



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

December 2015

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, 12/14/2015

1:45 - 2:45 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES November 16, 2015

- Minutes from November '15 - Page 3

3. COMMITTEE WORK PLAN

- 2015-2016 CPOC Work Plan - Page 6

4. QUARTERLY MTA CAPITAL CONSTRUCTION COMPANY UPDATE

- Progress Review on Second Avenue Subway - Page 8*
- IEC Project Review on Second Avenue Subway - Page 17*
- Progress Review on East Side Access - Page 21*
- IEC Project Review on East Side Access - Page 33*
- Progress Review on Cortlandt Street #1 Line - Page 39*
- Cortlandt Street #1 Line Appendix - Page 48*
- IEC Project Review on Cortlandt Street #1 Line - Page 52*

5. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 56

6. QUARTERLY TRAFFIC LIGHT REPORTS

- Third Quarter Traffic Light Reports - Page 69

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

- CPOC Change Order Report - All Agencies - Page 109

Date of next meeting: Monday, January 25, 2015 at 1:45 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
November 16, 2015
New York, New York
1:15 P.M.

MTA CPOC members present:

Hon. Thomas Prendergast
Hon. Fernando Ferrer
Hon. Robert Bickford
Hon. Susan Metzger
Hon. John Molloy
Hon. Mitchell Pally
Hon. James Sedore
Hon. Carl Wortendyke
Hon. Neal Zuckerman

MTA CPOC members not present:

Hon. Alan Cappelli
Hon. Vincent Tessitore

MTA Board members present:

Hon. Andrew Albert
Hon. Polly Trottenberg

MTA staff present:

Craig Stewart
Michael Wetherell

LIRR staff present:

Jim Allen
Glenn Greenberg
Rich Oakley

MNR staff present:

John Kennard
Dwight Sowden

Independent Engineering Consultant staff present:

George Binns
Mark Cosmedy
Joe DeVito
Mohammad Mohammadinia

* * *

Chairman Prendergast called the November 16, 2015 meeting of the Capital Program Oversight Committee to order at 12:45 P.M.

Public Comments Period

There was one public speaker: Murray Bowden.

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on October 26, 2015.

Committee Work Plan

Mr. Stewart announced that the presentation schedule for the Positive Train Control (PTC) project has been revised and the next PTC presentation will be in February 2016.

LIRR/MNR Report on Rolling Stock

Mr. Allen updated the Committee on LIRR's and MNR's M-9 car procurements and LIRR's M-9A car procurement, including delivery schedule, and M-9 design improvements and measures underway. Mr. Sowden then provided further information on MNR's M-9 car procurement as well as MNR's M-8 procurement, including car performance to date. In its Project Review of the M-9 cars, the IEC reported that the accepted change orders have extended the original schedule to deliver the first cars by 3½ months, and expressed concern that further pending changes to the car design may result in additional schedule slippage. Critical Milestones cited by the IEC include the following: the railroads need to resolve the car weight issues before the conclusion of the Final Design meetings in February 2016; and all reports from the Final Design Review need to be accepted by August 2016 in order to avoid impacting the fabrication of the pilot cars for testing. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

LIRR Capital Program Review

Mr. Oakley provided an overview of LIRR's 2015 Capital Program Goals, including commitment, completion and closeout performance. He then provided details on the following projects: Main Line Double Track; Jamaica Capacity Improvements Phase I; Johnson Avenue Yard; Colonial Road Bridge; Ellison Avenue Bridge Replacement; Massapequa Station Improvements and the Wyandach Parking Facility. Mr. Oakley then briefed the Committee on LIRR's Small Business Mentor projects. He then introduced Mr. Greenberg, who provided an overview of the SOGR and Normal Replacement Infrastructure and Systems Program. In its Project Review of the Main Line Double Track, the IEC agreed with the agency's explanation of the schedule delays, and concurred that the expenditures to date reflect the correct percentage of project completion. The IEC then recommended that an internal Risk Assessment update be conducted to review the impacts on the project cost and schedule of automated track installation, implementation of Reduced Aspect Signaling, and conflicting operational needs. In its Project Review of the Jamaica Capacity Improvements Phase I, the IEC reported that the project is on budget and that it concurs with the progress reported by the agency. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MNR Capital Program Review

