



**Metropolitan Transportation Authority**

# Capital Program Oversight Committee Meeting

## September 2015

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### Committee Members

T. Prendergast, Chair

F. Ferrer

R. Bickford

A. Cappelli

S. Metzger

J. Molloy

M. Pally

J. Sedore

V. Tessitore

C. Wortendyke

N. Zuckerman

# **Capital Program Oversight Committee Meeting**

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

**New York, NY 10004**

**Monday, 9/21/2015**

**1:15 - 2:15 PM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES July 20, 2015**

*- Minutes from July '15 - Page 3*

## **3. COMMITTEE WORK PLAN**

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

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

*- Progress Report on Positive Train Control - Page 8*

*- IEC's Project Review on Positive Train Control - Page 16*

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

*- Progress Report on No. 7 Line Extension - Page 19*

*- IEC's Project Review on No. 7 Line Extension - Page 24*

*- Progress Review on Second Avenue Subway - Page 27*

*- IEC's Project Review on Second Avenue Subway - Page 36*

*- IEC's Second Avenue Subway Appendix - Page 41*

*- Progress Review on East Side Access - Page 42*

*- IEC's Project Review on East Side Access - Page 53*

*- IEC's East Side Access Appendix - Page 58*

*- Progress Review on Cortlandt Street #1 Line Project Review - Page 59*

*- IEC's Project Review on Cortlandt Street #1 Line - Page 65*

## **6. CAPITAL PROGRAM STATUS**

*- Commitments, Completions, and Funding Report - Page 70*

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

*- 2nd Quarter Traffic Light Reports - Page 82*

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

*- CPOC Change Order Report - All Agencies - Page 126*

Date of next meeting: Monday, October 26, 2015 at 1:45 PM

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**July 20, 2015**  
**New York, New York**  
**1:45 P.M.**

MTA CPOC members present:

Hon. Thomas Prendergast  
Hon. Fernando Ferrer  
Hon. Susan Metzger  
Hon. John Molloy  
Hon. Mitchell Pally  
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Robert Bickford  
Hon. Alan Cappelli  
Hon. James Sedore  
Hon. Vincent Tessitore  
Hon. Neal Zuckerman

MTA Board members present:

Hon. Andrew Albert  
Hon. Jonathan Ballan

MTA staff present:

George Cleary  
Michael Garner  
Gwen Harleston  
Brian Murphy  
Craig Stewart  
Michael Wetherell

NYCT staff present:

John O'Grady  
Nidhish Patel  
Fred Smith

Independent Engineering Consultant staff present:

Gerry Gardvits  
Mohammad Mohammadinia

\* \* \*

Chairman Prendergast called the July 20, 2015 meeting of the Capital Program Oversight Committee to order at 2:00 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 June 22, 2015.

### **Committee Work Plan**

Mr. Stewart announced that the presentation on New Fare Payment System will be given at the October CPOC in order to coincide with NYCT's presentation on Systems.

### **NYCT Report on Sandy Recovery and Resiliency**

Mr. O'Grady provided an overview of the NYCT Sandy Recovery and Resiliency Program, including 2015 commitments, as well as highlights of specific projects, including the South Ferry Station Complex, under-river tunnels, and several yards, terminals and shops. Mr. O'Grady then outlined a wide array of competitive resiliency initiatives. In its Project review of the South Ferry Station Complex, the IEC confirmed that the project is progressing in accordance with the approved contractor schedule and that the project is on budget. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

### **NYCT Report on Signals and Train Control Division**

Mr. Patel reported on the CBTC QBL Line West Contracts, which carries a project base budget of \$548M and a project base schedule of 75 months. He outlined the major project activities as well as the top project risks that emerged in a recent risk assessment. In its Project Review of the CBTC Queens Boulevard Line West Phase I and II Risk Assessment, the IEC cited the workshop as being comprehensive in that major design elements of on-car equipment, wayside equipment, site installations and agency support activities were all considered. The IEC then cited the criticality of GO's, particularly those needed later in the contract period, when contractor work is highly dependent on track access. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

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

Following an introduction by Mr. Garner, Ms. Harleston provided a mid-year update on the MWDBE Participation Rates. For the period covering the January – June 2015 timeframe, the MTA anticipates achieving a 20% participation rate against its 17% Federal Goal, and anticipates exceeding its 15% MBE goals by achieving 19%, but MTA anticipates achieving an 11% WBE participation rate against its goal of 15%.

Mr. Murphy provided an overview of the first five years of the Small Business Mentoring Program Tier 1, including its overall award goal of \$92M, which the MTA exceeded with a five-year award total of \$107M, and the first year of the Tier II Program, including its award goal of \$15M, which the MTA exceeded with a \$24M total. Mr. Murphy then outlined the Small Business Federal Program, which was launched in August 2012 with a three-year goal of \$30M in total awards, which the MTA exceeded with a total of \$60M. Mr. Cleary then provided highlights of the Outreach and Development efforts currently underway, including the following: there are a total of 140 prequalified firms in the SBMP; 49 loans, for a total loan amount of nearly \$6M, have been approved since Program inception; and 226 firms participated in the training program as of spring 2015. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

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

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

**Adjournment**

Upon motion duly made and seconded, Chairman Prendergast adjourned the July 20, 2015 meeting of the MTA Capital Program Oversight Committee at 3:00 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**

October 2015

**NYCT Capital Program Update**

- **Signals and Train Control Division**
  - CBTC Flushing Line
  - CBTC Queens Boulevard Line
  - Culver Line CBTC Integrated Test Facility
  - Modernization of Various Interlockings
- **Systems and Security Division**
  - ISIM-B
  - VHF Radio
  - Bus Command Center and Bus Radio System

**NYCT, LIRR, MNR Update on New Fare Payment System**

**Update on Capital Program Security Projects (in Exec Session)**

November 2015

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

**LIRR Capital Programs Update**

- Jamaica Capacity Improvements
- Main Line Double Track

**MNR Capital Programs Update**

- Harmon Shop Replacement
- Hudson Line Sandy Restoration

December 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**

January 2016

NYCT Capital Program Update

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

NYCT, LIRR, MNR Update on New Fare Payment System

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

July 2016

NYCT Capital Program Update

Update on Minority, Women and Disadvantaged Business Participation

September 2016

Quarterly MTACC Capital Program Update

Quarterly Change Order Report

Quarterly Traffic Light Reports

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

**September 21, 2015**





# LIRR/MNR PTC Project Update

- **Budget**

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

- **Schedule**

- The Railroads are still targeting full PTC implementation in December 2018.
- The System Integrator's schedule shows subsystem level testing starting this month, and baseline software to pilot test operational scenarios and configuration available in the first quarter 2016.
- The Railroads continue to work with the System Integrator (SI) to develop and implement a recovery schedule.
  - Intermediate design reviews are being conducted by subsystem and in parallel to the phased software development plan.
  - PTC equipment on non-pilot territory will be installed as hardware designs/equipment approvals are given.



# LIRR/MNR PTC Project Update

- **Progress since June 2015 CPOC Update**

- MNR installed 86 programmed transponders between Bridgeport and New Haven.
- The Railroads installed 5 Wayside Interface Units and developed prototype and mockups for several vehicle types to ensure form and fit.
- The Railroads' Office and Communication hardware systems designs are progressing towards completion by November 2015.
- The Railroads continue to meet Amtrak/NEC Team to finalize the interoperability design.
- FCC has approved LIRR's application for Radio Sites construction permits for the pilot segments, and MNR's approval is still pending.
- **MNR and the FCC continue to work together to obtain the needed spectrum for the remaining 4 counties (approval originally anticipated in July 2015).**



# LIRR/MNR PTC Project Update

- **Pilot Testing**
  - Pilot Sections:
    - LIRR: Port Washington to Harold and Babylon to Patchogue.
    - MNR: Bridgeport to New Haven and Tarrytown to Croton-Harmon.
  - Pilot testing will be performed in 3 phases to provide more robust system-level testing of PTC functionality as system design/development progresses.
  - Pilot is extended to December 2016 (includes several additional months of operational testing).



# LIRR/MNR PTC Project Update

- **90 Day Look Ahead**

- Continue to finalize designs and install wayside and on-board components to support pilot.
- Commence installation of PTC Office System to support operational pilot testing.
- Complete RF surveys for FCC filing and approval.
- Continue to build out the Ground Based Communications network for pilot segments.
- MNR will continue to work with tenant railroads to obtain a formal agreement for full interoperability with MNR PTC systems.



## LIRR PTC Implementation Schedule

(Latest Schedule)

LIRR								
	Wayside Miles				On-Board Units <sup>4,5</sup>			
	Original	Accelerated	Forecast	%	Original	Accelerated	Forecast	%
Dec 2015	63	63	19	6%	41	61	4	1%
Dec 2016	172	256	174	55%	223	380	307	59%
Dec 2017	215	314 <sup>1</sup>	302	95%	393	499 <sup>3</sup>	499 <sup>3</sup>	96%
Dec 2018	318	318 <sup>2</sup>	318 <sup>2</sup>	100%	520	520	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	Accelerated	Forecast	%	Original	Accelerated	Forecast	%
Dec 2015	52	52	17	10%	86	92	1	0.3%
Dec 2016	95	155	115	43%	172	258	164	48%
Dec 2017	171	270	245	91%	258	341	335	98%
Dec 2018	270	270	270	100%	341	341	341	100%

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 (LIRR)

Communications  
Pole / Antenna



Wayside Interface Unit (WIU)



M7 Aspect Display Unit (ADU) Mockup



# PTC Photos (MNR)



**Wayside Interface Unit (WIU)  
Installation at CP271**



**Installed Cab Car PTC ADU**



**Transponder Installation at Pilot #1 Location**



# September 2015 CPOC IEC Project Review



## Positive Train Control



September 21, 2015



# Project Status Review

- **BUDGET** – There have been no cost issues affecting the project estimate since last reported in June 2015.
- **SCHEDULE** –While the FDR milestone slated to be finished in July 2015 is delayed and the Pilot tests extended, the IEC sees no change to the project end date. The complex design is contributing to the delay which is being mitigated by phasing in functionality and the start of component testing. The start of operational Pilot Tests is several months off.



# Project Status Review

## Remarks

- The IEC is in agreement with the Railroads' PTC project update.
- Roughly half of the LIRR M7 fleet on board equipment installation is predicated on using shop space at the WSSY facility starting in October 2015. The shop, under construction by Amtrak, will not be ready by October and the revised equipment installation schedule takes this into account. Going forward, if further delays occur, LIRR may need to consider alternatives to catch up and also fulfill yearly targets.
- MNR has radio spectrum to conduct Pilot tests and is still pursuing it for four counties in their service area. The IEC sees that this issue will impact the project if it is not resolved by mid-2016.



# **MTACC Quarterly Progress Report to CPOC**

## **Number 7 Line Extension**

September 21, 2015

## Number 7 Line Ext.



# Project Overview

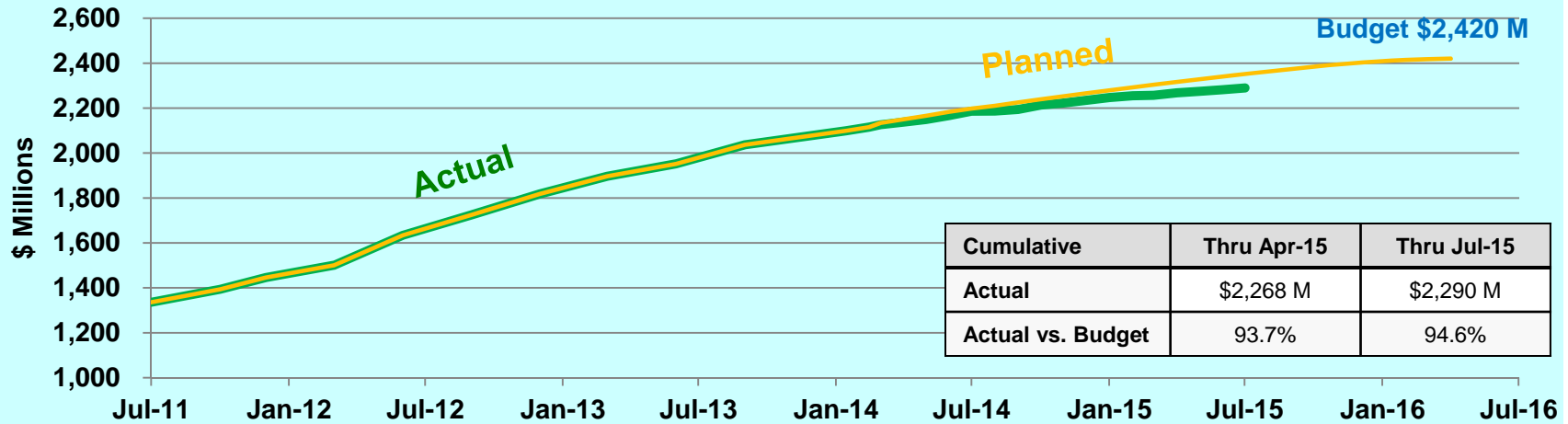
## Overall Status

Item	Comments
Schedule	<p><b>Revenue Service achieved on September 13, 2015.</b></p> <p><u>Secondary entrance at Site P:</u> This entrance was not required for Revenue Service. Structures on East side have been completed. Systems and Finishes and architectural work is in progress. Construction of structures on the West side is on going. To accommodate Developer's work, the Contractor is working on an Agreement with the Developer, which will extend the completion of Site P. Exact completion date will be decided after the Agreement is finalized.</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>

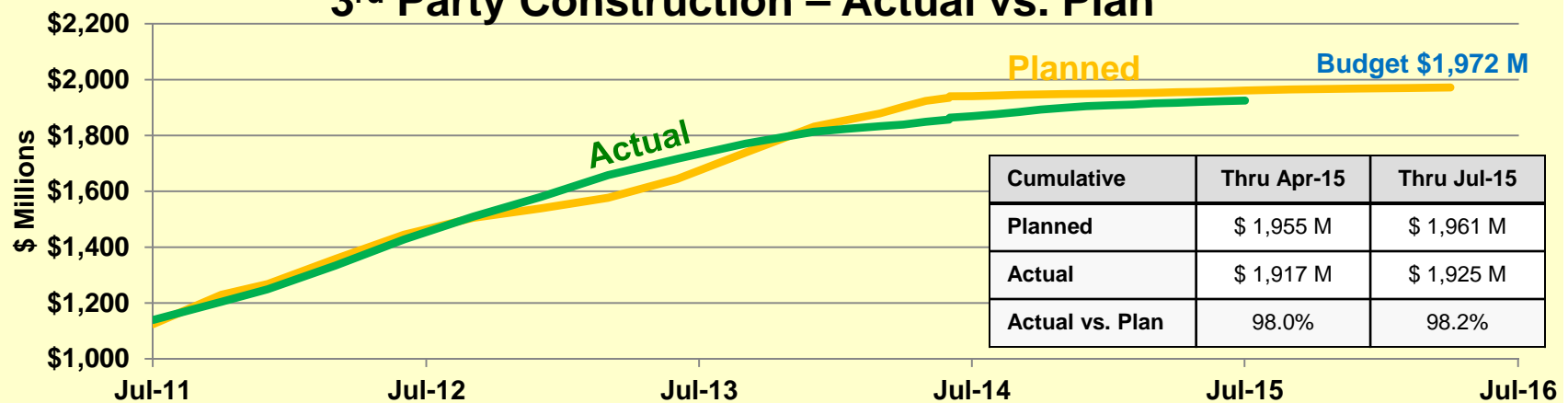
**Number 7  
Line Ext.**

**Cost & Schedule Performance**

**Total Project – Actual vs. Plan**



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



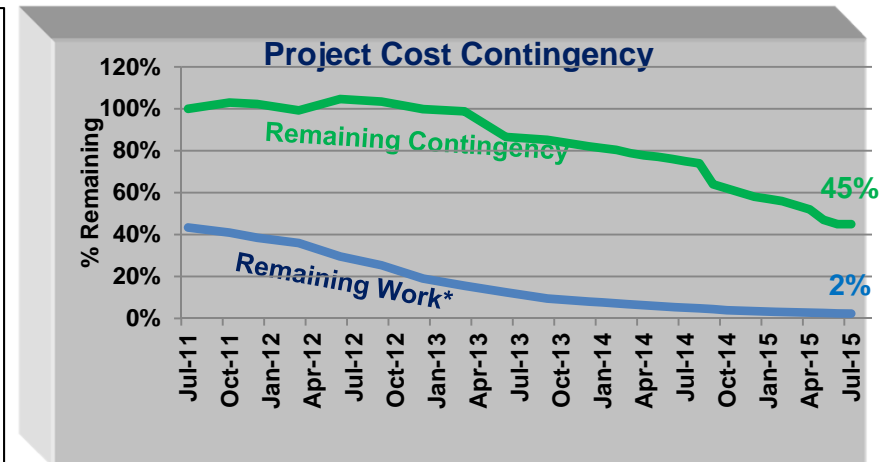
## Number 7 Line Ext.



# Cost & Schedule Contingency Status

### Project Schedule Contingency

- Revenue Service was achieved on September 13, 2015.
- Site P schedule to be determined, pending an agreement between the contractor and developer.







\* 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 \$46.9M in remaining contingency balance, based on executed AWOs, a decrease of \$7.8M from the last report (\$54.7M).
- Currently the project forecasts a remaining contingency balance \$2M at completion.




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## Number 7 Line Ext.

# Critical Milestones and Issues

Status	Activity	Comments
 Green	Critical Code/Observation Log Items	Completed prior to Revenue Service
 Green	Testing & Acceptance of Hydraulic Elevators	Completed prior to Revenue Service
 Green	Station Service Center	Completed prior to Revenue Service
 Yellow	Site P Completion	To Be Determined

### Legend

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

September 21, 2015

# September 2015 CPOC IEC Project Review



## Number 7 Line Extension

September 21, 2015





# Schedule Review

- Revenue Service was achieved on September 13, 2015. The IEC recognizes all the hard work and long hours both MTACC and NYCT have put in to achieve this important milestone. Congratulations!
- The last remaining contract, site P, includes work for a secondary entrance to the 34<sup>th</sup> street station has been delayed as a result of (1) handover delays from the predecessor Systems and Finishes contract and (2) coordination efforts to accommodate Site P developer work.
- MTACC is currently assessing the time and cost impacts to the site P contract.



# 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 the project to be completed within budget.
- The contingency at project completion remains forecast to be \$2M. This does not include \$6.1M for a required groundwater discharge line not included in original project scope.
- Additional monies may also need to be allocated for TA labor (GO's, flagging, etc.) and extension of time for the Systems & Finishes contract. All delay impact costs associated with developer work at the Site P contract will be incurred by the developer.



