple portions of the contract.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> NYCT redistributed the current budget among various TA Labor task budgets.</p> <p>The project achieved Substantial Completion in 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 IEC has reviewed the projects 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 March 31, 2015</b>
<b>Project Name: Sandy Recovery: Power Cable Restoration-Under River Tubes-Design</b>	<b>Current Budget: \$17.6M</b>
	<b>Project EAC: \$22.6M</b>
	<b>Original Design Completion Date: Mar 2015</b>
<b>Project No: ET090206</b>	<b>Current Design Completion Date: May 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 70%</b>

<b>Project Description</b>
<p>This design project is for the repair/replacement of power cables and ducts for various under river tubes' contracts. The scope includes repair, replacement of damaged duct banks and cables and developing multiple design packages that apply to each construction contracts for the under river tubes that were damaged due to flooding from Superstorm Sandy.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost and Schedule</b>
<p><b>Cost:</b> During the First Quarter 2015, the Estimate at Completion (EAC) increased from \$18.3M to \$22.6M due to an increase in estimated Transit Authority (TA) Labor Services.</p> <p><b>Schedule:</b> During the First Quarter 2015, the forecasted Design Completion date slipped fourteen months from March 2015 to May 2016 to reflect a revision to the construction award of the last under river tube project.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Surveys and field verifications during design for all tubes were coordinated with other activities that required train service diversions to optimize the piggybacking opportunities. TA Labor charges are been reviewed for potential reallocations among contracts that piggybacked on the General Orders (GOs). A budget modification will be initiated for any budget adjustment upon completion of the analysis on TA Labor and EFA tasks.</p> <p><b>Schedule:</b> Design is proceeding and the schedule is in line with the revised under river tube construction schedules.</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 design work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>



## **Projects in CPOC's Risk-Based Monitoring Program (First Quarter 2015 Traffic Light Report – Period Ending March 31, 2015)**

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The following projects in CPOC's Risk-based Monitoring Program are currently reported on by the responsible agency 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**
- **Cortlandt Street Station #1 Line**
- **Signals & Communications**
  - Positive Train Control
  - CBTC- Flushing Line
  - Culver Line CBTC Integrated Test Facility
  - CBTC Queens Blvd. West, Phase I & Phase II
  - VHF Radio
  - Integrated Service Information & Management (ISIM B-Div.)
  - Bus Radio System & Bus Operations Command Center
- **New Fare Payment System**
- **New Subway Car Procurement [2 fleets]**
- **New Bus Procurement [3 fleets]**
- **CRR Rolling Stock Procurement**
- **NYCT Stations Program**
  - Sea Beach Line –Renewal 9 Stations
- **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



**Projects in CPOC's Risk-Based Monitoring Program**  
**(First Quarter 2015 Traffic Light Report – Period Ending March 31, 2015)**

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**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**
- **Cranberry Tube Rehabilitation**
- **Coney Island Shop & Yard Flood Mitigation**
- **53<sup>rd</sup> Street Tube Rehabilitation**



## CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 1st Quarter 2015

### (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
MTAB&T	QM-30	Facility Wide Electrical Upgrade and Vent Buildings Switch Gear and MCC Replacement at the Queens Midtown Tunnel	\$ 38,808,536.00	\$ 1,459,788.80	\$ 396,000.00	1.02%	AM 6	1/2/2015	Additional Contract work required due to a change in site conditions at the Manhattan Ventilation Building and Queens Ventilation Building.
MTAB&T	BW-15	Replacement of Necklace Lighting and Acoustic Monitoring Upgrade at the Bronx Whitestone Bridge	\$ 8,624,616.00	N/A	\$ 421,800.00	4.89%	AM 1	2/17/2015	Modifications to the installation of the necklace lighting at 24 locations and additional lighting and power revisions in the Bronx and Queens Towers.
MTAB&T	PSC-12-2910	Seismic and Wind Investigation at the RFK Bridge	\$ 4,239,182.96	\$ 204,187.16	\$ 456,547.07	10.77%	AM 3	2/24/2015	Perform additional wind tunnel testing and study of wind effects on vehicles and wind retrofits with protective fences for the suspended span of the RFK Bridge. Perform additional seismic analysis using the 1000-year return period for earthquakes as the lower level event.
MTAB&T	QM-30	Facility Wide Electrical Upgrade and Vent Buildings Switch Gear and MCC Replacement at the Queens Midtown Tunnel	\$ 38,808,536.00	\$ 1,855,788.80	\$ 306,041.97	0.79%	AM 7	2/24/2015	Additional Contract work at the Queens Midtown Tunnel.
MTAB&T	PSC-10-2888	Construction Management and Inspection Services for Project TN-82B, Interim Repairs to Orthotropic Deck Structures at the Throgs Neck Bridge	\$ 4,541,525.00	\$ 85,222.00	\$ 689,875.00	15.19%	AM 2	2/25/2015	Additional Construction Management and Inspection Services at the Throgs Neck Bridge under Project TN-82B.
MTACC	C-26505	Furnishing and Installing Finishes and Systems - Number 7 (Flushing) Line Extension	\$513,700,497	\$20,495,939	\$281,496	0.05%	199	1/12/2015	Additional Branch Power Circuits for BCP Panels
MTACC	CM-1188	Engineering Services for the Second Avenue Subway Project	\$337,540,114	\$97,482,274	\$471,529	0.13%	103	1/12/2015	Payment of Overhead Adjustments resulting from MTA Audits Performed for Fiscal Years Ended 2012 and 2013
MTACC	C-26006	Second Avenue Subway Route 132A - 63rd St./Lex. Ave. Station Reconstruction including Rehabilitation and Reconstruction of Entrances, Borough of Manhattan	\$176,450,000	\$11,314,673	\$490,000	0.28%	125	1/13/2015	Entrance 1 Building Utility Impacts at 200 E. 63rd Street
MTACC	C-26005	Second Avenue Subway Route 132A - 96th Street Station Heavy Civil, Structural and Utility Relocation, Borough of Manhattan	\$325,000,000	\$41,121,070	\$350,000	0.11%	165	1/15/2015	Resolution of Claim - Existing End Stop Salvage Value
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	1/16/2015	Load Bearing Assessments of Related Companies' Overbuilds
MTACC	CM005	Manhattan South Structures for the East Side Access Project	\$200,602,743	\$35,699,524	\$340,000	0.17%	14	1/20/2015	Stair Connection
MTACC	CM-1188	Engineering Services for the Second Avenue Subway Project	\$337,540,114	\$98,071,209	\$334,979	0.10%	102	2/4/2015	Provide Material Take-Off for Design Changes on the 96th Street, 86th Street and 72nd Street Stations and Systems Contracts
MTACC	CM014A	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$43,502,000	\$8,115,635	\$328,338	0.75%	38	2/11/2015	Muck & Soil Removal from Madison Yard
MTACC	C-26010	Second Avenue Subway Route 132A - 96th Street Station Finishes, Borough of Manhattan	\$324,600,000	\$13,774,479	\$652,000	0.20%	81	3/6/2015	Milestone 5 Acceleration

## CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 1st Quarter 2015

### (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-26505	Furnishing and Installing Finishes and Systems - Number 7 (Flushing) Line Extension	\$513,700,497	\$22,558,396	\$285,000	0.06%	203	3/12/2015	Lighting Fixture Changes
MTACC	CH053	Construct Harold Structures - Part 1	\$139,280,000	\$154,948,311	\$456,565	0.33%	128	3/17/2015	Extension of Time for Amtrak Car Wash Generator
MTACC	C-26005	Second Avenue Subway Route 132A - 96th Street Station Heavy Civil, Structural and Utility Relocation, Borough of Manhattan	\$325,000,000	\$46,945,746	\$575,663	0.18%	143	3/20/2015	Impact Costs Associated with Additional Geotechnical Monitoring Resulting from Excusable Delays
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	\$6,037,752	\$630,000	0.24%	58	3/24/2015	Procurement of Wall-Arch Formwork, Entrance 1 Lower Escalator Lining
MTACC	C-26010	Second Avenue Subway Route 132A - 96th Street Station Finishes, Borough of Manhattan	\$324,600,000	\$16,560,350	\$375,000	0.12%	82	3/27/2015	Arts for Transit
NYCT	E-31294	Construction of New Emergency Vent Plant #6421 For 7th Ave and 8th Ave Lines (IRT &IND), Manhattan	\$40,297,000	\$112,250	\$620,000	1.54%	1	1/7/2015	Provide Remote Control of Fan Plant for Rapid Transit Operations Personnel (RTO) at the Rail Control Center (RCC)
NYCT	P-36435	Montague Tube Rehabilitation between the Boroughs of Manhattan and Brooklyn	\$102,443,000	\$5,564,001	\$299,460	0.29%	32	1/9/2015	Provide a redundant (2nd) fiber optic communication line between the Montague Fan Plants, the NYCT Hydraulics Rail Control Center and the Sands Street facility
NYCT	CM-1312	Engineering Consultant Services for New Work Car Projects	\$3,519,741	\$1,110,015	\$501,591	14.25%	5	3/19/2015	Four month extension of contract term
NYCT	C-44508/C-42001	Repair of Portals & Abutment Wall 120th St. - 145th St., Broadway - 7th Ave. Line, Borough of Manhattan	\$13,899,000	\$821,959	\$280,000	2.01%	8	3/30/2015	Installation of New Brick Wall
No items for LIRR and MNR									

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

\*\* Including any exercised options