Mr. Kennard provided an overview of MNR's proposed 2015-2019 Capital Program, as well as 2015 year-to-date commitment and completion performance. He then provided details on the following projects: North White Plains Station Parking Garage; Major Superstorm Sandy Restoration/Resiliency Projects, and Harmon Shop Replacement. In addition, Mr. Kennard briefed the Committee on MNR's Small Business Development Program projects. In its Project Review of the Hudson Line Sandy Restoration, the IEC noted that contract was awarded in May 2015, as previously forecast. In addition, the IEC concurred with the agency that the negotiated cost for both phases was below the final engineer's estimate. In its Project Review of the Harmon Consist Shop Replacement, Phase V, Stage 1, the IEC stated that the project is currently on schedule and budget. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MTA Capital Program Commitments and Completions

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

Adjournment

Upon motion duly made and seconded, Chairman Prendergast adjourned the November 16, 2015 meeting of the MTA Capital Program Oversight Committee at 1:45 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2016 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

January 2016

NYCT Capital Program Update

- Stations Program Update
- Rolling Stock Update

Update on Minority, Women and Disadvantaged Business Participation

February 2016

B&T Capital Program Update

- RFK Bridge
- Verrazano-Narrows Bridge

LIRR and MNR Update on Positive Train Control (PTC)

MTA Enterprise Asset Management (EAM)

March 2016

Quarterly MTACC Capital Program Update

- Cortlandt Street Station
- East Side Access
- Second Avenue Subway

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

June 2016

Quarterly MTACC Capital Program Update
LIRR and MNR Update on Positive Train Control (PTC)
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

October 2016

LIRR and MNR Capital Programs Update
LIRR and MNR Update on Positive Train Control (PTC)

November 2016

NYCT Capital Program Update
NYCT, LIRR, MNR Update on New Fare Payment System

December 2016

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

MTACC Quarterly Progress Report to CPOC

Second Avenue Subway

December 14, 2015

SAS



Project Overview

Overall Status (as per 2009 Plan)

Item	Comments
Schedule	December 2016 Revenue Service Date*
Cost	On budget

Highlights

* MTACC is working with the contractors to accelerate critical work activities to ensure December 2016 Revenue Service Date

Progress

- 63rd Street Station Contractor is performing testing and commissioning work for elevators, escalators, HVAC Systems and emergency tunnel ventilation fans.
- 72nd , 86th and 96th Street Station Contractors are performing installation of permanent facility power, elevators, escalators, HVAC, emergency tunnel ventilation fans and architectural work.
- Systems contractor is performing installation of track work, signal work and traction power work. Track work is 67% complete (14,825 LF out of 22,000 LF)
- NYCT has agreed to provide dedicated personnel, located at site, to support T&C activities
- Started permanent street restoration work at the 96th Street Station

90 Day Look Ahead

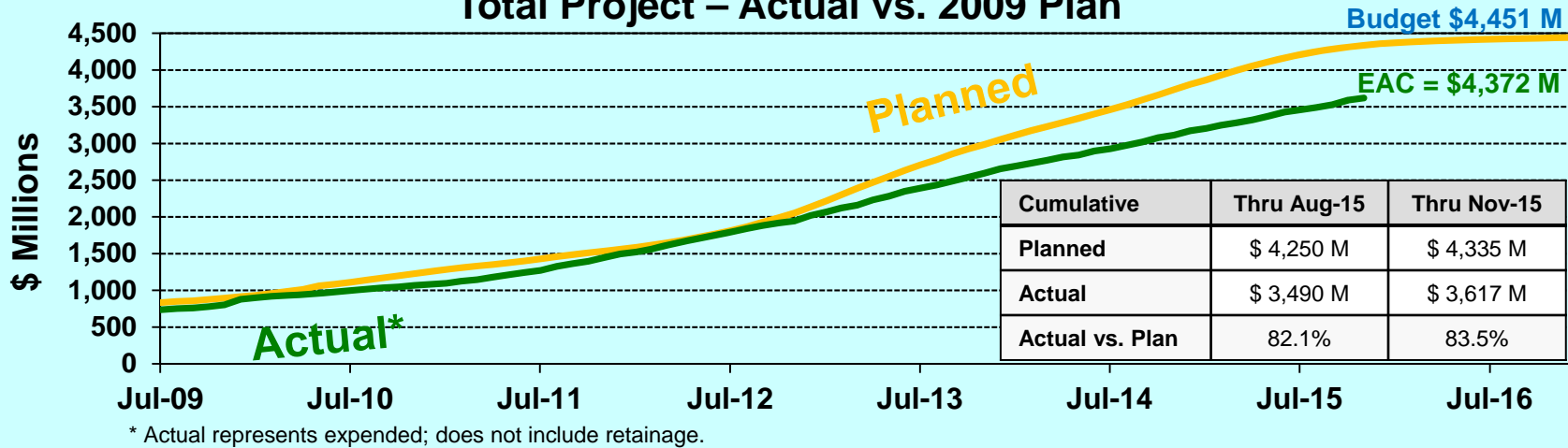
- Complete testing and commissioning work for 63rd Street Station
- ConEd to energize facility power for 96th and 72nd Street Stations