# **MTACC Quarterly Progress Report to CPOC**

## **Second Avenue Subway**

September 21, 2015

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## 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

- Completed installation of escalator trusses and treads in Entrance 1 at 63<sup>rd</sup> Street Station.
- Completed LAN testing at 63<sup>rd</sup> Street Station, 2 months later than last report.
- Completed 72<sup>nd</sup> Street Station Entrance 1 (301 E 69<sup>th</sup> Street) rock excavation in July and started permanent concrete work.
- Complete the turnover of milestone rooms (33 rooms) at 86<sup>th</sup> Street Station to Systems contractor by end of September 2015. (3 months later than last reported).
- Completed facility power installation at 96<sup>th</sup> Street Station and commenced ConEd inspection.
- Completed major utility work on East side of street at 96<sup>th</sup> Street Station and switched traffic to the East side.
- Installed 11,500 linear feet of track out of 22,000 linear feet of track (last report 8,780 linear feet). Complete track work at 96<sup>th</sup> Street.

#### 90 Day Look Ahead

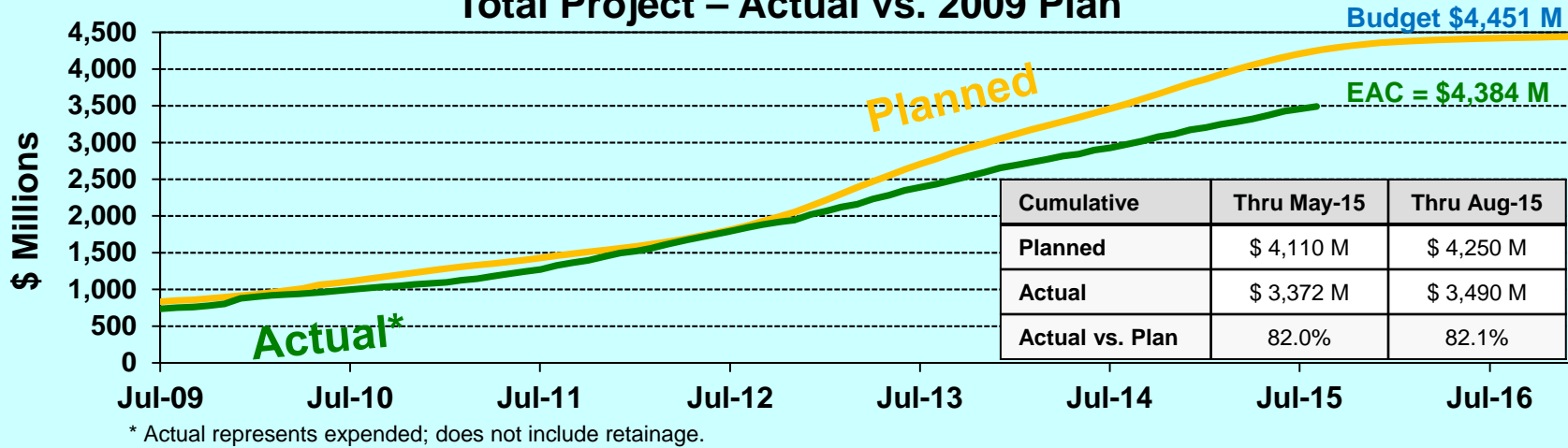
- Complete WAN testing at 63<sup>rd</sup> Street Station by end of October 2015, 4 months later than last report.
- Complete escalator, HVAC and Fan testing & commissioning at 63<sup>rd</sup> Street Station (level 4 testing).
- Complete installation of Facility Power at 72<sup>nd</sup> and 86<sup>th</sup> Street Station.
- Start permanent street restoration work at the 96<sup>th</sup> Street Station.

September 21, 2015

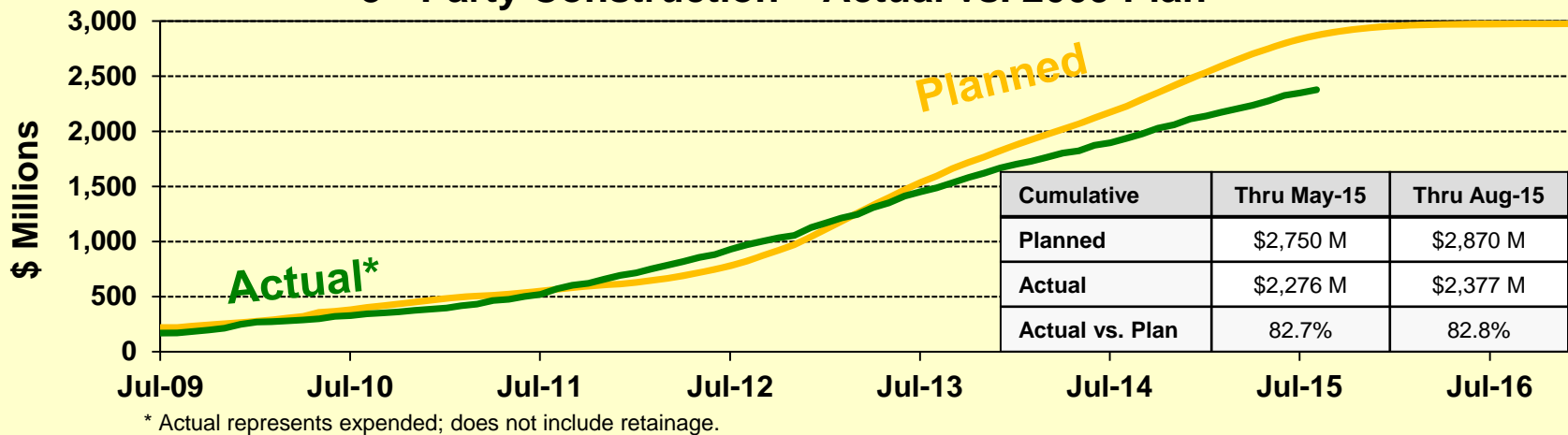
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## Cost & Schedule Performance

### Total Project – Actual vs. 2009 Plan



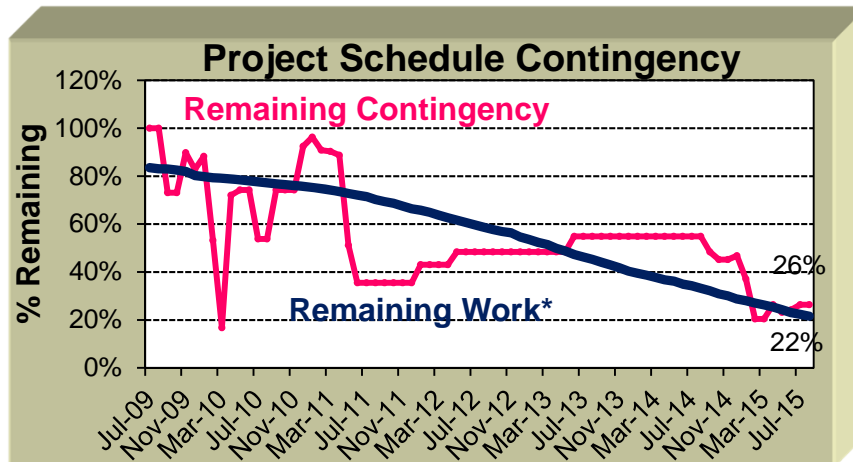
### 3<sup>rd</sup> Party Construction – Actual vs. 2009 Plan



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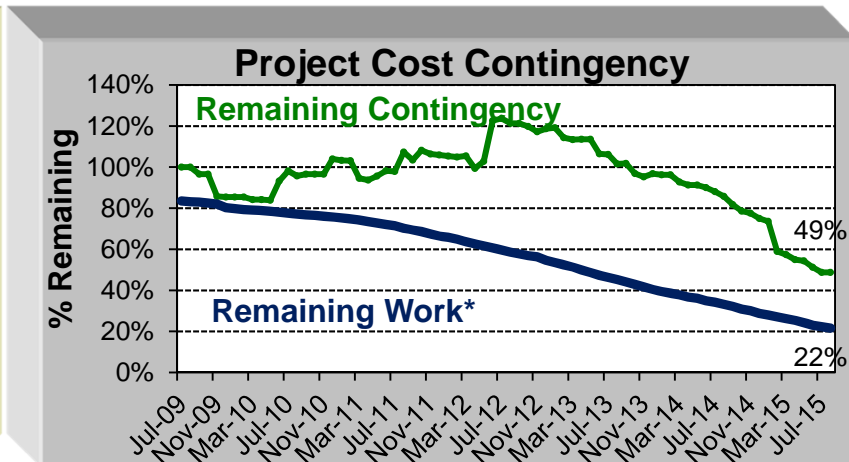


## Cost & Schedule Contingency Status



\* Remaining work starts in 2009

- 2009 schedule contingency: 186 days
- Current schedule contingency is 49 days (43 days in the last report).
- Project continues pursuing efforts to maintain program contingency by accelerating specific work activities in affected contracts.



\* Remaining work starts in 2009


- 2009 budget contingency: \$322 million
- Current budget contingency is \$157 million (as of July 2015), \$18 million less than the last report (\$175 million).
- This reduction in contingency is due primarily to approved and pending negotiation AWO's associated with street restoration and resolution of structural steel claim on 63<sup>rd</sup> Street Station.

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## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Energization of Station Facility Power at 96<sup>th</sup> and 72<sup>nd</sup> Street Stations</b> (Contract 2B, 4C)	<b>Energization Required by December 2015</b>	<p><b><u>Issue:</u></b> Facility Power energization at 96<sup>th</sup> and 72<sup>nd</sup> Street Stations may not be available in time to support planned Testing and Commissioning activities.</p> <p><b><u>Impact:</u></b> Delay in the availability of permanent power will have a direct impact on project contingency</p> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>Facility Power energization at 72<sup>nd</sup> and 96<sup>th</sup> Street Stations are on schedule.</li> </ul>


### Legend

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




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## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Energization of Station Facility Power at 86 <sup>th</sup> Street Stations (Contract 5C)	<b>Energization Required by December 2015</b>  <b>New Schedule Requirement is February 2016</b>	<p><b>Issue:</b> Facility Power energization at 86<sup>th</sup> Street Station is forecast to be delayed 3 months from December 2015 to March 2016.</p> <p><b>Impact:</b> Delay in the availability of permanent power to March 2016 will reduce the current contingency from 49 calendar days to 29 calendar days.</p> <p><b>Mitigation:</b> Worked with Contractors to do the following:</p> <ul style="list-style-type: none"> <li>Project has implemented an acceleration plan to improve the energization date from March 30<sup>th</sup> 2016 to February 28<sup>th</sup> 2016.</li> <li>Project is resequencing Testing and Commissioning of activities to further reduce the impact on project schedule.</li> </ul>

### Legend


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September 21, 2015






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## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Completion of 86 <sup>th</sup> St Station (Contract 5C)	Complete by August 2016	<p><b><u>Issue:</u></b> 86<sup>th</sup> Street Station Finish Contract is one month behind from the need date due to delay in Facility Power and Entrance 1 Escalator fabrication and installation.</p> <p><b><u>Impact:</u></b> This one month delay to the current forecast does not impact Revenue Service Date of December 2016.</p> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>Project has implemented an acceleration plan to improve the Permanent Power energization date.</li> <li>Contractor is working with escalator manufacturer on an accelerated schedule.</li> </ul>


### Legend

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## 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>Completed 72<sup>nd</sup> Street Station Entrance 1 (301 E 69<sup>th</sup> Street) rock excavation in July.</li> <li>The incline structural shell is expected to complete in October 2015.</li> </ul>


### Legend

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	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.




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## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Completion of Systems Track Work (Contract 6)	<b>Complete Track Work by March 2016</b>  <b>New Schedule Requirement is May 2016</b>	<p><b>Issue:</b> Track installation is delayed due to the slow progress with cable pulling and track work installation.</p> <p><b>Impact:</b> Installation of track work 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 accepted a recovery plan in June from Contractor which shows all track work completed in May 2016. This date supports RSD.</li> <li>• Expediting completion of signal, traction power and, communications cable pulling by working multiple shifts.</li> <li>• Modified track work sequence to allow multiple crews to work within the same track zone.</li> </ul>

## Legend

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

September 21, 2015

# September 2015 CPOC IEC Project Review



## Second Avenue Subway



September 21, 2015

# Schedule Review

The 86<sup>th</sup> Street Station Finish contract is running behind its recovery plan to support project completion in December 2016. The contractor has not yet demonstrated the increase in production necessary to support the project's schedule and therefore, it is the IEC's opinion is that the project's schedule contingency is now exhausted. Additionally -

- Provision of permanent power at 86<sup>th</sup> Street, which is crucial to the start of equipment testing, is projected to be 2-3 months delayed beyond the project's target date of December 31, 2015.
- Continuing delays to the turnover of the key equipment rooms at 86<sup>th</sup> Street have reduced the time available for the Systems Contractor to complete critical communications work.



# Schedule Review

In addition to the slow progress at 86<sup>th</sup> Street, other IEC concerns include:

- The trackwork installation work has missed its first two milestones of its schedule recovery plan and is now near-critical for project completion.
- The Project's forecast calls for the completion of the 3 new stations and the project-wide systems work within 8 weeks of each other – this will pose a major challenge to resource availability.



# Budget Review

- Project is on budget and its cost contingency of \$157M remains above the FTA minimum contingency of \$140M for the current level of project completion.
- IEC analysis indicates that project construction expenditures will need to increase to an average of \$40M/mo. from the current \$34M/mo. to support the schedule to complete by December 2016.



# Schedule Risk

The IEC's on-going program-wide risk assessment has identified the following top challenges to the December 2016 Revenue Service Date:

- Design & scope changes during construction
- Testing & commissioning problems with the fire alarm system
- Delays due to staff resource availability
- Delay in the installation of power and communications equipment
- Delay in the completion of the water mist system





# Recommendations Log

Recommendation	Agency Action	Status
<p><b>June 2014</b></p> <p>Complete mitigation plans for major program level schedule risks to improve confidence in December 2016 target revenue service date.</p>	<p>The Project Team is implementing mitigation activities in 5 major areas – Entrance 1 @ 72<sup>nd</sup> Street, Milestone room turnovers, Trackwork installation, facility power installation &amp; test and, testing &amp; commissioning. These plans will be re-examined and revised if warranted upon review of the IEC's Independent Risk Assessment. This IEC assessment is planned for completion in October 2015.</p>	<p>IN-PROGRESS</p>
<p><b>March 2015</b></p> <p>Develop and execute schedule acceleration plans for the remaining work at the 86<sup>th</sup> Street Station site.</p>	<p>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.</p>	<p>IN-PROGRESS</p>



# **MTACC Quarterly Progress Report to CPOC**

## **East Side Access**

September 21, 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

- Completed lower exterior walls in the East Cavern in July for the Manhattan South Structures (CM005). This is 1 month later than last reported.
- Continued concrete placement in the East Structures and tunnel as part of the Manhattan North Structures (CM006) contract (31% completed, as of August 30). See Critical Milestones and Issues slide, page 4.
- Completed the rehabilitation work on the eastbound side of the 63<sup>rd</sup> Street Tunnel in June and transferred tunnel access from CQ032 to CM006 as part of the Plaza Substation and Queens Structures (CQ032) contract.
- Awarded the Harold Structures-Part 3: Track D Approach, 48th St Bridge (CH057) contract in September.
- Received technical and schedule proposals for the Grand Central Terminal Station Caverns and Track (CM007) contract in September, 2 months later than last reported.
- Advertised the Midday Storage Yard CIL Procurement (VQ033) contract in August.

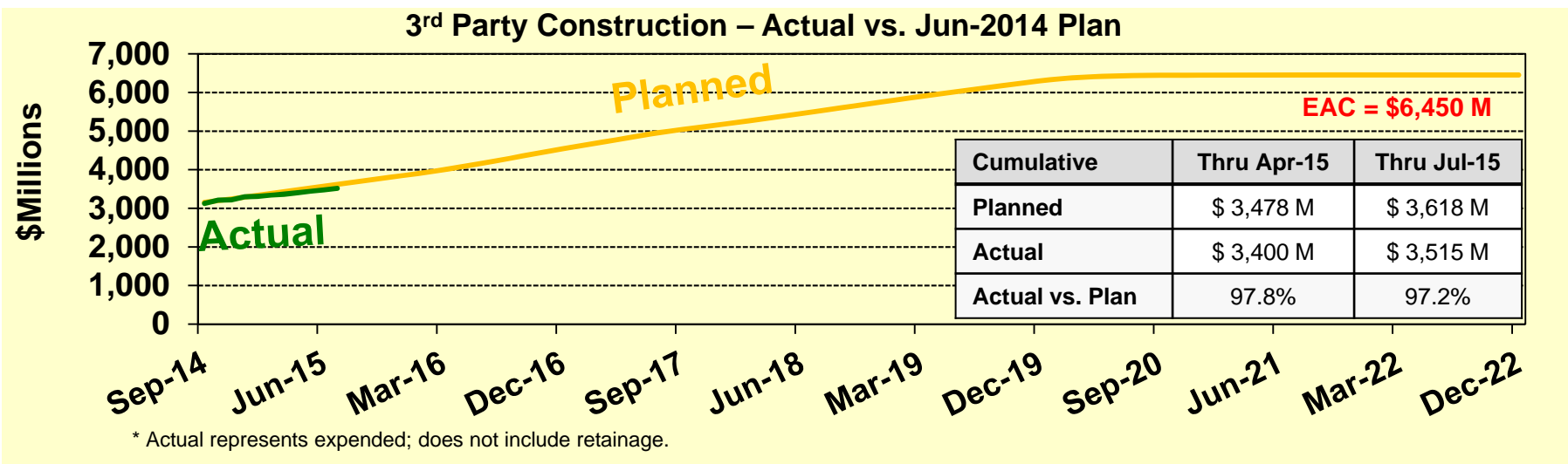
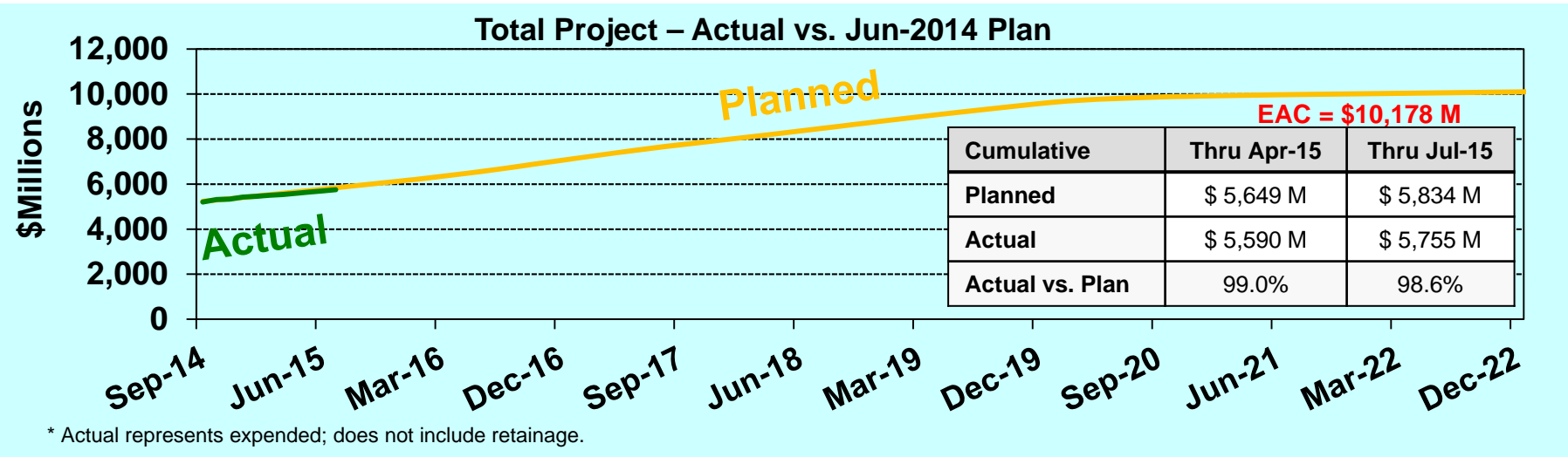
#### 90 Day Look Ahead

- Complete the Bellmouth and Plaza backfill work for the Plaza Substation and Queens Structure (CQ032) contract.
- Achieve Substantial Completion on the GCT Concourse and Facilities Fit-Out Early Work (CM014A) contract, 2 months later than last reported.
- Achieve Substantial Completion on the 55<sup>th</sup> Street Vent Plant Facility (CM013A) contract, 3 months later than last reported.
- Achieve Substantial Completion of Harold Structures Part 1 and GO2 Substation (CH053), 2 months later than last reported.
- Achieve Substantial Completion on the Harold Structures Part 2A (CH054A) contract in October, 1 month later than last reported.
- Receive cost proposals for the Grand Central Terminal Station Caverns and Track (CM007) contract, 2 months later than last reported.
- Advertise Harold Tunnel A Construction (CH061A) contract.
- Award the Midday Storage Yard CIL Procurement (VQ033) contract.

September 21, 2015

# ESA

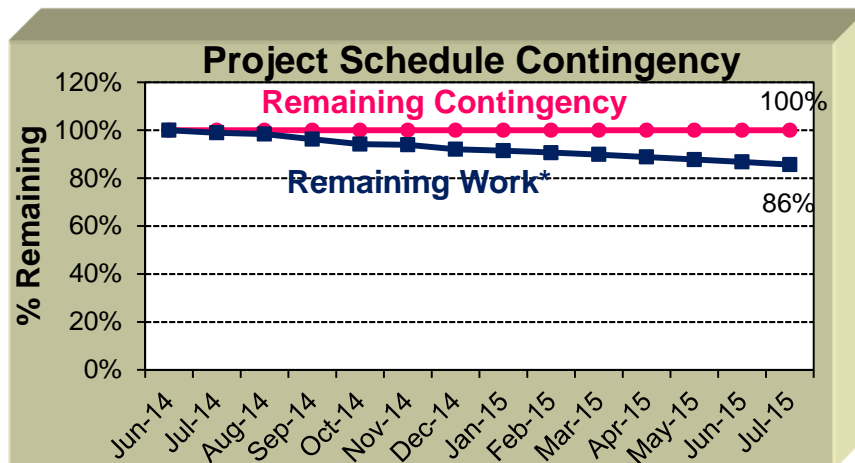
## Cost & Schedule Performance



# ESA

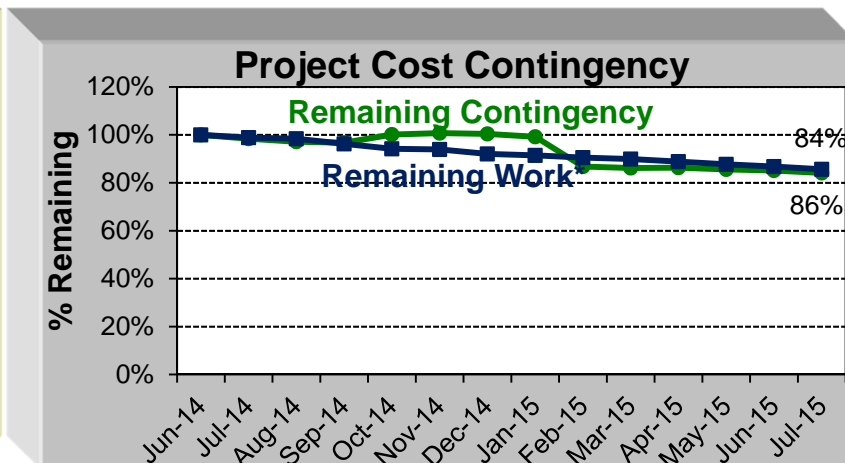


## Cost & Schedule Contingency Status



\* 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: \$688 million (last reported \$706 million)
  - Unallocated contingency: \$366 million
  - Allocated contingency: \$236 million
  - Design development contingency (AFI): \$86 million
- Net decrease in cost contingency is due primarily to addition of new Woodside poles because the existing LIRR poles cannot accommodate the new communications and signal cables.




September 21, 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—Lower Level Tunnels, needs to be completed by February 2016 so that it does not impact site access for CM007, which is scheduled to commence in April 2016. CM007 is on the project's critical path. Milestone #2 is currently forecasted to be achieved on April 20, 2016.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>Robotics for shotcrete application commenced in September. Productivity results will be reported at next CPOC meeting in December.</li> <li>ESA is developing an additional mitigation plan beyond the Robotics 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.




September 21, 2015

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Design Completion to Determine IST Plan &amp; Schedule for Package 1 - Facilities Systems (CS179)</b>	<b>March 2016</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>The contractor's design is forecast to be complete in July 2016, 4 months later than scheduled.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Delays to design completion have the potential to delay the completion of Integrated Systems Testing (IST).</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>ESA is working with the contractor in sequencing the various system designs to reduce the delay. Any remaining delay will be mitigated during construction.</li> <li>ESA is working closely with LIRR to expedite approval of system design elements.</li> </ul>


### Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
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September 21, 2015

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Exercise Contract Options 2, 6 and 7 - Facilities Systems (CS179)	November 2015	<p><b>Issue:</b></p> <ul style="list-style-type: none"> <li>The CS179 contract contains 3 options, totaling \$147.4M, to be exercised not later than November 6, 2015:               <ul style="list-style-type: none"> <li>Option 2—Manhattan North, \$77.4M</li> <li>Option 6—Obsolescence Management, \$30.4M</li> <li>Option 7—Specialty Equipment for Options, \$39.6M</li> </ul> </li> <li>These options are funded in the 2015-2019 Capital Program</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>Without the funding in place these options will expire, ESA will have to negotiate changes to the contract later to add the scope of these options. These contract changes will result in additional costs and schedule delays.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>MTA is investigating alternative funding sources.</li> <li>ESA is quantifying the additional contract costs and potential schedule delays.</li> </ul>

### Legend


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September 21, 2015






# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Procurement of Grand Central Terminal Station Caverns and Track Contract (CM007)	January 2016	<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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September 21, 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>The H3 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> <li>The H3 cutover is on schedule for November 2015.</li> </ul>


### Legend

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September 21, 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 support CH057A critical path work at the Westbound Bypass Tunnel Launch Pit.</li> <li>Since April 18-19, 2015 the Contractor has been unable to work 14 out of 19 weekends requested at the Tunnel Launch Pit due to the lack of outages and resources.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>Mining of the Westbound Bypass Tunnel has been delayed to November 2015.</li> <li>Substantial Completion of this contract is delayed 11 months with additional future delays possible.</li> <li>Potentially significant schedule impact costs resulting from this 3 month delay (\$2-3M).</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>ESA continues efforts to coordinate the securing of track outages and protection resources with Amtrak.</li> </ul>


### Legend

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September 21, 2015

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Amtrak Resources Required for Harold Interlocking Work	Continuing Need; Per Project Schedule Requirements	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Amtrak Electric Traction (ET) direct labor are not consistent and continue to cause schedule delays and cost impacts.</li> <li>No improvement in weekend resources and ET direct labor. Scheduled critical work is not getting completed.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>If the above issues are not resolved, Harold Interlocking work will become the program critical path. This impact has the potential to delay Revenue Service.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>ESA continues to meet with Amtrak on the critical nature of this issue in order to develop strategies to provide the required resources and outages to support schedule.</li> </ul>

### Legend

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# September 2015 CPOC IEC Project Review



## East Side Access



September 21, 2015

## BUDGET & SCHEDULE

- The ESA budget is \$10.178B with a contingency of \$688M, a reduction of \$18M compared with June 2015; in addition, there are cost uncertainties putting further pressure on the contingency.
- The ESA Revenue Service Date is December 2022 with a 22-month unallocated contingency. The contingency has not changed since it was established in June 2014.
- The Harold work required for revenue service remains off the project critical path by 3 months, a loss of 3 months since last reported in June 2015.



## IEC CONCERNS – SYSTEMS

- Facilities Systems Package 1 (CS179) Schedule:
  - The contractor is falling behind in achieving the design milestones.
  - The field workforce in August was roughly at half the anticipated strength.
  - The current contractor schedule shows unattainable resource peaks for installation and local testing.
  - The current integrated systems testing (IST) start date has been delayed from August to November 2018 and a detailed IST schedule is now expected in July 2016.
  - Based on the ongoing delays and schedule issues, the IEC analysis shows a completion date for CS179 in July 2020 versus the currently planned November 2019.



## IEC CONCERNS – HAROLD

- 3<sup>rd</sup> Party work in Harold continues to be delayed by lower than expected production rates and inconsistent Amtrak support, potentially further eroding the contingency between Harold and the project critical path through Manhattan and Systems.
- In addition, delays to the signal hut (CIL) cutover plan, due to extended preparatory work and longer than expected testing durations, will push out Harold infrastructure improvements and civil/structural work required for revenue service.





## IEC RECOMMENDATIONS – SYSTEMS

- Facilities Systems Package 1 (CS179) Schedule:
  - The IEC recommends that MTACC addresses the unattainable resource peaks for installation and local testing in the current contractor schedule, to improve schedule certainty.



# Recommendations Log

Recommendation (June 2015)	Agency Response/Action	Status
The IEC recommends that the contractor provide a framework that shows proper logic and high level durations until a detailed integrated systems testing schedule is available.	MTACC agrees and committed to provide a framework by the end of the preliminary design review for the ten control subsystems in September/October 2015.	In Progress
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 and several updates. Full approval of the schedule will be given once a detailed IST schedule will be included at the end of design in July 2016.	In Progress
Provide independent estimates for all remaining major civil and systems contracts in their current bid configuration.	Awaiting independent estimate for Midday Storage Yard (CQ033).	In Progress
In light of the Systems Package 1 (CS179) base and options repackaging and the breakup of Systems Package 2 (CS284) into two packages (CS084 and CS284), the ESA team should revisit the LIRR Force Account Support during Testing & Commissioning, exclusive of the review/co-review of submittals for Systems Packages 1 and 2, to determine if the budget is sufficient.	MTACC has provided documentation signed by LIRR that supported a lower number than the \$32M currently in the budget for LIRR Force Account Support during Testing and Commissioning. MTACC and LIRR are currently in the process of re-evaluating this number.	Closed



# **MTACC Quarterly Progress Report to CPOC**

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

September 21, 2015

## Project Overview

### Overall Status

Item	Comments
Schedule	Substantial Completion is August 2018, pending risk assessment
Cost	Budget is \$158.4 million, pending risk assessment

### Highlights

#### Progress


- 1,200 linear feet (100%) of Southbound track work was reconstructed and completed
- Completed relocation of third rail for 1,200 linear feet (100%) of Southbound and 600 linear feet (50%) of Northbound
- Removed 50% of temporary platform shielding

#### 90 Day Look Ahead




- Complete Northbound track reconstruction, including remaining third rail
- Begin platform reconstruction
- Complete design of Northern Access
- Finalize Risk Assessment

## Cortlandt

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Complete Design of Northern Street Entrance	October 2015	<p><b><u>Issue:</u></b> Complete design of the Northern Entrance by the first week of October 2015.</p> <p><b><u>Impact:</u></b> Delay in completing the design will potentially delay issue of construction change order and in turn may delay construction of this work.</p> <p><b><u>Mitigation:</u></b> Working with all stakeholders to expedite approval of the design.</p>

### Legend


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

September 21, 2015




## Cortlandt



## Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 Yellow	Issue Change Order of Northern Street Entrance	December 2015	<p><b><u>Issue:</u></b> Negotiation of the Northern Entrance must be completed in a timely manner to allow for construction change order to be issued in December 2015.</p> <p><b><u>Impact:</u></b> Delay in issuing construction change order by the end of this year will potentially impact elevator and conduit installation.</p> <p><b><u>Mitigation:</u></b> Initiating a two part change order to mitigate potential delays. Part 1 will begin preparation of shop drawings while Part 2 is in negotiation.</p>

## Legend




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

September 21, 2015

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Complete All Track Work	June 2016	<p><b><u>Issue:</u></b> Need to complete all Right-of Way work by June 2016.</p> <p><b><u>Impact:</u></b> Delay in completing all Right-of Way work by June 2016 will impact the completion of the project due to unavailability of General Orders (GOs) after June 2016.</p> <p><b><u>Mitigation:</u></b> Track work has progressed well and all track work is expected to be completed by mid-November 2015 and all Right-of-Way work (platform and platform edge, conduits) will be completed by June 2016. Project will continue to closely monitor progress.</p>


### Legend

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




## Cortlandt



## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Demolition of the Existing PATH Station North Temporary Access by PANYNJ	January 2016	<p><b><u>Issue:</u></b> Port Authority of New York and New Jersey (PANYNJ) needs to demolish the Path Station North Temporary Access in order for construction to begin in January 2016. PANYNJ has delayed demolition start to October 2015, one month later than last reported.</p> <p><b><u>Impact:</u></b> Delay in demolition by PANYNJ will delay construction (day for day) of the northern entrance which in turn may delay opening of the station.</p> <p><b><u>Mitigation:</u></b> An agreement with the PANYNJ is under development to ensure that the demolition is completed and site is handed over to MTA to begin construction in January 2016.</p>

## Legend

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

September 21, 2015



# **September 2015 CPOC IEC Project Review**



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



### **September 21, 2015**

# Budget Review

- The current established project budget is \$158.4M. The most recent preliminary risk assessment results indicate the project budget is likely to increase. The current budgeted contingency contains a substantial amount of un-negotiated change orders, such as the addition of a North Entrance and updated communications systems. This could reduce the available contingency to an unacceptable amount for the current established project budget.



# Schedule Review

- The project has an estimated substantial completion date of August 2018.
- Right-of-way construction is progressing on schedule and is currently trending to be complete by the June 2016 milestone date.
- The station North Entrance design is on schedule to be complete in time to issue a change order for construction by the end of the year.



# IEC Concerns & Issues

## **LOGISTICS:**

- The logistical challenges and complexities of the site pose additional cost and schedule risks to the project. 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.

## **OBSERVATION:**

- A funding reserve should be identified to address the potential project budget shortfall.



# Recommendations

- Finalize outstanding design and code issues related to North Entrance before they impact the project schedule and budget.
- Develop a cost & schedule recovery plan to address potential contingency shortfalls.



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# **MTA Capital Program Commitments & Completions**

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

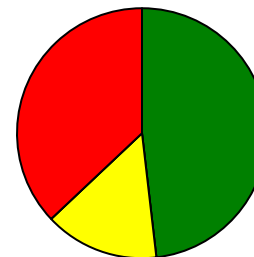
## Capital Projects – Major Commitments – August 2015

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 2015-19 plan will be added subsequent to plan approval. Through August, 27 major commitments are being reported on. Ten commitments are delayed, four projects had been delayed, but have since been awarded, and 13 commitments were made on time. CBTC Interoperability still requires final procurement activities and has now slipped to September. Additional year-to-date commitments will be reported on as the year progresses.

Through August, agencies have committed \$2.1 billion versus a \$2.5 billion YTD goal. The YTD shortfall is predominantly due to the aforementioned slips. By year-end, the MTA forecasts committing 106% 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 commitments that slipped beyond 2014. These are reported quarterly under a separate section. The next report will be presented to CPOC in October.

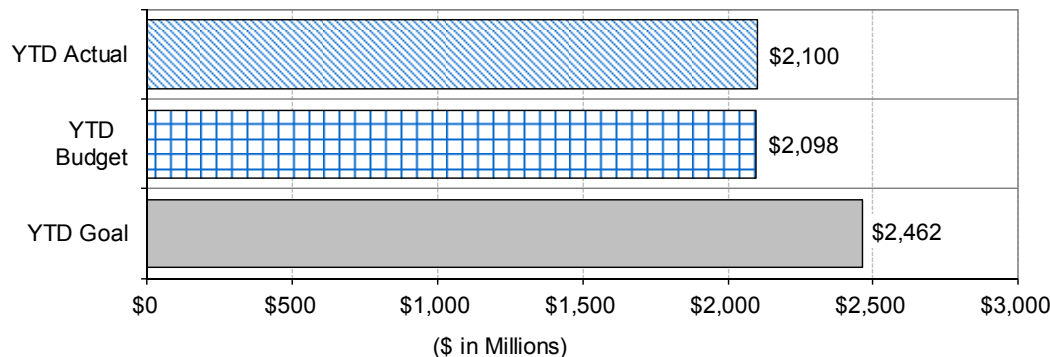
## Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Commitments made/forecast within Goal	13	48%	-
<b>YELLOW</b> = Commitments delayed beyond Goal (already achieved)	4	15%	↓ 1
<b>RED</b> = Commitments delayed beyond Goal (not yet achieved)	10	37%	↑ 3
<b>Total</b>	27	100%	↑ 2

## Budget Analysis

2015 Annual Goal	\$3,123	(\$ in millions)
2015 Annual Forecast	106%	of Annual Goal
Forecast left to Commit	37%	(\$1,223)



## Year-to-Date Agency Breakdown

2015 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
5	2	4	
	----	-1 YELLOW	+2 RED
<b>Long Island Rail Road</b>			
3	1		
	----	----	----
<b>Metro-North Railroad</b>			
1	1		
	----	----	----
<b>Bridges and Tunnels</b>			
4	4		
	----	----	----
<b>Capital Construction Company</b>			
1			
	----	----	----
<b>MTA Bus Company</b>			
1			
	----	----	+1 RED
<b>MTA Police Department</b>			
	----	----	----

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

## Actual Results Shaded

Project	Commitment	Goal	Forecast
<b>10 All-Agency Red Commitments (3 new this month)</b>			
<b>NYCT</b>			
<i>Signals &amp; Communications</i>			
Integrated Service Information & Management B- Div: Module 1	Construction Award	Jun-15 \$43.2M	Sep-15 \$55.5M
Delays continue due to scope and schedule revisions. Cost increase reflects a longer project duration: from 25 to 37 months.			
<b>CBTC: Equipment Supplier Interoperability - (New Item)</b>	Construction Award	Apr-15 \$38.4M	Sep-15 \$18.9M
The award was approved at the July Board meeting and the commitment month was reported as July. However, a delay in procurement activities has pushed the notice to proceed to September. The project's cost decreased due to a lower negotiated price.			
<i>Bus Depots</i>			
<b>Bus Radio System - NYCT (New Item)</b>	Construction Award	Aug-15 \$215.0M	Nov-15 \$195.1M
Delayed due to protracted evaluation of proposals. Project cost decreased due to refined estimate based on signed drawings and project MOU with MTA Bus Company.			
<i>Sandy Recovery and Resiliency</i>			
Sidewalk Vent Grating- 8 Stations	Construction Award	Jul-15 \$70.4M	Dec-15 \$70.4M
Continuing delays attributable to design revisions, including incorporation of additional locations for mechanical closure devices.			
<b>LIRR</b>			
<i>Sandy Recovery and Resiliency</i>			
Long Beach Substation Replacement	Construction Award	Jun-15 \$18.7M	Nov-15 \$18.7M
\$10.7M of the project was committed in March for in- house work. Commitment of the 3rd party construction (\$8M) has been delayed due to a design change.			