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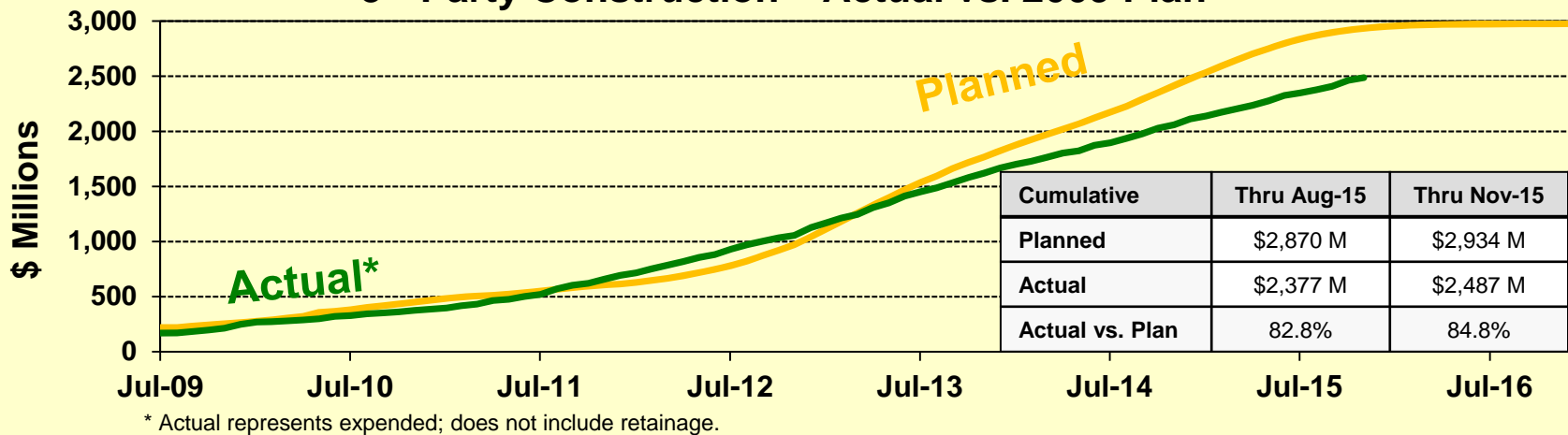