Project	Commitment	Goal	Forecast
<b>B&amp;T</b>			
<i>RFK Bridge</i>			
Construction of New Harlem River Drive Ramp - RFK Bridge	MOU	Jun-15 \$15.0M	Nov-15 \$15.0M
Delay due to extended negotiations with New York City DOT and their contractor to finalize contract terms.			
<i>Marine Parkway Bridge</i>			
Miscellaneous Steel Repairs & Structural Rehab - Marine Parkway	Construction Award	Jun-15 \$21.8M	Oct-15 \$21.8M
Delays continue due to additional time required to prepare bid documents.			
Roadway Structures Painting	Construction Award	Jun-15 \$17.0M	Oct-15 \$17.0M
Delays continue due to additional time required to prepare bid documents.			
Rehab of Programmable Logic Controller & Mechanical System	Construction Award	Jun-15 \$24.3M	Oct-15 \$24.3M
Delays continue due to additional time required to prepare bid documents.			
<b>MTA Bus</b>			
<i>Bus Projects</i>			
<b>Bus Radio System - MTA Bus (New Item)</b>	Construction Award	Aug-15 \$58.5M	Nov-15 \$58.5M
Delay due to protracted evaluation of proposals.			



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

*Actual Results Shaded*

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
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### 4 All-Agency Yellow Commitments (0 new this month)

#### NYCT

##### Track & Switches

2015 Track & Switch Program (11 Projects) - 1st Qtr	Construction Award	Feb-15 \$180.4M	May-15 (A) \$180.4M
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The overall commitment was delayed due to the re-scheduling of Jerome Line track work until May (\$1M out of \$180.4M goal). All 10 other projects were committed on time.

##### Signals & Communications

CBTC: Queens Boulevard Phase 1	Construction Award	Apr-15 \$213.6M	Aug-15 (A) \$235.7M
--------------------------------	--------------------	--------------------	------------------------

Delay was due to a protracted procurement period to complete negotiations with prospective bidders. Previously this commitment was reported as having been made in July following a Board action, but procurement activities delayed the final commitment to August. The increased cost was due to an unfavorable bid.

#### MNR

##### Structures

Replace/Repair Undergrade Bridges	Construction Award	Apr-15 \$10.1M	May-15 (A) \$9.9M
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Full award was delayed due to timing of the force account commitment.

#### MTACC

##### Cortlandt Station

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 – August 2015 – Budget Only\* Variances

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

## Actual Results Shaded

Project	Commitment	Goal	Forecast
<b>6 All-Agency Budget Only Commitments (0 new this month)</b>			
<b>NYCT</b>			
<i>Sandy Recovery and Resiliency</i>			
Joralemon Tube - Sandy Restoration	Construction Award	Jul-15 \$57.1M	Jul-15 (A) \$117.1M
Initial cost increase due to scope added to address unforeseen field conditions, resiliency measures, and construction phase costs not initially included in estimates. Subsequent cost increase attributable to unfavorable bids.			

### 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
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.			

Project	Commitment	Goal	Forecast
<b>MNR</b>			
<i>Sandy Recovery and Resiliency</i>			
Power/C & S Infrastructure Restoration Ph 1	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.			

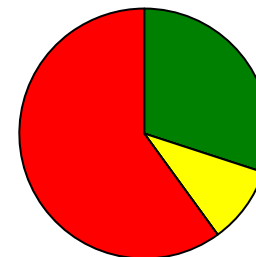
## Capital Projects – Major Completions – August 2015

25 major completions are planned for 2015, totaling \$2.6 billion. Through August, 20 projects are being tracked. 12 projects are late, two projects were late, but have now been completed, and six projects were completed on time. Additional year-to-date completions will be reported on as the year progresses.

Through August, agencies completed \$1.2 billion versus a \$1.9 billion YTD goal. The YTD shortfall is mostly due to the 12 late completions, nearly all of which are expected to be completed by year-end. By year-end, the MTA forecasts meeting 87% of its \$2.6 billion goal a reduction from the 98% figure forecast at the July CPOC meeting. The projected shortfall is mainly due to the forecast slip of Second Avenue Subway's contract completion for the 63<sup>rd</sup> Street station (\$225M) which has a December goal, but is now forecast for 2016.

The MTA continues to track 2014 major completions that slipped beyond 2014. These are reported quarterly under a separate section. The next report will be presented to CPOC in October.

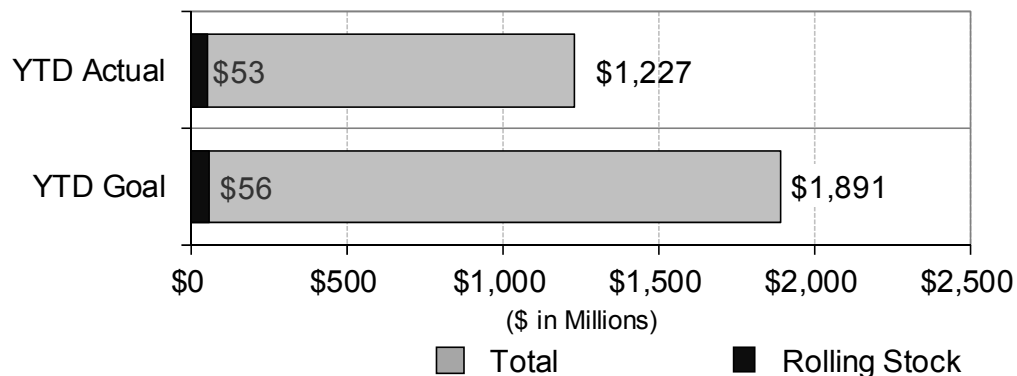
## Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Completions made/forecast within Goal	6	30%	↑ 2
<b>YELLOW</b> = Completions delayed beyond Goal (already achieved)	2	10%	↑ 1
<b>RED</b> = Completions delayed beyond Goal (not yet achieved)	12	60%	-
	20	100%	↑ 3

## Budget Analysis

2015 Annual Goal	\$2,550	(\$ in millions)
2015 Annual Forecast	87%	of Annual Goal
Forecast left to Complete	45%	(\$994)



## Year-to-Date Agency Breakdown

2015 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
3 1 5	+1 GREEN	+1 YELLOW	-1 RED
<b>Long Island Rail Road</b>			
2 2	+1 GREEN	----	----
<b>Metro-North Railroad</b>			
1 2	----	----	+1 RED
<b>Bridges and Tunnels</b>			
1 2	----	----	----
<b>Capital Construction Company</b>			
1	----	----	----
<b>MTA Bus Company</b>			
	----	----	----
<b>MTA Police Department</b>			
	----	----	----

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

## Actual Results Shaded

Project	Completion	Goal	Forecast
<b>12 All-Agency Red Completions (1 new this month)</b>			
<b>NYCT</b>			
<i>Buses &amp; Depots</i>			
Bus Time Customer Information System	Construction	Apr-15 \$48.8M	Dec-15 \$47.5M
Delay due to extension to allow for training of in-house forces. Cost decrease reflects refined estimate.			
<i>Track &amp; Switches</i>			
2015 Track & Switch Program (13 Projects) - 2nd Qtr	Construction	Jun-15 \$149.6M	Dec-15 \$163.1M
Delay due to availability of general orders for work on the Lexington and Brighton Lines.			
<i>Security</i>			
Electronic Security - Under River Tunnel Ph 2	Construction	May-15 \$31.0M	Sep-15 \$27.9M
Initial delay due to contractor staffing constraints, incomplete power work and delayed site acceptance test procedures. Additional delay attributed to flagging support issues in 60th St. and Montague Tunnels.			
<i>Signals &amp; Communications</i>			
CBTC Test Track Pilot - Culver Line	Construction	Jul-15 \$97.5M	Dec-15 \$97.6M
Continued delay due to interoperability testing and pending software delivery.			
Duct Rehabilitation and Negative Cable - Steinway/Flushing	Construction	Jul-15 \$49.7M	Mar-16 \$51.7M
Delay due to limited availability of general orders in the Steinway Tube. Increased cost reflects the extended project duration.			

Project	Completion	Goal	Forecast
<b>LIRR</b>			
<i>Power</i>			
Replace Hillside & Kew Gardens Substations	Construction	Jun-15 \$25.5M	Sep-15 \$25.5M
Delay due to scheduling conflicts between Con Ed and LIRR.			
<i>Signals &amp; Communications</i>			
Centralized Train Control	Construction	Jun-15 \$12.9M	Jan-16 \$12.9M
Theater Operations were re-evaluated, resulting in the need to re-design the rail control theater and has, subsequently, delayed substantial completion.			
<b>MNR</b>			
<i>Stations</i>			
North White Plains Parking Garage	Construction	Jun-15 \$41.8M	Oct-15 \$41.8M
Delay due to subcontractor performance issues.			
Harlem River Lift Bridge Cable/Breaker House /Controls (New Item)	Construction	Aug-15 \$25.4M	Nov-15 \$25.4M
Due to elevator subcontractor performance issues, the project completion date is now forecasted for November 2015.			
<b>MTACC</b>			
<i>East Side Access</i>			
55th Street Vent Plant (CM013A)	Construction	Apr-15 \$58.9M	Dec-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.			

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

## Actual Results Shaded

Project	Completion	Goal	Forecast
<b>12 All-Agency Red Completions (1 new this month) (cont'd)</b>			
<b>B&amp;T</b>			
<i>Marine Parkway Bridge</i>			
Substructure & Underwater Scour Protection	Construction	Jul-15 \$26.5M	Oct-15 \$26.5M
Delay due to unforeseen field conditions.			
<i>Bronx Whitestone Bridge</i>			
Necklace Lighting	Construction	Jul-15 \$12.5M	Nov-15 \$12.5M
Delay due to severe winter weather conditions in addition to facility coordination and access issues.			

Project	Completion	Goal	Forecast
<b>2 All-Agency Yellow Completions (1 new this month)</b>			
<b>NYCT</b>			
<i>Sandy Recovery and Resiliency</i>			
<b>Greenpoint Tube Equipment Restoration (New Item)</b>	Construction	Apr-15 \$37.7M	Aug-15 (A) \$37.7M
Initial delay was due to modification of fan plant remote control system. Additional three month delay due to issues with one of the pumps.			
<b>MNR</b>			
<i>Rolling Stock</i>			
M-8 23 Cars Acceptance	Procurement	May-15 \$26.7M	Jun-15 (A) \$26.7M
Seventeen cars were accepted on-time. Remaining six were delayed to June 2015 due to additional car inspections.			

## Capital Projects – Major Completions – August 2015 – Budget\* Variances

*Actual Results Shaded*

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

Project	Completion	Goal	Forecast
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### 1 All-Agency Budget Only Completions (0 new this month)

#### NYCT

##### *Sandy Recovery and Resiliency*

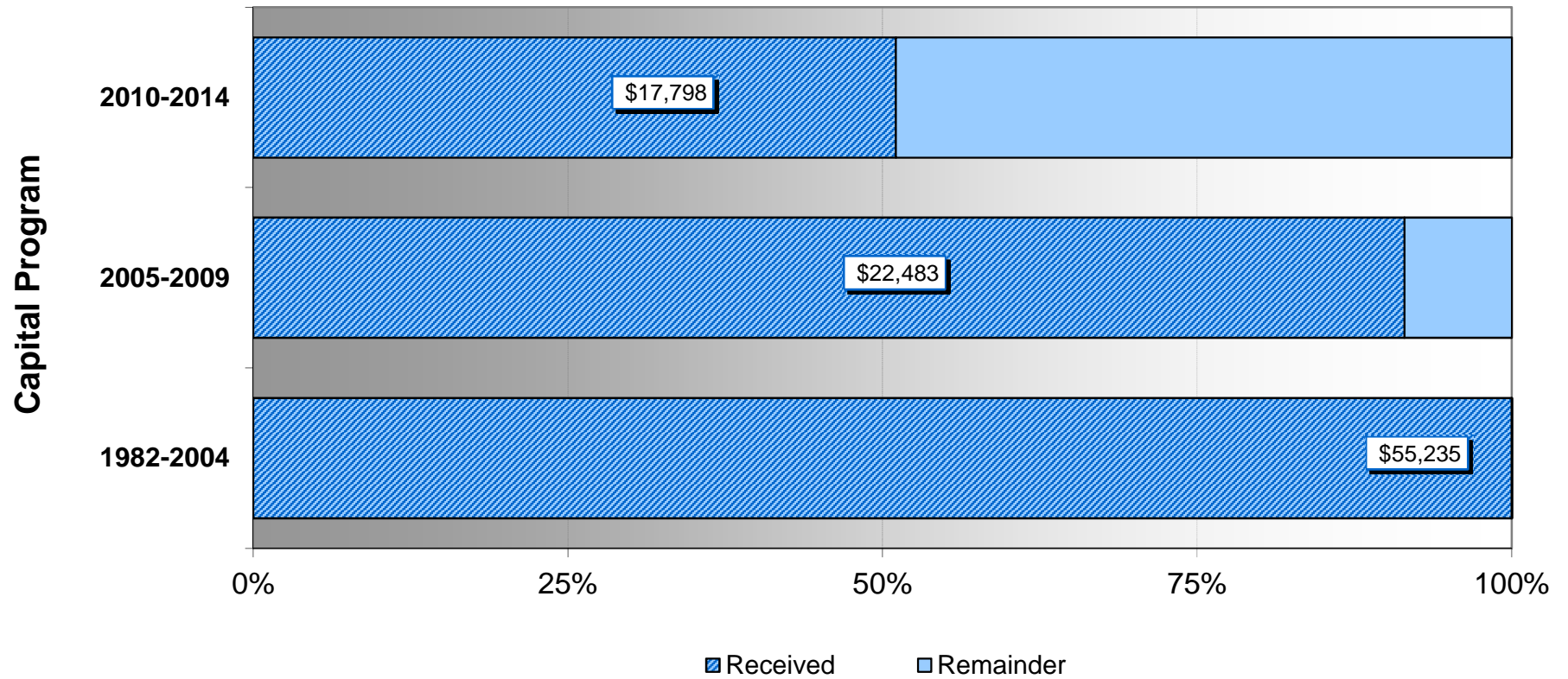
Repairs at Montague Tube	Construction	Mar-15 \$220.9M	Mar-15 (A) \$205.8M
Decrease in forecasted cost due to early completion of contract. Savings realized as part of closeout process.			

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## Status of MTA Capital Program Funding

## Capital Funding (August 31, 2015)

\$ in millions





## Capital Funding Detail (August 31, 2015)

\$ in millions

### 2005-2009 Program

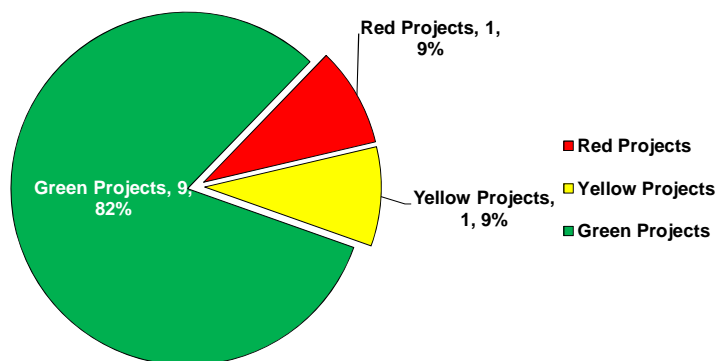
	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru June</u>	<u>This month</u>	<u>Received to date</u>
Federal Formula and Flexible Funds	\$5,186	\$5,186	\$ -	\$5,186
Federal New Start	2,810	2,018	-	2,018
Federal Security	323	262	-	262
Federal Other	11	11	-	11
Federal ARRA - Stimulus	654	654	-	654
City of New York	418	409	-	409
City #7 Line Extension Funds	2,367	2,157	6	2,162
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>22,477</b>	<b>6</b>	<b>22,483</b>

### 2010-2014 Program

	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru June</u>	<u>This month</u>	<u>Received to date</u>
Federal Formula, Flexible, Misc	\$5,835	\$5,389	\$92	\$5,481
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	52	16	68
MTA Bonds (Payroll Mobility Tax)	12,703	6,645	-	6,645
Other (Including Operating to Capital)	1,529	585	-	585
B&T Bonds	2,079	835	-	835
Hurricane Sandy Recovery				
Insurance Proceeds/Federal Reimbursement	9,431	2,729	372	3,101
PAYGO	160	160	-	160
Sandy Recovery MTA Bonds	758	-	-	-
Sandy Recovery B&T Bonds	175	-	-	-
<b>Total</b>	<b>34,851</b>	<b>17,318</b>	<b>480</b>	<b>17,798</b>

A total of 215 Projects were Reviewed for the 2<sup>nd</sup> Quarter 2015

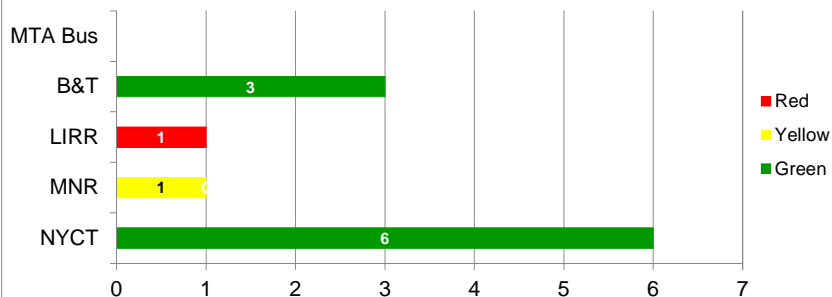
11 Projects in Design



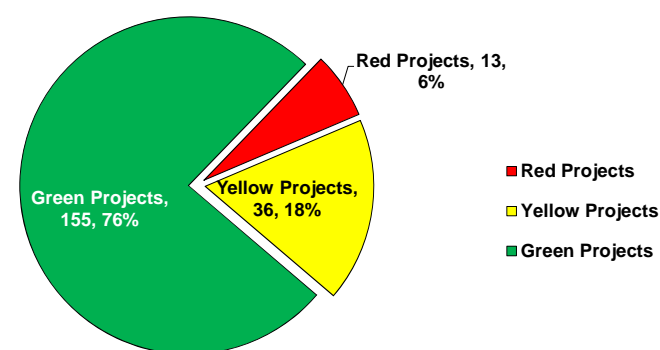
**Projects in Design:** 11 projects were reviewed in the design phase with 9 (82%) designated green, 1 (9%) yellow, and 1 (9%) were red. This is an decrease off 3 red projects since the 1<sup>st</sup> quarter 2015. The 1 project designated red this quarter was for a schedule variance. For the 1 project designated red for schedule, the variance was for 4 months. The schedule variance was due to design changes.

**Last Quarter:** 22 projects were reviewed in the design phase with 12 (55%) designated green, 6 (27%) yellow, and 4 (18%) were red.