Cost & Schedule Performance

Total Project – Actual vs. 2009 Plan



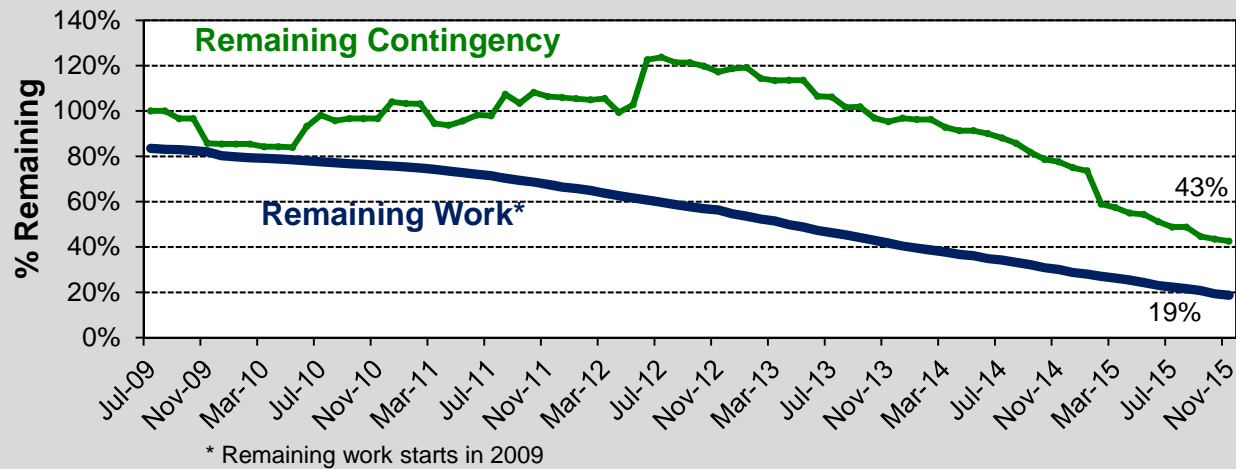
3rd Party Construction – Actual vs. 2009 Plan



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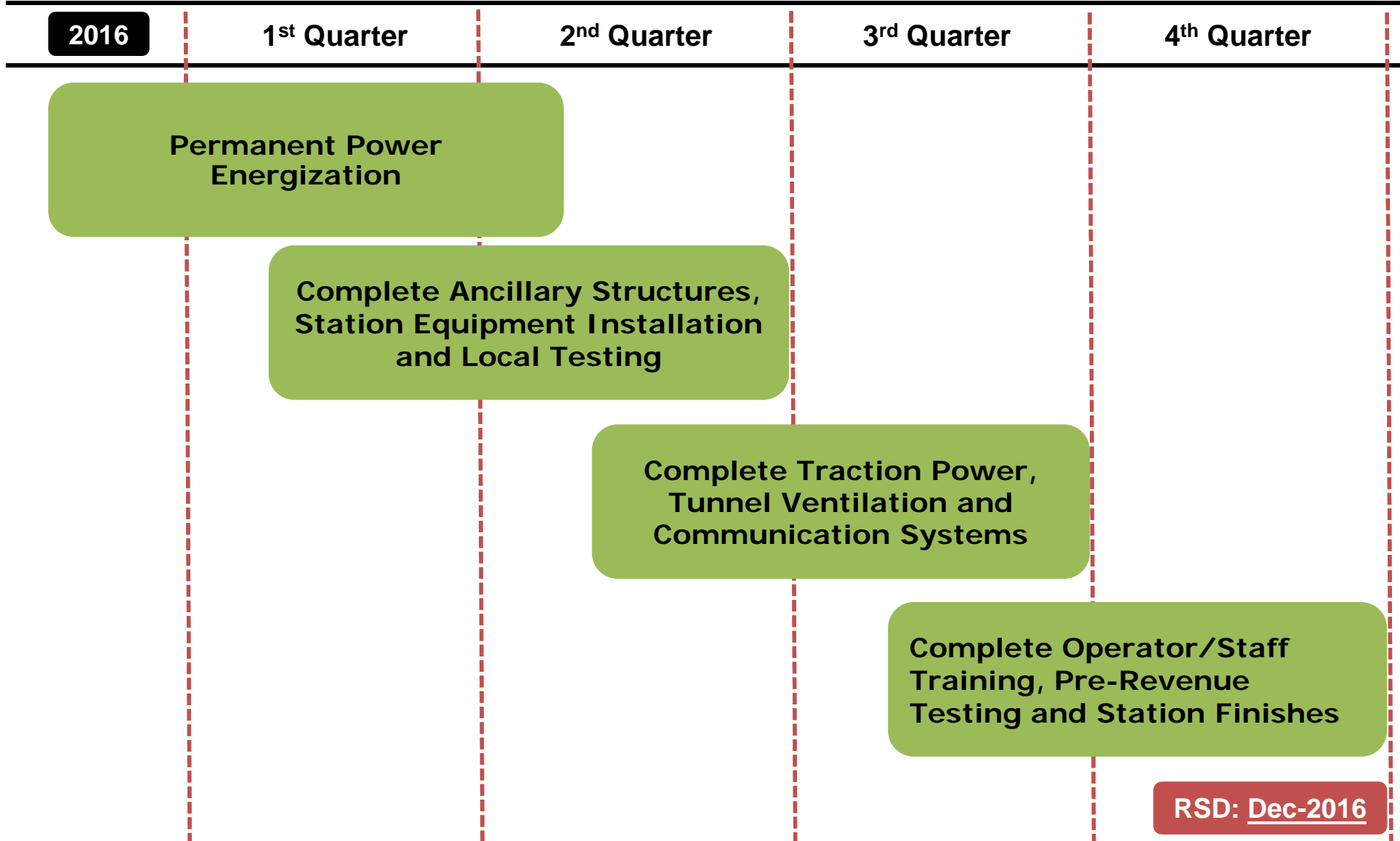
Cost Contingency Status