11 Projects in Design



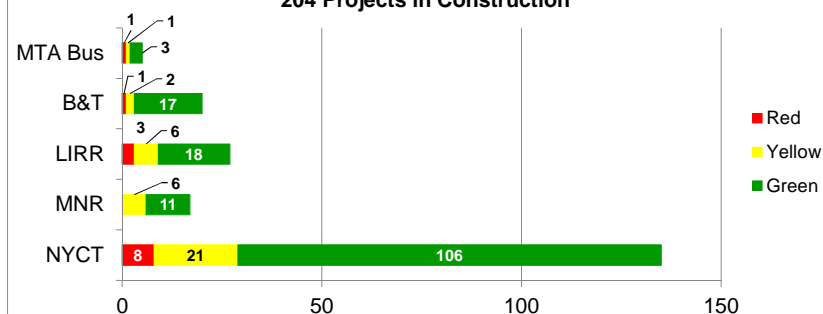
204 Projects in Construction



**Projects in Construction:** 204 projects were reviewed in the construction phase with 155 (76%) designated green, 36 (18%) yellow and 13 (6%) red. This is a increase of 2 red projects since the 1<sup>st</sup> quarter 2015. Of the 13 red projects, 9 (69%) were red for a schedule variance, 3 for a contingency variance, and 1 for both contingency and schedule variances. For the 9 projects designated red for schedule, the variances ranged from 3 to 12 months. The schedule variances were due in part to reprioritization of projects, finability to obtain GOs, and additional scope.

**Last Quarter:** 189 projects were reviewed in the construction phase with 137 (72%) designated green, 41 (22%) yellow and 11 (6%) red.

204 Projects in Construction









## Terms and Definitions

### 2<sup>nd</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: 11**

-  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: 204**

-  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

## 2nd 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
<b>NYCT - New York City Transit Program</b>											
Public Address / Customer Information Screens - Phase 3	05 - 09	Construction	\$104,065,543	55	.00	■	.98	■	0	■	G
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$45,975,240	68	-.46	▲	1.01	■	0	■	Y
Yard Fencing: 2 Locs (38th St, Linden)	05 - 09	Construction	\$16,102,971	0	.00	■	1.00	■	0	■	G
Depot Equipment	05 - 09	Construction	\$9,880,197	32	.00	■	1.00	■	0	■	G
Priority Repairs: 3 Depots	05 - 09	Construction	\$20,070,411	71	.19	■	1.02	■	0	■	Y
Purchase 324 Standard Buses	10 - 14	Construction	\$163,320,932	32	.00	■	1.00	■	0	■	G
Purchase 300 Express Buses	10 - 14	Construction	\$188,884,762	44	.00	■	1.00	■	0	■	G
Purchase 276 Standard Buses	10 - 14	Construction	\$152,493,847	71	.00	■	1.00	■	0	■	G
Replacement of MetroCard Electronic Components	10 - 14	Construction	\$30,000,000	38	.00	■	.91	■	0	■	G
Replace 2 Escalators at Roosevelt Av on the Queens Blvd Line	10 - 14	Construction	\$9,906,056	100	.00	■	1.00	■	1	▲	Y
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,185,198	25	.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	\$6,213,996	64	.15	■	1.00	■	0	■	G
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Construction	\$21,523,793	96	.60	▼	1.00	■	0	■	G
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Construction	\$25,492,400	98	.12	■	1.00	■	0	■	G
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Construction	\$22,274,979	96	.53	▲	1.00	■	0	■	G
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Construction	\$24,828,176	98	.19	▲	1.00	■	0	■	G
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$60,513,516	68	.30	■	1.00	■	0	■	Y
Renewal of 104 Street Station on the Liberty Line	10 - 14	Construction	\$15,688,192	95	.56	■	1.03	■	0	■	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$7,385,565	28	1.69	▲	1.00	■	-6	▼	G
Renewal of 111 Street Station on the Liberty Line	10 - 14	Construction	\$14,173,173	14	.20	■	.96	■	0	■	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Construction	\$15,925,159	50	.04	▼	.99	■	0	■	G
Renewal of 88 Street Station on the Liberty Line	10 - 14	Construction	\$16,302,129	93	.84	■	1.00	■	0	■	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Construction	\$15,828,959	15	.18	■	1.00	■	0	■	G
Renewal of Avenue X Station on the Culver Line	10 - 14	Construction	\$16,767,640	8	.22	▲	1.00	■	0	■	G



## 2nd 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											
Renewal of Avenue U Station on the Culver Line	10 - 14	Construction	\$16,720,859	3	.42	▲	1.00	■	0	■	G
Renewal of Avenue P Station on the Culver Line	10 - 14	Construction	\$14,992,750	1	1.73	▲	1.00	■	0	■	G
Renewal of Bay Parkway Station on the Culver Line	10 - 14	Construction	\$13,900,945	1	2.08	▲	1.00	■	0	■	G
Renewal of 18 Avenue Station on the Culver Line	10 - 14	Construction	\$19,768,420	1	1.43	▲	1.00	■	0	■	G
Renewal of Ditmas Avenue Station on the Culver Line	10 - 14	Construction	\$19,094,083	10	1.08	▲	.99	■	0	■	G
Renewal of Avenue I Station on the Culver Line	10 - 14	Construction	\$17,152,318	1	1.57	▲	1.00	■	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	4	.00	■	.99	■	0	■	G
Renewal of Saratoga Avenue Station on the New Lots Line	10 - 14	Construction	\$13,796,557	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	4	.00	■	1.02	■	0	■	G
Component Repairs at 103 Street Station on the Lexington Line	10 - 14	Construction	\$15,242,076	18	2.47	▲	1.00	■	0	■	G
Component Repairs at 2 Stations on the Culver Line	10 - 14	Construction	\$20,594,820	2	1.05	▲	.99	■	0	■	G
Component Repairs at 49 Street Station on the Broadway Line	10 - 14	Construction	\$6,698,197	30	.00	■	1.00	■	0	■	G
Component Repairs at 2 Stations on the 4th Avenue Line	10 - 14	Construction	\$13,868,458	18	.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
Component Repairs at 2 Stations on the Queens Boulevard Line	10 - 14	Construction	\$13,350,314	0	.00	■	1.00	▼	0	■	G
Ventilator Repairs at 5 Locations in Upper Manhattan and the Bronx	10 - 14	Construction	\$5,872,617	40	.00	■	1.00	■	0	■	G
Component Repairs at Eastchester-Dyre Avenue Station on the Dyre Avenue Line	10 - 14	Construction	\$25,654,965	0	.00	■	1.00	▼	0	■	G
Ventilator Repairs at 4 Locations in Queens, Manhattan and Brooklyn	10 - 14	Construction	\$7,924,003	74	.00	■	1.00	■	4	▲	R



## 2nd 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											
Component Repairs at 5 Stations on the Canarsie Line	10 - 14	Construction	\$20,691,797	0	.00	■	1.00	▼	0	■	G
Ventilator Repairs at 8 Locations in Lower Manhattan	10 - 14	Construction	\$5,114,406	8	.00	■	1.00	■	0	■	G
Reconstruction of Hard Rail Track Panels at 9 Stations on the Sea Beach Line	10 - 14	Construction	\$8,057,796	70	.00	■	1.00	■	0	■	G
Repair of Platform Components at 50th St Lower Level on the 8th Avenue Line	10 - 14	Construction	\$4,588,487	0	.00	■	1.00	▼	0	■	G
ADA Accessibility at 23 St Station on the Lexington Av Line	10 - 14	Construction	\$17,586,263	48	1.94	▼	1.00	■	0	■	G
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$21,562,915	35	.56	▼	1.00	■	0	■	G
Water Condition Remedy	10 - 14	Construction	\$6,179,438	94	.71	▼	1.00	■	0	■	G
Access Improvements at Grand Central Station	10 - 14	Construction	\$21,801,086	8	1.62	▲	1.00	■	0	■	G
2014 Welded Rail Installation	10 - 14	Construction	\$16,492,000	98	.00	■	.89	■	2	▲	G
2014 Mainline Track Replacement on the 8 Avenue Line	10 - 14	Construction	\$13,635,257	100	.00	■	1.00	▼	0	■	G
2014 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$22,866,000	100	.00	■	1.55	■	0	■	Y
2014 Mainline Track Replacement on the White Plains Road Line	10 - 14	Construction	\$19,961,819	100	.00	■	1.00	■	0	■	G
2014 Mainline Track Replacement on the Lexington Avenue and 42 Street Shuttle Lines	10 - 14	Construction	\$17,273,317	86	.00	■	1.27	■	2	▲	Y
2014 Mainline Track Replacement on the Pelham Line	10 - 14	Construction	\$23,797,947	100	.00	■	1.00	■	0	■	Y
2014 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$26,661,036	96	.00	■	.93	■	3	▲	R
2014 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$5,731,000	96	.00	■	.95	■	0	■	Y
2015 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$49,328,099	22	.00	■	1.00	▼	0	■	G
2015 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$18,626,232	14	.00	■	1.00	▼	0	■	G
2015 Welded Rail Installation on the Queens Boulevard Line	10 - 14	Construction	\$11,814,054	19	.00	■	1.00	▼	0	■	G
2015 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$10,991,721	18	.00	■	1.00	▼	0	■	G



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NYCT - New York City Transit Program											
2015 Mainline Track Replacement on the Broadway 7th Avenue Line	10 - 14	Construction	\$14,399,527	18	.00	■	1.00	■	0	■	G
2014 Mainline Switch Replacement on the White Plains Road Line	10 - 14	Construction	\$17,097,239	20	.00	■	1.00	■	0	■	Y
2014 Mainline Switch Replacement on the Queens Boulevard Line	10 - 14	Construction	\$4,805,000	97	.00	■	.78	■	0	■	G
2015 Mainline Switch Replacement on the 6th Avenue Line	10 - 14	Construction	\$8,881,107	45	.00	■	1.00	▼	0	■	G
2015 Mainline Track Replacement on the Canarsie Line	10 - 14	Construction	\$15,808,322	84	.00	■	1.00	■	0	■	G
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Construction	\$52,194,561	23	.00	■	1.00	■	0	■	G
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$60,908,428	85	.30	■	1.00	■	0	■	Y
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,338,068	38	.22	▲	1.00	■	0	■	G
Replace Ventilation Controls at 22 Locations	10 - 14	Construction	\$16,589,631	2	.00	■	.99	■	0	■	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,072,428	90	.00	■	1.00	■	3	▲	R
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	36	.00	■	1.00	■	12	▲	R
Overcoat Painting from Portal-E 180 St on the White Plains Road Line	10 - 14	Construction	\$30,425,245	62	.00	■	1.00	■	1	▲	Y
Structure Repairs on the Dyre Ave Line	10 - 14	Construction	\$11,168,950	60	.24	▼	1.00	■	0	■	G
Overcoat Painting from Broadway Junction-New Lots Ave on the Canarsie Line	10 - 14	Construction	\$28,176,068	6	.00	■	1.00	■	0	■	G
Steinway Tube Rehabilitation	10 - 14	Construction	\$11,098,521	97	2.30	▼	.57	■	8	▲	R
Portal Repairs on the Broadway-7 Avenue Line	10 - 14	Construction	\$26,030,826	95	.89	▼	1.12	■	0	■	Y
Structural Repairs at 9 Avenue Station on the West End Line	10 - 14	Construction	\$22,203,522	40	.00	■	1.00	■	0	■	Y
Replace Solid State Signal Equipment at 13 Locations	10 - 14	Construction	\$15,684,739	100	.59	▲	1.00	■	0	■	G
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$310,818,652	40	1.01	■	1.00	■	0	■	G





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NYCT - New York City Transit Program											
Modifications to Signal Control Lines - Phase 5	10 - 14	Construction	\$10,000,000	100	.00	■	1.00	■	-1	▼	G
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,391,543	41	.01	■	1.00	■	0	■	G
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,405,148	64	.40	▼	1.00	■	0	■	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Construction	\$180,049,622	11	.00	■	.99	■	0	■	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Construction	\$173,882,713	8	.00	■	.99	■	0	■	G
Rehabilitation of Ducts and Cables, Steinway Tube	10 - 14	Construction	\$52,277,907	97	.89	▼	1.05	▲	8	▲	R
Replacement of Automatic Train Supervision A-Division and Communications-Based Train Control Status Boards at the Rail Control Center	10 - 14	Construction	\$6,631,911	90	.00	■	1.00	■	3	▲	R
Automated Train Supervision: Hardware and Software Upgrade	10 - 14	Construction	\$5,900,000	50	.00	■	1.00	■	4	▲	Y
AC to DC Line Relay Conversion on the Fulton Line	10 - 14	Construction	\$13,545,979	28	.00	■	1.00	■	0	■	G
Modifications to Signal Control Lines - Phase 6	10 - 14	Construction	\$15,226,485	1	.00	■	1.00	▼	0	■	G
Public Address/Customer Info Screen Systems	10 - 14	Construction	\$68,289,699	45	.00	■	1.02	■	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	48	.00	■	.99	■	0	■	G
Integrated Service Information & Management B-Division (ISIM-B)	10 - 14	Construction	\$44,490,300	91	.00	■	1.00	■	0	■	G
Waterproofing of Communication Rooms	10 - 14	Construction	\$9,209,198	100	.00	■	1.02	■	0	■	G
Passenger Station Local Area Network at 30 Stations	10 - 14	Construction	\$26,530,419	58	.60	▼	1.00	■	0	■	G
Help Point at 93 Stations	10 - 14	Construction	\$71,791,551	41	.00	■	1.02	■	0	■	Y
Track Intrusion Detection System Pilot	10 - 14	Construction	\$5,348,192	100	.00	■	1.00	■	1	▲	G
Install Help Point Systems at 62 Stations	10 - 14	Construction	\$28,033,419	19	.00	■	.95	▼	0	■	G



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<b>NYCT - New York City Transit Program</b>											
Help Point at 64 Stations	10 - 14	Construction	\$36,486,400	10	.00	■	1.00	■	0	■	G
Help Point at 16 Stations	10 - 14	Construction	\$10,267,600	40	.00	■	1.00	■	0	■	G
Cabling Central Substation - 6th Avenue Line	10 - 14	Construction	\$14,085,027	94	.00	■	1.00	■	0	■	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Construction	\$18,859,459	72	.66	▼	.99	■	0	■	G
Rehab Circuit Breaker House #403 on the Flushing Line	10 - 14	Construction	\$14,530,258	99	.70	▲	1.00	■	0	■	G
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Construction	\$16,686,687	97	.42	▼	1.00	▼	0	■	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Construction	\$15,058,928	29	.00	■	.98	■	0	■	G
Facility Waterproofing at 180th Street Maintenance Shop	10 - 14	Construction	\$5,705,912	20	.00	■	1.00	■	0	■	G
Rehab 3 Car Washers at 3 Yards	10 - 14	Construction	\$16,934,539	5	.00	■	.98	▼	0	■	G
Rehab 1 Car Washer at Coney Island Yard	10 - 14	Construction	\$9,632,135	10	.00	■	1.00	■	0	■	G
2015 Welded Rail Installation on the 8th Avenue Line	10 - 14	Construction	\$26,497,289	42	.00	■	1.00	▼	-2	▼	G
2015 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$10,634,085	16	.00	■	1.00	▼	0	■	G
2015 Mainline Track Replacement on the West End Line	10 - 14	Construction	\$4,838,128	68	.00	■	1.00	▼	-1	▼	G
Upgrade Heating, Ventilation, Air Condition Systems at 4 Depots	10 - 14	Construction	\$17,906,325	80	.80	▲	1.05	■	0	■	Y
New Bus Command Center Building	10 - 14	Construction	\$52,159,757	1	.00	■	1.00	▲	0	■	G
Construct 1 Bus Washer and Rehab 2 Bus Washers at Michael J. Quill Depot	10 - 14	Construction	\$5,215,266	6	.00	■	.95	■	0	■	G
Purchase 91 Non-Revenue Vehicles	10 - 14	Construction	\$15,785,653	62	.00	■	1.00	■	0	■	Y
Purchase 101 Non-Revenue Vehicles	10 - 14	Construction	\$11,222,176	29	.00	■	1.00	■	0	■	G
Purchase Vacuum Trains	10 - 14	Construction	\$35,512,996	3	.00	■	.99	■	0	■	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$22,495,195	44	.00	■	1.10	■	15	▲	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	\$26,977,465	79	.70	▼	.92	■	0	■	G



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<b>NYCT - New York City Transit Program</b>											
Facility Roof Repair/Replacement Phase 3	10 - 14	Construction	\$12,424,571	82	.48	▲	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	■	7	▲	Y
Livingston Plaza Repairs	10 - 14	Construction	\$27,257,503	13	.00	■	1.00	■	0	■	G
Design of New "B" Division Railcar	10 - 14	Design	\$12,367,058	35	.00	■	.99	■	0	■	G
Rehab of Pumps at 2 Locations in Manhattan	10 - 14	Design	\$11,190,000	50	.00	■	.55	■	0	■	G
Priority Structure Repairs on the 4th Av Line	10 - 14	Design	\$15,070,000	65	.00	■	1.00	■	0	■	G
Upgrade/Expansion of Communication Rooms - Phase 1	10 - 14	Design	\$16,875,791	80	.00	■	1.01	▲	1	▲	G
Integrated Service Information & Management B-Division, Module 2	10 - 14	Design	\$17,978,106	38	.00	■	1.00	▼	0	■	G
Replacement of Oil-Water Separators at 5 Depots	10 - 14	Design	\$10,900,000	85	.00	■	1.00	■	0	■	G
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$14,260,432	96	.95	■	1.00	■	3	▲	R
Rehabilitation of St. George Interlocking	10 - 14	Construction	\$14,212,175	8	.00	■	1.00	■	0	■	G
Construction of New Power Substation: Prince's Bay	10 - 14	Construction	\$25,086,342	12	.00	■	.99	■	0	■	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$23,225,687	46	2.90	▼	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	61	1.04	▼	1.00	■	0	■	G
Main Line Corridor Improvements -Ellison Avenue Bridge	05 - 09	Construction	\$17,500,000	45	.00	■	1.00	■	-3	▼	G
Shea Yard Improvements	05 - 09	Construction	\$18,503,000	50	.00	■	1.01	■	-11	▼	Y
Massapequa Station Platform Replacement	10 - 14	Construction	\$20,520,000	99	.93	▲	1.00	■	-2	▼	G
Escalator Replacement Program	10 - 14	Construction	\$11,174,245	10	.00	■	1.00	■	0	■	G
Wyandanch Parking Facility	10 - 14	Construction	\$29,000,000	88	1.11	▲	1.00	■	0	■	R
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	15	.16	▲	1.00	■	0	■	G



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<b>LIRR - Long Island Rail Road Program</b>											
Right of Way - Fencing installation	10 - 14	Construction	\$8,000,000	99	.00	■	1.00	■	0	■	G
East River Tunnel Track Replacement	10 - 14	Construction	\$43,200,000	43	.00	■	1.00	■	0	■	G
Extend Great Neck Pocket Track	10 - 14	Construction	\$25,400,000	15	.00	■	1.00	■	0	■	G
2015 Track Program	10 - 14	Construction	\$25,000,000	53	.00	■	1.00	▼	0	■	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	69	.00	■	1.00	■	0	■	G
Colonial Road Highway Bridge Replacement	10 - 14	Construction	\$19,800,000	15	.00	■	1.00	■	0	■	G
150th Street - Jamaica Bridge Rehabilitation	10 - 14	Construction	\$24,824,404	57	.00	■	1.00	■	0	■	G
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	82	.00	■	1.00	■	0	■	G
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	67	.00	■	1.00	■	0	■	G
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	55	.00	■	1.00	■	0	■	Y
Atlantic Avenue Tunnel Cable Replacement	10 - 14	Construction	\$5,100,000	100	.00	■	1.00	■	-14	▼	G
Signal Normal Replacement Program	10 - 14	Construction	\$15,000,000	100	.00	■	1.00	■	-7	▼	G
Centralized Train Control	10 - 14	Construction	\$12,940,000	77	2.54	■	1.00	■	0	■	R
Hillside Facility Roof Renewals	10 - 14	Construction	\$6,000,000	60	1.66	■	1.00	■	0	■	Y
Employee Facilities Renewals	10 - 14	Construction	\$9,369,342	80	1.01	▼	1.00	■	0	■	Y
Replacement of Hillside & Kew Garden Substations	10 - 14	Construction	\$25,522,757	97	-.02	■	1.00	■	2	▲	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	96	.00	■	1.00	■	6	▲	R
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	42	.00	■	1.00	■	0	■	Y
Replacement of Port Washington Substation	10 - 14	Construction	\$22,459,452	33	.00	■	1.00	■	0	■	G
Wantagh Station Platform Replacement	10 - 14	Design	\$23,315,977	95	.00	■	1.12	■	4	▲	R
<b>MNR - Metro-North Railroad Program</b>											
Signal System Replacement	05 - 09	Construction	\$34,415,505	80	1.04	■	.98	■	0	■	Y
HRLB Replace Breaker Houses	05 - 09	Construction	\$16,447,368	90	.75	▼	.98	■	0	■	G



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<b>MNR - Metro-North Railroad Program</b>											
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Construction	\$22,560,690	10	.00	■	.77	■	0	■	G
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$16,694,106	19	2.51	▼	.89	■	0	■	G
Grand Central Terminal Elevator Rehabilitation - Phase 4	10 - 14	Construction	\$8,617,379	8	4.08	▼	.89	■	0	■	G
Grand Central Terminal Utility System Improvements	10 - 14	Construction	\$24,395,331	95	.44	▼	.89	■	2	▲	Y
Fordham Station Improvements	10 - 14	Construction	\$15,020,537	65	1.47	▼	.99	■	0	■	Y
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$64,392,447	56	.00	■	1.00	■	2	▲	G
Annual Track Program (2013)	10 - 14	Construction	\$12,426,000	81	.00	■	.98	■	2	▲	Y
Annual Track Program (2014)	10 - 14	Construction	\$12,806,972	0	.00	■	.94	■	0	■	G
Harlem River Lift Bridge Cable Replacement	10 - 14	Construction	\$10,470,896	90	.75	▲	.99	■	0	■	G
West of Hudson Annual Track Program	10 - 14	Construction	\$17,706,466	82	.00	■	1.00	▲	0	■	Y
Repair/Replace Undergrade Bridges on the West of Hudson, Port Jervis Line	10 - 14	Construction	\$6,394,906	80	.00	■	.88	■	-2	▼	G
Upgrade West of Hudson Signal System	10 - 14	Construction	\$63,868,791	100	.31	▲	.94	■	0	■	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	\$32,900,369	12	.43	▲	.92	■	0	■	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$14,413,845	90	.41	▼	.96	■	0	■	G
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>											
Rehabilitation of tunnel walls Roadway drainage and fire line repair at Brooklyn-Battery Tunnel	10 - 14	Construction	\$62,838,085	3	.00	■	.95	■	0	■	G
Substructure and underwater scour protection - Marine Parkway Bridge	10 - 14	Construction	\$24,499,136	72	1.12	▼	.96	■	0	■	R
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Construction	\$14,971,739	4	.00	■	.90	▼	0	■	G



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<b>B&amp;T - Bridges and Tunnels Program</b>											
Rehabilitation of Tunnel Walls, Ceiling Repair and Leak Control - Queens Midtown Tunnel	10 - 14	Construction	\$54,105,045	4	.00	■	.86	▼	0	■	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Construction	\$107,405,126	10	.00	■	.95	■	0	■	G
Miscellaneous structural repair - Robert F Kennedy Bridge	10 - 14	Construction	\$10,959,608	4	.00	■	.98	■	0	■	G
Miscellaneous structural rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$21,267,531	20	4.63	▲	.96	■	0	■	G
Verrazano-Narrows Bridge main cable testing	10 - 14	Construction	\$5,250,530	2	.00	■	.98	■	0	■	G
Steel repairs, concrete rehabilitation and repair/rehabilitation of drainage systems - Verrazano-Narrows Bridge	10 - 14	Construction	\$12,291,703	38	2.14	▲	.90	▼	0	■	G
Replacement of Brooklyn Plaza structural slab - Brooklyn-Battery Tunnel	10 - 14	Construction	\$18,133,485	3	.00	■	.97	■	0	■	G
Replacement of the Upper and Lower Level Toll Plaza and Southbound Approach - Henry Hudson Bridge	10 - 14	Construction	\$47,562,013	28	3.38	▲	.96	■	0	■	G
Rehabilitation of the Rockaway Point Boulevard and Jacob Riis Park pedestrian bridges	10 - 14	Construction	\$10,625,175	24	.00	■	.96	■	0	■	G
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Construction	\$40,809,924	52	.00	■	1.00	■	0	■	G
Installation of New Necklace Lighting System and Acoustic Monitoring System - Bronx-Whitestone Bridge	10 - 14	Construction	\$11,723,513	65	1.47	▼	.97	▼	0	■	Y
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$54,917,242	30	1.80	■	.97	■	4	▲	Y
Rehabilitation of Electrical Substation #1 at the Verrazano-Narrows Bridge	10 - 14	Construction	\$15,953,984	60	.54	▼	.95	■	0	■	G



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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
<b>B&amp;T - Bridges and Tunnels Program</b>											
Service Building rehabilitation at Brooklyn-Battery Tunnel	10 - 14	Construction	\$7,627,778	45	.00	■	.89	■	0	■	G
Paint steel members, toll plaza deck and approach ramps at Robert F Kennedy Bridge	10 - 14	Construction	\$23,925,543	8	.00	■	.95	■	0	■	G
Paint Brooklyn and Staten Island lower level ramps at Verrazano Narrows Bridge	10 - 14	Construction	\$16,264,641	38	.63	▲	.95	■	0	■	G
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$31,440,627	45	.03	■	.95	■	0	■	G
Skewbacks retrofit - Henry Hudson Bridge	10 - 14	Design	\$5,451,199	82	1.01	▲	.95	■	0	■	G
Phase A of the suspended span deck replacement - Throgs Neck Bridge - Utility relocation and prototype construction	10 - 14	Design	\$18,188,438	59	.00	■	.82	■	1	▲	G
Design for the replacement of the utilities within the Queens Midtown Tunnel Facility Supervisory Control System	10 - 14	Design	\$4,203,217	65	.00	■	.97	■	-5	▼	G
<b>MTA Bus Program</b>											
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$15,133,463	37	.20	▼	1.00	■	0	■	Y
Relo. Tanks/Washers-Eastchester	05 - 09	Construction	\$13,756,268	79	1.70	▲	1.00	■	3	▲	R
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
New Bus Command Center Building	10 - 14	Construction	\$17,119,402	1	.00	■	1.00	▼	0	■	G

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Station Ventilators: Phase 5 – 5 Locations</b>	<b>Current Budget: \$7.9M</b>
	<b>Project EAC: \$7.9M</b>
	<b>Substantial Completion Date at Award: Nov 2014</b>
<b>Project No: T60412A5</b>	<b>Current Substantial Completion Date: Oct 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 74%</b>

<b>Project Description</b>
<p>The objective of this project is to rehabilitate all subway ventilators and gratings rated 4.0 or worse, based on NYCT's asset condition survey. Phase 5 will rehabilitate ventilators at four of the five locations:</p> <ul style="list-style-type: none"> <li>• West 4<sup>th</sup> Street - 8<sup>th</sup> Avenue Line</li> <li>• 63<sup>rd</sup> Drive-Rego Park - Queens Blvd Line</li> <li>• 21<sup>st</sup> Street (Van Alst) - Crosstown Line</li> <li>• Newkirk Avenue - Nostrand Line</li> </ul> <p>A drip pan will be replaced at a fifth location - Times Square-42<sup>nd</sup> Street - Broadway-7<sup>th</sup> Avenue Line.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2015, the forecasted Substantial Completion slipped four months from April 2015 to August 2015. The project was initially delayed due to additional work required on the ventilators at Newkirk Avenue. It was discovered that the condition of the vents was much worse than originally surveyed, and therefore needed extensive structural remediation to bring them to a state of good repair. A further delay was due to unplanned work required at two ventilators adjacent to the West 4<sup>th</sup> Street Station. While performing the planned ventilator work at that station, Infrastructure Capital Construction (ICC) discovered that two ventilators right outside of the station limits required priority repairs.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The additional work cited above is nearing completion. A budget modification is to be circulated to address a projected budget shortfall due to the unforeseen field conditions cited above.</p> <p>Subsequent to the reporting period, this project slipped another two months to 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 June 30, 2015</b>
<b>Project Name: 2014 Mainline Track Replacement on the Brighton Line</b>	<b>Current Budget: \$28.4M</b>
	<b>Project EAC: \$26.7M</b>
	<b>Substantial Completion Date at Award: Jun 2015</b>
<b>Project No: T6050293</b>	<b>Current Substantial Completion Date: Sep 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 96%</b>

<b>Project Description</b>
<p>This Track Reconstruction project is for the reconstruction of 33 Type III panels north of Brighton Beach Track A-2 and 223 Type VI panels north of Church Ave-north of Newkirk Track A-1, south of Ave J-N/E Ave M Track A-2, north of Kings Highway-south of Ave M Track A-2 and south of-S/E Sheepshead Bay Track A-2, Brighton Line.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2015, the forecasted Substantial Completion slipped three months from June 2015 to September 2015 due to the limited availability of General Orders needed to complete the track work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project is progressing and Substantial Completion is expected by the end of September 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 June 30, 2015</b>
<b>Project Name: Rehabilitation of Emergency Exits at 125 Locations</b>	<b>Current Budget: \$29.1M</b>
	<b>Project EAC: \$29.1M</b>
	<b>Substantial Completion Date at Award: Dec 2014</b>
<b>Project No: T6070302</b>	<b>Current Substantial Completion Date: Dec 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>The objective of this project is to rehabilitate the emergency exits throughout the system that are in the worst condition. The scope of work includes concrete repair, lighting replacement, ironwork, chemical grouting, and signage. The work is being done by NYCT's Infrastructure Capital Construction Group (ICC). Work at 50 emergency exit locations was completed in 2012 and the remaining 75 locations were to be completed under this contract. Subsequently, due to the cost and complexity of the remaining locations, the number of exits to be completed was reduced from 75 to 19 locations.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2015, the forecasted Substantial Completion date slipped three months from September 2015 to December 2015. The delay is attributable to a reprioritization of projects awarded to ICC for the Second and Third Quarters of 2015. ICC currently has several projects (i.e.: Station Ventilators, etc.) that have construction schedules that are weather dependent. ICC is currently maximizing the manpower on several of these projects prior to the winter months knowing that all work on these types of projects will cease come the winter months.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The Department of Subways is developing an action plan to complete the remaining work by December 2015. In addition, the number of exits was reduced from 75 locations to 19 locations and progress continues to be made on completing these exits. <b>The emergency exits removed from this scope will be rehabilitated in the next Capital Program through in house and third party work.</b></p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The project work 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 June 30, 2015</b>
<b>Project Name: Demolition of Abandoned Structures – Phase 1</b>	<b>Current Budget: \$15.2M</b>
	<b>Project EAC: \$15.2M</b>
	<b>Substantial Completion Date at Award: Dec 2014</b>
<b>Project No: T6070306</b>	<b>Current Substantial Completion Date: Dec 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 36%</b>

<b>Project Description</b>
<p>The objective of this project is to remediate and demolish 50 abandoned structures throughout the system that are in the worst condition. The scope of work includes environmental surveys/designs for asbestos, lead based paint, pigeon guano, PCB, mercury and contaminated soil. The work is being done by NYCT's Environmental Engineering Division Indefinite Quantity (IQ) Hazardous Remediation Contractors. Eighteen structures have been completed to date and the remaining 32 locations are to be completed under this contract.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2015, the forecasted Substantial Completion date slipped 12 months from December 2015 to December 2016 due to a delay in procuring IQ Hazardous Remediation Contractors and also a number of locations were added to the original scope of work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> NYCT is moving ahead with the procurement of the contractors and is developing an action plan to complete the remaining work by December 2016. It is expected that these contracts will be awarded by December 2015. Adding additional locations is not expected to impact the project budget.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Steinway Structural Tunnel Repairs and Tube Duct Rehabilitation and Circuit Breaker House</b>	<b>Current Budget: \$19.3M &amp; \$49.7M</b>
	<b>Project EAC: \$11.1M &amp; \$52.3M</b>
	<b>Substantial Completion Date at Award: Jan 2015</b>
<b>Project No: T6070321, T6080322</b>	<b>Current Substantial Completion Date: Mar 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 97% &amp; 97%</b>

<b>Project Description</b>
<p>These two projects will perform structural tunnel repairs (T6070321) and construct new outer wall duct banks (T6080322) and rehabilitate Pump Rooms #3228 and #3229 in the Steinway Tube under the East River, and build a new Circuit Breaker House at Vernon-Jackson Station, just north of Main Street Station, all on the Flushing Line.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter of 2015, the forecasted Substantial Completion for both projects slipped eight months from July 2015 to March 2016 due to the inability to obtain track access and weekend General Orders (GO's) to complete Pump Rooms #3228 and #3229 as well as to finish the Track C1 and C2 75 foot injectable water proofing membrane trial. All of the required weekend GO's will not be available until the 1<sup>st</sup> Quarter of 2016.</p>
<b>What is Being Done</b>
<p>Project management is working to recover the schedule by compressing and re-sequencing the work during 2015 weeknight GO's.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Replacement of ATS-A Division and CBTC Status Boards at Rail Control Center</b>	<b>Current Budget: \$6.6M</b>
	<b>Project EAC: \$6.6M</b>
	<b>Substantial Completion Date at Award: Mar 2015</b>
<b>Project No: T6080325</b>	<b>Current Substantial Completion Date: Oct 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>This project will replace the existing projection based large screen displays with newer low maintenance high definition display technology. The new display system will allow RTO management to monitor train operation and provide system wide emergency response. It shall be capable of interfacing with future projects such as Help Point intercom, CCTV, Customer Information Systems and other security systems.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter of 2015, the forecasted Substantial Completion slipped three months from April 2015 to July 2015 due to the replacement of the Canarsie Line status board added to the scope of the project.</p> <p>Subsequent to the reporting period, the forecasted Substantial Completion date has slipped an additional three months to October 2015.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project is progressing with Substantial Completion forecasted for 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 the 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 June 30, 2015</b>
<b>Project Name: Staten Island Station Structural Repairs, 8 Stations</b>	<b>Current Budget: \$14.1M</b>
	<b>Project EAC: \$14.3M</b>
	<b>Substantial Completion Date at Award: Sep 2013</b>
<b>Project No: S6070101</b>	<b>Current Substantial Completion Date: Oct 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 96%</b>

<b>Project Description</b>
<p>The objective of this project is to rehabilitate and correct structural deficiencies identified within stations on the Staten Island Railway (SIR). Major repairs will be done at three stations (Stapleton, Grasmere, and Dongan Hills) and minor repair work will be done at five stations (Great Kills, Annadale, Huguenot, Grant City, and Tompkinsville).</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2015, the forecasted Substantial Completion date slipped three months from July 2015 to October 2015. This delay is due to several factors:</p> <ul style="list-style-type: none"> <li>• Relocation of Con Edison high tension lines at Grasmere Station.</li> <li>• Department of Environmental Protection (DEP) revisions to water service installation at Grasmere, Annadale and Huguenot Stations.</li> </ul>
<b>What is Being Done</b>
<p><b>Schedule:</b> Con Edison is reviewing the option to relocate the overhead power lines. At present, NYCT is in process to purchase the vacant lot next to the station house where a new pole to support overhead high tension lines will be relocated.</p> <p>NYCT designers have received approval from NYC DEP and Department of Transportation for a revised water line layout at Huguenot and Grasmere Stations. Change orders have been negotiated.</p> <p>At this time, Substantial Completion is 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 the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Wyandanch Parking Facility</b>	<b>Current Budget: \$29.0M</b>
	<b>Project EAC: \$29.0M</b>
	<b>Substantial Completion Date at Award: Jan 2016</b>
<b>Project No: L60205U1</b>	<b>Current Substantial Completion Date: Jan 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 88%</b>

<b>Project Description</b>
<p>This project consists of the Design-Build Construction of a new 5-level parking facility that will provide additional LIRR customer parking spaces at Wyandanch Station. The garage will remedy the current shortage of parking spaces as well as support future ridership projections. The project also includes drainage improvements, signage, elevators, emergency generator, and way-finding.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Contingency</b></p> <p><b>Contingency:</b> The construction contingency index of 1.11 triggered a red in the Second Quarter 2015 due to additional Work Orders for upgraded security cameras, additional cameras, the upgrade of phones, underground communication conduit for LIRR Right of Way (ROW), and additional bollards.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> In March 2015, a budget modification was made to increase the Willingness to Assume Risk (WAR) Certificate to cover the budget shortfall. Subsequent to the reporting period, the project reached Substantial Completion in 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 problem and the action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Centralized Train Control</b>	<b>Current Budget: \$12.9M</b>
	<b>Project EAC: \$12.9M</b>
	<b>Substantial Completion Date at Award: Jun 2015</b>
<b>Project No: L60502LF</b>	<b>Current Substantial Completion Date: Jun 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 77%</b>

<b>Project Description</b>
<p>The scope of this project is to centralize control of all LIRR train movement to a full Centralized Train Control (CTC) system within the Jamaica Central Control (JCC) building. Work includes the initial architectural fit-out of the CTC facility with furnishing and installation of:</p> <ul style="list-style-type: none"> <li>• Flooring, ceiling, electrical, security, communication, and fire suppression systems.</li> <li>• HVAC System and connection to Building Management System.</li> <li>• Floor covering, interior finishes, walls, doors, and windows.</li> <li>• New staircase.</li> <li>• Acoustic treatments.</li> <li>• Console furniture.</li> </ul>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Contingency</b></p> <p><b>Contingency:</b> The construction contingency index was triggered in the Second Quarter 2015 due to the four pending Additional Work Orders (AWO's). These AWO's, totaling approximately \$200K, were for scope modifications to architectural, electrical, and life safety systems and project closeout.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> In June 2015, a budget modification was made to increase the Willingness to Assume Risk Certificate to cover the budget shortfall.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Third Rail Protection Board</b>	<b>Current Budget: \$9.2M</b>
	<b>Project EAC: \$9.2M</b>
	<b>Substantial Completion Date at Award: Jun 2015</b>
<b>Project No: L60701AG</b>	<b>Current Substantial Completion Date: Dec 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 96%</b>