- 2009 budget contingency: \$322 million
- Current budget contingency is \$137 million (as of Oct 2015), \$20 million less than the last report (\$157 million).
- This reduction in contingency is due primarily to approved and pending negotiation AWO's associated with street restoration and CIR room rock mass stability for C5B.




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Critical Milestones for 2016



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


Critical Milestone Issues and Mitigations




	1 st Quarter 2016 – Permanent Power Energization	
Status	Critical Issue	Mitigation
 Green	Permanent Power Energization at 96th Street	Permanent Power is on target for energization by January 4, 2016.
 Yellow	Permanent Power Energization at 72nd Street	Permanent Power is on target for energization by March 31, 2016.
 Red	Permanent Power Energization at 86th Street	Permanent Power is on target for energization by April 29, 2016.

	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 Milestone Issues and Mitigations





2 nd Quarter 2016 – Complete Ancillary Structures, Station Equipment Installation and Local Testing		
Status	Critical Issue	Mitigation
 Yellow	Completion of Ancillary 1 and 2 Structures and MEP work at 86th Street Station	A plan has been adopted to reduce construction duration by 2 1/2 months by working extended work hours and weekends. The structures will be completed by 4/30/16.
 Yellow	Complete Installation and Testing of Escalators at 86th Street Station	Contractor has worked with the escalator manufacturer to accelerate installation.
 Yellow	Complete signal and track work	Utilizing extended work hours and weekends, signal work will be completed by 3/4/16. Track work will be completed by 5/30/16.




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Critical Milestone Issues and Mitigations



	3rd Quarter 2016 – Complete Traction Power, Tunnel Ventilation and Communication Systems	
Status	Critical Issue	Mitigation
 Yellow	Traction Power Energization	Acceleration to include working extended work hours and weekends. Traction power will be completed at all three stations by 7/22/16.
 Red	Install, Test and Commission Axial Fans at 72nd Street Station	Accelerate installation and Testing & Commissioning by working extended work hours and weekends. Axial Fans will be tested and commissioned by 10/11/16.
 Yellow	Complete Communication Systems Installation (Fire Alarm, PA/CIS, Police Radio)	Contractor is working at all three stations at the same time and working extended work hours and weekends.
 Yellow	Install, Test and Commission Escalators and Elevators at 72nd Street Station	Contractor developed acceleration plan to reduce installation time to meet the Pre-Revenue Training on 9/1/16.




	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
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Critical Milestone Issues and Mitigations

4 th Quarter 2016 – Complete Operator/Staff Training, Pre-Revenue Testing and Station Finishes		
Status	Critical Issue	Mitigation
 Yellow	Test and Commission Elevators for the 96th Street Station	Add second crew to work on the Street Elevator (current plan is for one crew to work both elevators)
 Yellow	Complete Operator/Staff Training Necessary for Pre-Revenue	Working with NYCT to assure resource requirements can be met.

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

December 2015 CPOC IEC Project Review



Second Avenue Subway

December 14, 2015



Schedule Review

The Project's Schedule carries a moderate risk of delay to completion in December 2016. However, the Project Team has obtained high-level commitments from its contractors that support a December 2016 Revenue Service Date. The IEC has observed that the following key activities are currently behind schedule:

- Provision of permanent power at the 86th Street Station, which is crucial to the start of equipment testing
- Construction of the entrances at 72nd Street Station
- Installation of communications and traction power equipment
- Track installation at the 72nd Street Station

In the IEC's view, the Project Team should expedite their effort to develop an integrated project schedule in time to fully address the impacts of the current delays.