<b>Project Description</b>
<p>This project involves the replacement of selected Fiberglass Protection Board. The Project Plan includes the replacement of approximately 446,000 linear feet system wide.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2015, the forecast Substantial Completion Date slipped four months, from June 2015 to December 2015, due to changes in the replacement method.</p> <p>It was determined that both the top and bottom brackets supporting the protection board need to be replaced. This method of replacement involves the removal of the bracket assembly which could only be done under the time frame of the available track outage.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> It is anticipated the project will be completed by December 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 project 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 June 30, 2015</b>
<b>Project Name: Wantagh Station Platform Replacement</b>	<b>Current Budget: \$20.7M</b>
	<b>Project EAC: \$23.3M</b>
	<b>Substantial Completion Date at Award: Apr 2015</b>
<b>Project No: L60204UC</b>	<b>Current Substantial Completion Date: Aug 2015</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>The scope of this project is to rehabilitate the existing elevated 12-car center island platform at Wantagh Station on the Babylon Branch. Project work includes replacement of the platform, canopy, stairs, and escalator; installation of a new elevator, lighting, communications systems, and signage.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2015, the design completion date was revised from April 2015 to August 2015. This four month slip is in order to allow for the additional design work related to the installation of a radiant heating system.</p> <p>This radiant heating system, which will extend the life of the platform, reduce the cost of snow removal and enhance the customers' experience, will be added as a bid option to the contract. The balance of the design had reached substantial completion in May 2015.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, Design for the project was completed in 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: Bridges and Tunnels</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Substructure &amp; Underwater Scour Protection at the Marine Parkway-Gil Hodges Memorial Bridge</b>	<b>Current Budget: \$25.3M</b>
	<b>Project EAC: \$24.5M</b>
	<b>Substantial Completion Date at Award: Dec 2015</b>
<b>Project No: D601MP06</b>	<b>Current Substantial Completion Date: Sep 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 72%</b>

<b>Project Description</b>
<p>The project includes substructure and underwater work at the Marine Parkway-Gil Hodges Memorial Bridge, including Scour Protection at Piers 9 through 17, and rehabilitation of all unsound concrete on substructure elements. In addition, repair or replacement of: damaged bridge protection plates, fender system structural elements, and installation of six inch dry fire standpipe risers.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the Second Quarter 2015, the Contingency Index was 1.12 due to the cost associated with two previous approved amendments for the use of stone bedding material in lieu of geotextile fabric to allow for the placement of scour protection material and placement of leveling material on top of uneven gabion mattresses.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Since both amendments for the above work have been previously reviewed and approved, no additional action is required at this time. As of July, the Contingency Index for this project dropped to 1.06, which is under the allowable 1.10 variance threshold.</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: MTA Bus</b>	<b>Status as of June 30, 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: Sep 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 79%</b>

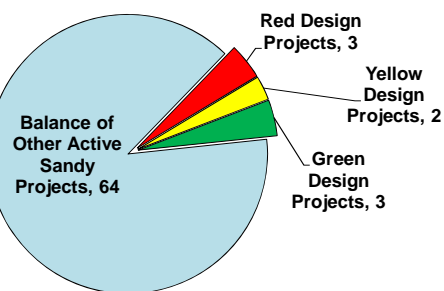
<b>Project Description</b>
<p>This project will extend the existing bus lanes of the Service Building at Eastchester Depot by approximately 3,000 square feet to accommodate two new, complete fueling and bus wash lanes. The bus lanes will be extended, because the existing bus washers are past their useful life. Additionally, the fuel replenishing of vehicle fluids is done outdoors. This project will allow for fueling and replenishing of vehicle fluids to be performed indoors.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency and Schedule</b>
<p><b>Contingency:</b> During the Second Quarter 2015, the project's Contingency Index has increased again due to more Additional Work Orders related to subsurface environmental conditions, large subsurface rocks during excavation, and cost for a temporary bus washer.</p> <p><b>Schedule:</b> The Second Quarter 2015 Traffic Light Report identifies a three month schedule variance, with Substantial Completion slipping from June 2015 to September 2015. The variance in schedule was due to a necessary FDNY inspection, scheduled according to FDNY's availability, which negatively impacted the schedule.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> The project manager has requested to add more funding to the Contingency Budget. It is anticipated this increase will be sufficient going forward as the project is forecasted to reach Substantial Completion in September.</p> <p><b>Schedule:</b> FDNY performed the inspection and construction is on-going; therefore, the Substantial Completion date has been revised to September 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>

## 2<sup>nd</sup> Quarter 2015 Traffic Light Report on MTA Sandy Program

**A total of 72 Active Sandy Projects were Reviewed for the 2<sup>nd</sup> Quarter 2015**

The 72 active projects include 8 projects in Design, 9 in Post-Design to Construction Award, and 55 in Construction

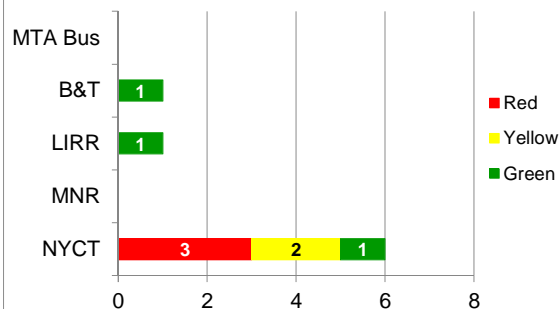
**8 of 72 Projects in Design**



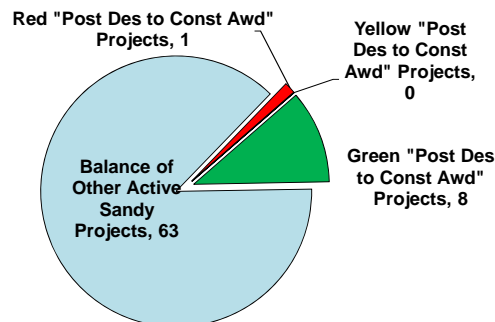
**Summary of Projects in Design:** 8 projects were reviewed in this phase with 3 (38%) designated green, 2 (25%) yellow and 3 (38%) were Red. The 3 design projects that were designated Red were for schedule and cost variances directly related to additional field surveys and inspections, work train availability and coordination with other ongoing work.

**Last Quarter:** 9 projects were reviewed in this phase with 5 (56%) designated green, 3 (33%) yellow, and 1 (11%) red.

**8 Projects in Design**



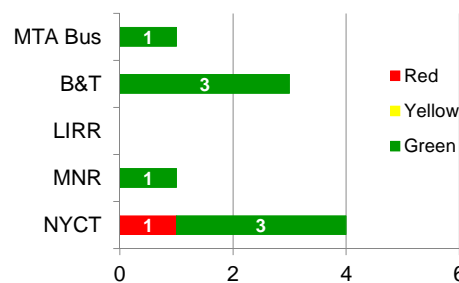
**9 of 72 Projects in Post-Design to Construction Award**



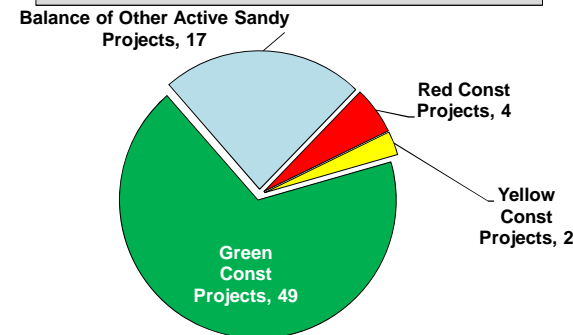
**Summary of Projects in Post-Design to Construction Award:** 9 projects were reviewed in this phase with 8 (89%) designated green, 0 (0%) yellow and 1 (11%) Red. The 1 project in the Post-Design to Construction Award phase was designated Red for a schedule slippage directly related to the planning and coordination of Sandy projects and the sequencing of related Sandy repair work in NYCT Tubes.

**Last Quarter:** 15 projects were reviewed in this phase with 14 (93%) designated green and 1 (7%) yellow.

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



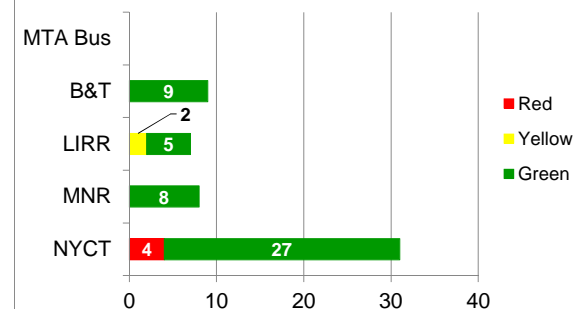
**55 of 72 Projects in Construction**



**Summary of Projects in Construction:** 55 projects were reviewed in this phase with 49 (89%) designated green, 2 (4%) yellow and 4 (7%) red. The 4 construction projects designated Red were for schedule, contingency and cost variances directly related to unforeseen field conditions, additional project scope, AWO's, budget modifications, G.O. availability and increased TA labor services.

**Last Quarter:** 53 projects were reviewed in this phase with 46 (87%) designated green, 5 (9%) yellow and 2 (4%) red.

**55 Projects in Construction**









## MTA Sandy Recovery Projects Terms and Definitions

### 2<sup>nd</sup> 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: 8**

-  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: 9**

-  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: 55**

-  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:**

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



**Projects Completed:**

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.

## 2nd 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  
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■ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>South Ferry Rehab</b>												
ET040213	Recovery: South Ferry Station Complex	Construction	Recovery	\$168,033,529	7	.00	■	1.00	■	0	■	G
ET160212	Recovery: Leak Remediation (South Ferry)	Construction	Recovery	\$11,334,524	7	.00	■	1.00	▲	0	■	G
ET050213	Recovery: Mainline Track (South Ferry)	Construction	Recovery	\$18,837,838	7	.00	■	1.00	▼	0	■	G
ET050216	Recovery: Mainline Switches (South Ferry)	Construction	Recovery	\$6,746,779	7	.00	■	1.00	■	0	■	G
ET060217	Recovery: Pump Room (South Ferry)	Construction	Recovery	\$5,403,075	7	.00	■	1.00	■	0	■	G
ET060223	Recovery: Fan Plant (South Ferry)	Construction	Recovery	\$7,307,176	7	.00	■	1.00	■	0	■	G
ET060227	Recovery: Tunnel Lighting (South Ferry)	Construction	Recovery	\$9,198,732	7	.00	■	1.00	■	0	■	G
ET080201	Recovery: South Ferry Interlocking	Construction	Recovery	\$66,465,722	7	.00	■	1.00	■	0	■	G
ET090235	Recovery: 2 Circuit Breaker Houses (South Ferry)	Construction	Recovery	\$18,891,129	7	.00	■	1.00	■	0	■	G
ET040219	Recovery: Station Rooms (South Ferry) (SBFP)	Post Des to Const Awd	Recovery	\$3,915,270	100	.00	■	.62	▼	0	■	G
<b>Cranberry Tube Rehab</b>												
ET060230	Recovery: 2 Pump Rooms (Cranberry Tube)	Construction	Recovery	\$12,501,874	4	.00	■	1.00	■	0	■	G
ET060231	Recovery: 2 Fan Plants (Cranberry Tube)	Construction	Recovery	\$16,616,778	4	.00	■	1.00	■	0	■	G
ET080214	Recovery: Signals (Cranberry Tube)	Construction	Recovery	\$17,463,334	4	.00	■	.96	■	0	■	G
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Construction	Recovery	\$50,760,741	4	.00	■	1.00	■	0	■	G
<b>Coney Island Yard Flood Mitigation</b>												
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Design	Mitigation	\$11,208,231	45	.00	■	1.61	▲	0	■	R
<b>53rd St Tube Rehab</b>												
ET050212	Recovery: Mainline Track (53 Street Tube)	Construction	Recovery	\$12,036,095	3	.00	■	1.00	▼	0	■	G
ET080215	Recovery: Signals (53 Street Tube)	Construction	Recovery	\$10,394,141	3	.00	■	1.00	▼	0	■	G
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Construction	Recovery	\$55,051,275	3	.00	■	1.00	▼	0	■	G



## 2nd 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
<b>NYCT - New York City Transit Sandy Program</b>												
<b>53rd St Tube Rehab</b>												
ET090238	Recovery: Substation (53 Street Tube)	Construction	Recovery	\$15,250,961	3	.00	■	1.00	▲	0	■	G
<b>All Other NYCT Projects</b>												
ET040210	Recovery: Employee Facilities at Stillwell Terminal	Construction	Recovery	\$14,610,812	92	1.80	▲	1.16	▲	0	■	R
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	\$18,384,156	0	.00	■	1.00	■	0	■	G
ET050214	Recovery: Mainline Track (Steinway Tube)	Construction	Recovery	\$9,787,937	76	1.63	▲	1.19	▲	8	▲	R
ET060212	Recovery: Fan Plant (Greenpoint Tube)	Construction	Recovery	\$10,242,677	95	.69	▼	1.00	■	3	▲	R
ET060218	Recovery: 2 Pump Rooms (Southern Manhattan)	Construction	Recovery	\$7,215,402	7	2.73	▲	1.00	■	0	■	G
ET060221	Recovery: Pump Room (Steinway Tube)	Construction	Recovery	\$18,563,004	93	.57	▼	1.32	▲	8	▲	R
ET060224	Recovery: 3 Fan Plants (Southern Manhattan)	Construction	Recovery	\$25,712,364	36	.20	▲	1.00	■	0	■	G
ET060228	Recovery: Tunnel Lighting (200th to 207th Street / 8th Avenue)	Construction	Recovery	\$18,915,870	7	.00	■	1.00	■	0	■	G
ET090236	Recovery: 2 Circuit Breaker Houses (Westchester Yard)	Construction	Recovery	\$6,025,785	40	.00	■	1.00	■	0	■	G
ET090237	Recovery: 2 Circuit Breaker Houses (Westchester Yard and 239 St Yard)	Construction	Recovery	\$5,964,603	37	.00	■	1.00	■	0	■	G
ET100212	Recovery: Power Cable at Rockaway Park Yard	Construction	Recovery	\$14,771,331	3	.00	■	1.00	■	0	■	G
ET060206	Recovery: Line Equipment Restoration at Various Locations - Design Only	Design	Recovery	\$15,523,329	64	.00	■	1.08	■	5	▲	R
ET090206	Recovery: Traction Power Restoration at Various Locations - Design Only	Design	Recovery	\$22,633,561	100	.00	■	1.28	■	0	■	Y
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Design	Recovery	\$12,621,779	95	.00	■	1.29	▲	0	■	R





## 2nd Quarter 2015 Traffic Light Report

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>All Other NYCT Projects</b>												
ET100211	Recovery: Power Cable at Coney Island Yard	Design	Recovery	\$6,261,049	43	.00	■	1.00	▼	0	■	G
ET100218	Recovery: 207 Street Yard Signal System	Design	Recovery	\$6,334,200	48	.00	■	1.00	■	0	■	Y
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$41,712,027	100	.00	■	4.20	■	48	▲	R
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Post Des to Const Awd	Recovery	\$62,891,788	100	.00	■	9.61	▼	0	■	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Post Des to Const Awd	Recovery	\$6,237,126	99	.00	■	1.06	■	0	■	G
ES070213	Recovery: St. George Terminal Tower B - Phase 2	Construction	Recovery	\$6,602,800	8	.00	■	1.00	■	0	■	G
ES070214	Recovery: St. George Interlocking	Construction	Recovery	\$101,432,857	8	.02	■	1.00	■	0	■	G
<b>LIRR - Long Island Rail Road Sandy Program</b>												
<b>All Other Projects</b>												
EL0403ZJ	Atlantic Ave Tunnels Mitigation	Construction	Mitigation	\$9,900,000	5	.00	■	1.00	■	0	■	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$60,800,000	23	.00	■	.93	▼	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	17	.00	■	1.00	■	0	■	Y
EL0603ZK	Long Island City Yard Resiliency	Construction	Mitigation	\$26,803,366	10	.00	■	1.00	■	0	■	Y
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$57,037,188	49	.00	■	1.07	▲	0	■	G
EL0702ZM	First Avenue Substation Restoration	Construction	Recovery	\$8,429,861	25	.00	■	1.00	■	0	■	G
EL0902ZF	Infrastructure / System Upgrades (Various Locations)	Construction	Recovery	\$9,700,000	10	.00	■	1.00	▲	0	■	G
EL0402ZB	Wreck Lead Bridge Systems Restoration	Design	Recovery	\$7,700,000	34	.00	■	.60	▼	0	■	G
<b>MNR - Metro-North Railroad Sandy Program</b>												
<b>Hudson Line Ph I Power and C&amp;S Restoration</b>												
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$31,000,000	0	.00	■	1.00	▲	0	■	G
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$44,400,386	1	.00	■	.95	■	0	■	G

## 2nd Quarter 2015 Traffic Light Report

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>MNR - Metro-North Railroad Sandy Program</b>												
<b>Hudson Line Ph I Power and C&amp;S Restoration</b>												
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$49,730,000	0	.00	■	.99	■	0	■	G
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$84,340,533	1	.00	■	.95	■	0	■	G
<b>All Other Projects</b>												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,721,849	38	.00	■	.96	■	0	■	G
EM040207	Communications & Signal Infrastructure Restoration - Equipment Replacement	Construction	Recovery	\$18,928,727	80	.00	■	.99	■	0	■	G
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$38,963,408	4	.00	■	.98	■	0	■	G
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$4,624,416	90	.89	▼	.90	■	2	▲	G
EM030301	Rail Vacuum Mitigation	Post Des to Const Awd	Mitigation	\$6,000,000	0	.00	■	1.00	■	1	▲	G
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
<b>Hugh Carey Tunnel Restoration</b>												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$119,975,615	3	.00	■	.49	■	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$8,443,455	3	.00	■	.47	■	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$137,758,050	3	.00	■	.77	■	0	■	G
ED050202	Environmental clean-up at Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$16,705,812	3	.00	■	.82	■	0	■	G
<b>Queens Midtown Tunnel Rehab</b>												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$114,433,035	4	.00	■	.82	▲	0	■	G

## 2nd 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
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
<b>Queens Midtown Tunnel Rehab</b>												
ED020203	Restore Queens Midtown Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$2,010,762	4	.00	—	.26	▼	0	—	G
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Construction	Recovery	\$111,482,881	4	.00	—	.95	▲	0	—	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$11,381,943	4	.00	—	.70	▼	0	—	G
<b>All Other Projects</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	30	.00	—	.95	—	0	—	G
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Post Des to Const Awd	Recovery	\$6,399,592	50	.00	—	1.00	—	0	—	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Post Des to Const Awd	Recovery	\$10,383,249	50	.00	—	1.00	—	0	—	G
ED050301	Flood Mitigation - Relocate revenue equipment at Verrazano Narrows Bridge	Post Des to Const Awd	Mitigation	\$6,607,182	0	.00	—	.86	▼	2	▲	G
<b>MTA Bus Program</b>												
<b>All Other Projects</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 June 30, 2015</b>
<b>Project Name: Sandy Mitigation: Long Term Perimeter Protections - Coney Island Yard</b>	<b>Current Budget: \$7.0M</b>
	<b>Project EAC: \$11.2M</b>
	<b>Original Design Completion Date: Nov 2015</b>
<b>Project No: ET100307</b>	<b>Current Design Completion Date: Mar 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete 45%</b>