Budget Review

- Project is on budget and its cost contingency of \$137M remains in line with the current level of project completion.
- IEC analysis indicates that project construction expenditures will need to increase to an average of \$42M/mo. from the current \$37M/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 of the fire alarm system
- Staff availability caused by the concurrent completion of 3 new stations within 8-10 weeks of each other.
- Installation of power and communications gear
- Completion of the water mist system

The Project Team is actively implementing mitigations to address these risks in order to complete the project by December 2016.

MTACC Quarterly Progress Report to CPOC

East Side Access

December 14, 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

- Achieved Substantial Completion on the Harold Structures Part 2A (CH054A) contract.
- Achieved Substantial Completion on the 55th Street Vent Plant Facility (CM013A) contract.
- Completed intermediate-level walls in the North Back of House as part of the Manhattan North Structures (CM006) contract.
- Completed the Bellmouth and Plaza backfill work and exhaust air shaft in the Plaza interlocking for the Plaza Substation and Queens Structure (CQ032) contract.
- Commenced conduit installations at one substation, one interlocking, and the ventilation facilities in Roosevelt Island and Queens as part of the Systems Package 1-Facilities Systems (CS179) contract.
- Received cost proposals for the Grand Central Terminal Station Caverns and Track (CM007) contract.
- The Midday Storage Yard CIL Procurement (VQ033) contract is expected to be awarded by the end of the year, 1 month later than last reported.

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 (continued)

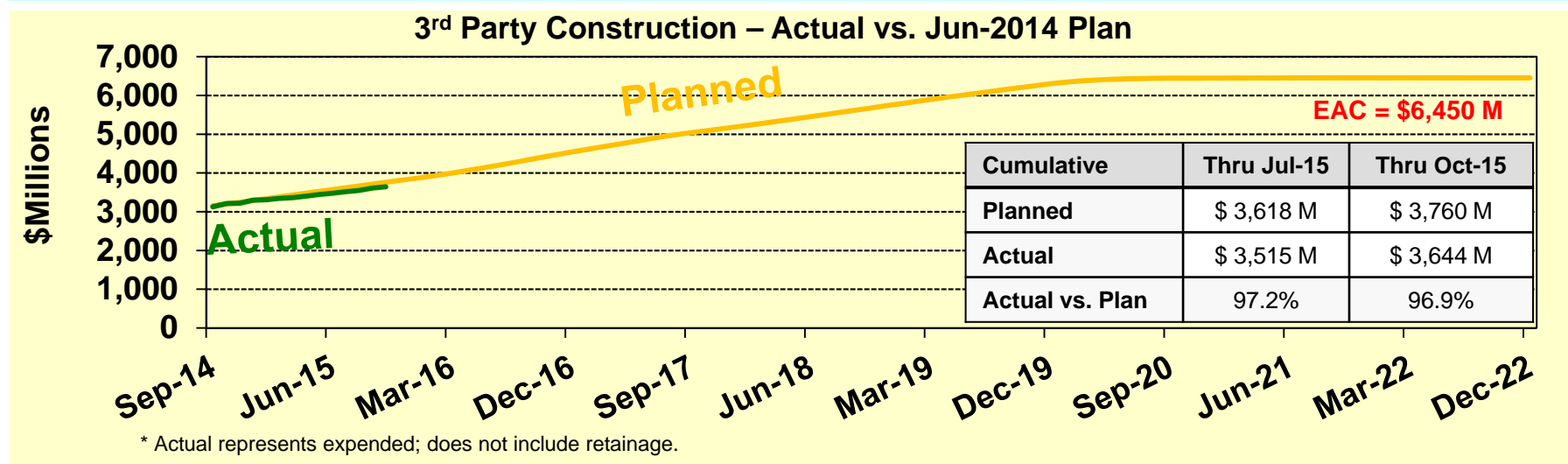
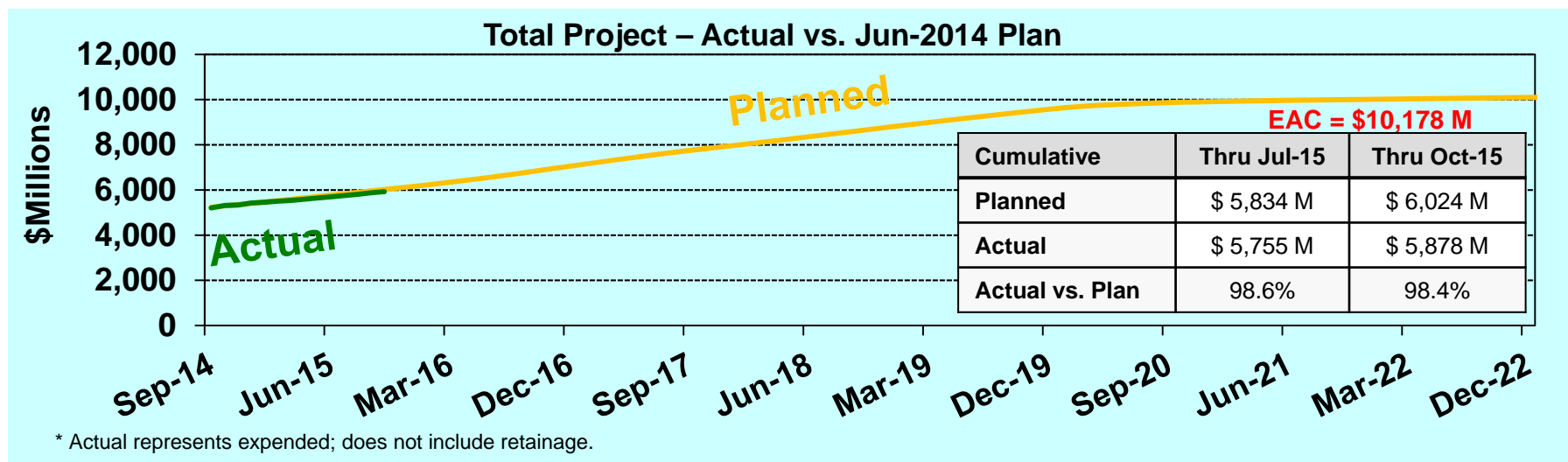
90 Day Look Ahead