<b>Project Description</b>
<p>This design project is for long term flood mitigation at Coney Island Yard. The scope includes the installation of a perimeter protection wall, drainage and pumping for the entire yard.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the 2nd Quarter 2015, the Estimate at Completion (EAC) increased from \$7.0M to \$11.2M due to an increase in scope to extend the flood protection along the Coney Island Yard creek area bridges and further up to Neptune Avenue.</p> <p>Subsequent to the reporting period, the forecasted Design Completion date was adjusted by four months from November 2015 to March 2016 to reflect design revisions for the Creek bridge area work.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Surveys, field verifications and test borings during the design phase are all being coordinated with flagging requests and access and protection support. The Design is being developed for the additional Creek bridge area 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 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 with the Agency's ACE evaluation of the overall design contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Sandy Recovery: Employee Facilities: Stillwell Terminal</b>	<b>Current Budget: \$12.5M</b>
	<b>Project EAC: \$14.6M</b>
	<b>Original Construction Completion Date: Jun 2015</b>
<b>Project No: ET040210</b>	<b>Current Construction Completion Date: Sept 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 92%</b>

<b>Project Description</b>
<p>This project involves the restoration of the Employee Facilities at Stillwell Terminal. The work consists of the comprehensive repair of all damaged assets resulting from Superstorm Sandy. The work items include: HVAC systems, electrical systems, communication system, architectural finishes, drainage and utilities and miscellaneous work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost and Contingency</b>
<p><b>Cost and Contingency:</b> During the Second Quarter 2015, the Estimate at Completion (EAC) of \$14.8M exceeded the Current Budget of \$12.8M and the expended contingency exceeded the available third party contingency budget as two Additional Work Orders (AWO's), were issued: AWO#11 for power to the Signal Crew Room, and AWO#12 for Current Transformer Cabinet.</p>
<b>What is Being Done</b>
<p><b>Cost and Contingency:</b> A Capital Budget Modification Staff Summary was approved on June 23, 2015 to address the budget shortfall.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Sandy Recovery: Mainline Track, Steinway Tube</b>	<b>Current Budget: \$8.2M</b>
	<b>Project EAC: \$9.8M</b>
	<b>Original Substantial Completion Date: Aug 2014</b>
<b>Project No: ET050214</b>	<b>Current Design Completion Date: Mar 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete 76%</b>

<b>Project Description</b>
<p>This construction project is for the replacement of 1,200 linear feet of running and contact rails and spot replacement of deteriorated ties as well as replacing associated signal appurtenances between the station marking 59+53 to 71+53 on Tracks C1 and C2 of the Steinway Tube.</p> <p>This work is combined with pump room work at Steinway Tube in a single construction contract.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost, Contingency and Schedule</b>
<p><b>Cost and Contingency:</b> During the Second Quarter 2015, the Estimate at Completion (EAC) increased from \$8.2M to \$9.8M and contingency expenditures exceeded the third party contingency budget. The EAC increase is due to an increase in required TA Labor Services. Previous weekend GO's could not be optimized due to problems such as the higher elevation of tie plates causing encroachments on the safety envelope around the train. Future GO's will be required and Additional Work Orders (AWO's) have been initiated for the tie plates replacement increasing the contingency expenditure rate.</p> <p><b>Schedule:</b> During the Second Quarter 2015, the forecasted Substantial Completion date slipped eight months from July 2015 to March 2016. This extension will allow time to replace the cracked tie plate springs for all 1,200 feet of track on both Tracks C1 and C2.</p>
<b>What is Being Done</b>
<p><b>Cost and Schedule:</b> Laboratory test reports submitted by the tie plate manufacturers indicated Corrosion Stress Cracks as the cause of the breaking of springs. An independent study was commissioned to determine the cause of the breaking springs. To minimize the impact, the decision was made to replace the RFA plates with LB Foster plates. Additional weekend GO's have been planned through the first quarter 2016 for this work.</p> <p><b>Schedule:</b> Corrections to the tie plates can only be done under GO's. Steinway Tube weekend GO's necessary to complete this work have been requested. Replacement of the cracked tie plate springs will continue as the weekend GO's become available.</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 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 June 30, 2015</b>
<b>Project Name: Sandy Recovery: 1 Fan Plant - Greenpoint Tube</b>	<b>Current Budget: \$10.2M</b>
	<b>Project EAC: \$10.2M</b>
	<b>Original Construction Completion Date: Apr 2015</b>
<b>Project No: ET060212</b>	<b>Current Construction Completion Date: Jul 2015</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>This project involves the rehabilitation of Fan Plant #6418 in the Greenpoint Tube that was damaged due to flooding from Superstorm Sandy.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2015, the forecasted Substantial Completion date slipped three months from April 2015 to July 2015 due to difficulties in obtaining track access to complete the work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, the project achieved Substantial Completion on August 19, 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 June 30, 2015</b>
<b>Project Name: Sandy Recovery: Pump Room – Steinway Tube</b>	<b>Current Budget: \$14.1M</b>
	<b>Project EAC: \$18.6M</b>
	<b>Original Substantial Completion Date: Aug 2014</b>
<b>Project No: ET060221</b>	<b>Current Substantial Completion Date: Mar 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete 93%</b>

<b>Project Description</b>
<p>This construction project involves the restoration of Pump Room # 3227 and replacement of 6" discharge lines on tracks C-1 and C-2 by 8" ductile iron pipe in the Steinway Tube.</p> <p>This work is combined with the track work in the Steinway Tube as a single construction contract.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost and Schedule</b>
<p><b>Cost:</b> During the Second Quarter 2015, the Estimate at Completion (EAC) increased from \$14.7M to \$18.6M due to an increase in required Transit Authority (TA) Labor Services. Dedicated General Orders (GO's) for the removal of asbestos coated wrapping discovered around the discharge line and replacement of old cast iron ring bolts for the new bracket generating multiple new leaks in the cast iron ring section were necessary. Future GO's are required as outlined in the description on schedule slippage.</p> <p><b>Schedule:</b> During the Second Quarter 2015, the forecasted Substantial Completion date slipped eight months from July 2015 to March 2016 to reflect the loss of track access due to such incidents as no work trains for the CBTC Flushing Hunters Point Relay Room Signal In-service tests as well as multiple early returns of the tracks because of incoming winter storms during the prior quarter.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Electrical work inside the pump room and replacement of the two small 250 gpm pumps are being done by piggybacking on MOW Track weeknight GO's. Continuous coordination with all other high priority work that require track access will help reducing the cost of weekend GOs.</p> <p><b>Schedule:</b> Replacement of the big 1500 gpm pump is on hold until weekend Steinway Tube shutdown GO's can become available.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p> <p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the projects performance for consistency in eh 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 June 30, 2015</b>
<b>Project Name: Sandy Recovery: Line Equipment Restoration at Various Locations</b>	<b>Current Budget: \$14.4M</b>
	<b>Project EAC: \$15.5M</b>
	<b>Original Design Completion Date: Nov 2015</b>
<b>Project No: ET060206</b>	<b>Current Design Completion Date: Apr 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete 64%</b>

<b>Project Description</b>
<p>The individual projects under this project address the repair of numerous Line Equipment assets that were damaged by Superstorm Sandy. This report is related to one component of this project (E33888), the repair of tunnel lighting systems at 8 locations.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Schedule:</b> During the Second Quarter 2015, the Design Completion date slipped five months from November 2015 to April 2016. For seven of the eight locations, design has been completed. For the eighth location, Canarsie Tube Tunnel Lighting, the design was adjusted by five months to coincide with the design for the larger Canarsie Tube Rehabilitation project.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Design is proceeding and the schedule is in line with the Canarsie Tube Rehabilitation work 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>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Sandy Recovery: Power/Cable/Ducts: Canarsie Tube</b>	<b>Current Budget: \$9.8M</b>
	<b>Project EAC: \$12.6M</b>
	<b>Original Design Completion Date: Jan 2015</b>
<b>Project No: ET090212</b>	<b>Current Design Completion Date: Apr 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete 95%</b>

<b>Project Description</b>
<p>This design project is for the repair and replacement of power cables and ducts for the Canarsie Tube. The scope includes both repair and replacement of damaged duct banks and cables that were damaged due to flooding from Superstorm Sandy.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Second Quarter 2015, the Estimate at Completion (EAC) increased from \$9.8M to \$12.6M due to an increase in estimated in-house Engineering Force Account (EFA).</p> <p>Additional in-house EFA is needed to undertake the design of new Avenue “B” Substation, replacement of third rails, fire standpipe system and additional communication work in the Canarsie Tube.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Survey and field verifications were made at various facilities and along both tracks Q1 and Q2 in the Canarsie Tube during design under Train Service Diversions, Flagging, and Access &amp; Protection. Coordination sessions were conducted with the user groups and other stakeholders, In-house designers and the consultant to review the scope of work and drawings.</p> <p>Design is proceeding and the schedule is in line with the current 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 problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the projects performance for consistency in the Agency’s ACE evaluation of the overall design contractor’s performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2015</b>
<b>Project Name: Sandy Recovery: Power &amp; Communication Cable - Rutgers Tube</b>	<b>Current Budget: \$9.9M</b>
	<b>Project EAC: \$41.7M</b>
	<b>Original Construction Award Date: Feb 2016</b>
<b>Project No: ET090219</b>	<b>Current Construction Award Date: Feb 2022</b>
<b>Project Phase: Design</b>	<b>Phase Complete 100%</b>

<b>Project Description</b>
<p>This project provides for the replacement of various cables that were damaged due to Superstorm Sandy including power, communication, fiber optic and antenna cables on each track of the Rutgers Tube, Tracks B1 and B2. This project is part of a larger project to rehabilitate the Rutgers Tube</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2015, the Construction Award date slipped 48 months from February 2016 to February 2020. Subsequent to the reporting quarter the award date has been further moved to February 2022.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The Construction Award date for Rutgers Tube Power and Communications Cable work has been pushed out due to construction sequencing of the tubes. The construction work in the Rutgers Tube will commence after the completion of Canarsie Tube Rehabilitation 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 stated problem and 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 design contractor's performance rating for this reporting period.</p>



## **Projects in CPOC's Risk-Based Monitoring Program (2<sup>nd</sup> Quarter 2015 Traffic Light Report – Period Ending June 30, 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 1
  - VHF Radio
  - Integrated Service Information & Management (ISIM B-Div.)
  - Replace Bus Radio System
  - Construct Bus Operations Command Center
- **New Fare Payment System**
- **New Subway Car Procurement**
- **New Bus Procurement**
- **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

### **Sandy Program**

- **South Ferry Terminal Complex Rehabilitation**



**Projects in CPOC's Risk-Based Monitoring Program**  
**(2<sup>nd</sup> Quarter 2015 Traffic Light Report – Period Ending June 30, 2015)**

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- **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\* - 2<sup>nd</sup> 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	RK-65R2	Design-Build Services for the TBTA Training Facility on Ward's Island	\$12,505,429	\$0	\$591,955	4.73%	AM 1	4/2/2015	Design-Build change due to additional geo-technical information.
MTAB&T	PSC-13-2929	Design and Design Services During Construction for Project HH-89, Retrofit/Repair of Skewbacks, Approach Concrete Piers and North Abutment at the Henry Hudson Bridge	\$4,075,700	\$0	\$410,191	10.06%	AM 1	4/2/2015	Increase the Contract for the additional funds necessary to complete coring/drilling, grouting/installation of two post-tensioned vertical rock anchors and grouting one horizontal borehole through one skewback prior to design completion.
MTAB&T	GFM-513	RFK & Miscellaneous Authority Wide Painting	\$15,089,723	\$0	\$366,650	2.43%	AM 1	4/24/2015	Incorporate revised Safety Specifications 01450 and 01475.
MTAB&T	MP-06	Substructure Under Water Work at the Marine Park - Gil Hodges Memorial Bridge	\$13,763,000	\$1,186,865	\$380,057	2.76%	AM 2	5/8/2015	Additional funding to perform substructure and under water work at the MPB.
MTAB&T	BW-89C	Replacement of the Queens Approach at the Bronx - Whitestone Bridge	\$108,786,080	\$5,030,372	\$638,700	0.59%	AM 16	5/21/2015	Extra work based on field conditions including: roof structures over switchgear and dehumidification equipment in the anchorages; temporary standpipe revisions; sidewalks along west service road; sign structure non-climbable fencing and power panel replacement.
MTAB&T	PSC-13-2925	Design and Construction Support Services for Project BW-14/BW-84, Various Structural Repairs and Inspection of Select Main Cable Panels at the Bronx-Whitestone Bridge	\$3,375,821	\$0	\$358,346	10.62%	AM 1	6/15/2015	Design and testing of the main cable and suspender ropes at additional locations.
MTACC	CM-1325	Consultant Services for Design of the 800 MHz Bus Radio System and Command Center	\$4,745,608	\$4,750,133	\$691,304	14.57%	9	4/13/2015	Expansion of the Scope of Work, Increase in the Contract Amount and Extension of the Contract by Two Months
MTACC	C-26505	Furnishing and Installing Finishes and Systems - No. 7 (Flushing) Line Extension	\$513,700,497	\$29,785,439	\$670,000	0.13%	165	4/27/2015	Revise Chilled Water Pump Sizes at Sites J & K and associated changes
MTACC	CM014A	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$43,502,000	\$14,132,839	\$381,500	0.88%	49	5/7/2015	Exhaust Ductwork for Battery Room
MTACC	C-26009	Track, Signal, Traction Power and Communication Systems, Second Avenue Subway	\$261,900,000	\$6,323,495	\$400,000	0.15%	42	5/11/2015	Public Address/Customer Information Signs (PA/CIS) Changes for the 72nd, 86th and 96th Street Stations
MTACC	CM014A	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$43,502,000	\$14,251,159	\$263,180	0.60%	37	5/14/2015	Concourse Ceiling Drain and Pipe Leaks
MTACC	CM-1252	Design Services for Fulton Center in the Borough of Manhattan	\$69,519,522	\$37,877,799	\$496,577	0.71%	96	5/14/2015	Provide Additional Construction Phase Services and Extend the Contract Term by Seven Months
MTACC	CM-1188	Engineering Services for the Second Avenue Subway Project	\$337,540,114	\$98,454,180	\$534,996	0.16%	109	5/20/2015	Provide Design Services for Flood Protection from the Second Avenue Subway 96th St. Station and along the Northern Trail Tracks to 106th St. Station
MTACC	CH057A	Harold Structures Part 3A for the East Side Access Project	\$104,300,000	\$4,342,137	\$600,000	0.58%	3	5/26/2015	Excavation & Support of 12 kV at 3 Locations
MTACC	C-26006	Second Avenue Subway - 63rd St./ Lexington Ave. Station Reconstruction Including Rehabilitation and Reconstruction of Entrances	\$176,450,000	\$14,514,317	\$308,000	0.17%	137	6/8/2015	Revisions to the Fire Alarm System
MTACC	C-26011	Second Avenue Subway - 72nd St. Station Finishes, Mechanical, Electrical, and Plumbing Systems, Ancillary Buildings and Entrances	\$258,353,000	\$22,588,995	\$314,515	0.12%	84	6/8/2015	Underpinning of the West Wall of a building at East 69th Street for the Construction of the Alternative Entrance 1 Street Bump-out

# CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 2<sup>nd</sup> 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-26010	Second Avenue Subway - 96th St. Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$24,240,073	\$256,000	0.08%	138	6/12/2015	Replacement of Corroded Con Edison ducts on the East Side of Second Avenue
MTACC	C-26010	Second Avenue Subway - 96th St. Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$24,240,073	\$389,535	0.12%	139	6/12/2015	Replacement of Corroded Con Edison ducts on the West Side of Second Avenue
MTACC	CM014A	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$43,502,000	\$13,933,464	\$580,875	1.34%	28	6/15/2015	Conduit Enclosures, header Interferences & S. Substation Temp. FA Sys.
MTACC	C-26010	Second Avenue Subway - 96th St. Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$24,240,073	\$325,000	0.10%	106	6/18/2015	Replacement of Rigid Galvanized Steel Expansion Fittings with Phenolic Expansion Fittings
MTACC	CM014A	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$43,502,000	\$14,196,433	\$317,906	0.73%	46	6/29/2015	CPR-076 Rev 1, CPR-078 & CPR-096 - Various RFI's
MTACC	C-26010	Second Avenue Subway - 96th St. Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$24,329,319	\$500,000	0.15%	63	6/30/2015	Installation of Additional Dowel Bar Substitute Couplers for the 96th St. Station Roof Slab
MTACC	C-26008	Second Avenue Subway - 86th St. Station, Station Cavern Mining and Heavy Civil Structure in the Borough of Manhattan	\$301,860,000	\$17,772,109	\$510,000	0.17%	92	6/30/2015	Treatment and Disposal of Contaminated Ground Water Until Turnover of the Water Treatment Plant
NYCT	E-31510	"Sandy" Capital Recovery Project at 54th Avenue & Vernon Boulevard - Rehabilitation of a Fan Plant and a Pump Room in the Greenpoint Tubes in the Borough of Queens	\$6,463,000	\$39,250	\$305,000	4.72%	1	4/1/2015	Fireline Heat Tracing at Clay Street and the Vernon Boulevard Shaft
NYCT	C-34768	Rehabilitation of Elevated Structure from Hammels Wye to Far Rockaway & Rockaway Park & Overcoat Painting of Six Bridges - Rockaway Line, Borough of Queens	\$31,765,000	\$468,918	\$450,000	1.42%	35	6/12/2015	Provide Cross Girder Spall Repair Overruns
NYCT	C-34768	Rehabilitation of Elevated Structure from Hammels Wye to Far Rockaway & Rockaway Park & Overcoat Painting of Six Bridges - Rockaway Line, Borough of Queens	\$31,765,000	\$468,918	\$510,000	1.61%	36	6/12/2015	Provide Spandrel Girder Spall Repair Overruns
NYCT	C-33850	Steinway Tube Duct Bank Rehabilitation and Circuit Breaker House Construction in the Boroughs of Manhattan and Queens	\$23,120,000	\$6,986,662	\$280,000	1.21%	36	6/16/2015	Injection of Grouting to Stop Leaks Behind the New Duct Banks
NYCT	E-40815/E-40828	Restoration of a Pump Room and Tracks in the Steinway Tube in the Borough of Queens	\$10,900,000	\$679,339	\$350,000	3.21%	3	6/16/2015	Replacement of Track-bed and Track-invert Concrete along a 110 Linear Foot Section of Tracks Within the Steinway Tube
NYCT	C-34906	Upgrade of the DC Power System at the 207th St. Maintenance Shop, Borough of Manhattan	\$8,543,000	\$1,010,885	\$710,000	8.31%	7	6/26/2015	Procurement and Installation of Three Temporary aboveground tanks for No. 2 Fuel Oil at the 207th St. Boiler House
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