- Achieve Substantial Completion on the GCT Concourse and Facilities Fit-Out Early Work (CM014A) 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 of Harold Track Work – 48th St. Bridge and Retaining Wall (CH057C).
- Achieve Substantial Completion of and Manhattan South Structures (CM005), in accordance with the original contact schedule.
- Advertise Harold Tunnel A Construction (CH061A) contract, 2 months later than last reported, pending identification of funding.
- Award contract for Grand Central Terminal Station Caverns and Track (CM007), 1 month later than last reported, pending identification of funding.

ESA



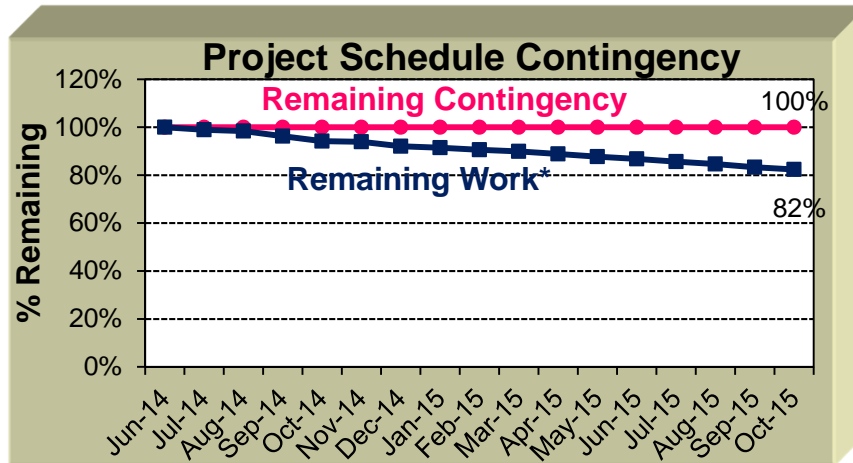
Cost & Schedule Performance



December 14, 2015

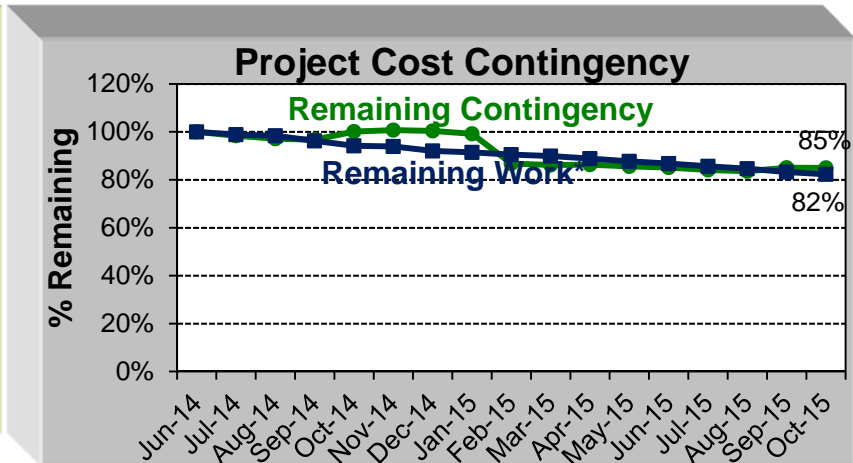
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Cost & Schedule Contingency Status



* 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)
- ESA is evaluating the impacts of Harold Interlocking schedule delays.




* 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: \$695 million (last reported \$688 million)
 - Unallocated contingency: \$382 million
 - Allocated contingency: \$232 million
 - Design development contingency (AFI): \$81 million




December 14, 2015

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Milestone #2: Completion of Lower Tunnels in Manhattan North Structures (CM006)	February 2016	<p><u>Issue:</u></p> <ul style="list-style-type: none"> Manhattan North Structures (CM006) contract is behind schedule and is not meeting its recovery schedule. <p><u>Impact:</u></p> <ul style="list-style-type: none"> 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 by the Contractor to be achieved on May 9, 2016. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> Robotic application of concrete has not achieved its anticipated production rates due to various technical issues, but the contractor continues to perform concurrent work where possible. ESA is reviewing schedule impacts and the potential for changing access dates for CM007.


Legend

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




December 14, 2015

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Design Completion to Determine IST Plan & Schedule for Package 1 - Facilities Systems (CS179)	March 2016	<p><u>Issue:</u></p> <ul style="list-style-type: none"> The contractor's design is forecast to be complete in September 2016, 6 months later than scheduled. <p><u>Impact:</u></p> <ul style="list-style-type: none"> Delays to design completion and approval have the potential to delay the completion of Integrated Systems Testing (IST). <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> ESA is working with the contractor in sequencing the various system designs to reduce pressure on the schedule. In the event of any delay attributed to design, ESA will make every effort to mitigate it during construction. ESA is also working closely with LIRR to expedite approval of system design elements.


Legend

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December 14, 2015

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Exercise Contract Options 2, 6 and 7 - Facilities Systems (CS179)	November 2015	<p>Issue:</p> <ul style="list-style-type: none"> The CS179 contract contains 3 options, totaling \$147.4M, to be exercised not later than November 6, 2015: <ul style="list-style-type: none"> Option 2—Manhattan North, \$77.4M Option 6—Obsolescence Management, \$30.4M Option 7—Specialty Equipment for Options, \$39.6M These options are funded in the 2015-2019 Capital Program <p>Impact:</p> <ul style="list-style-type: none"> 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. <p>Mitigation:</p> <ul style="list-style-type: none"> Funding identified for Option 6, 7, and a portion of Option 2. Change Order to split Option 2 into parts A and B executed on October 29, 2015. Options 2A (\$7.2M), 6, and 7 exercised. Option 2B (\$70.2M) to be exercised in April 2016.


Legend

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December 14, 2015

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Procurement of Grand Central Terminal Caverns and Track Contract (CM007)	January 2016	<p><u>Issue:</u></p> <ul style="list-style-type: none"> Untimely award of this contract will impact Integrated Systems Testing (IST) and potentially impact project contingency. <p><u>Impact:</u></p> <ul style="list-style-type: none"> The award of CM007 should have been made by November 2015 to provide additional time for the Contractor's procurement and delivery of precast concrete elements, but is needed no later than January 2016. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> Award contract for Grand Central Terminal Station Caverns and Track (CM007) no later than January 2016, pending identification of funding.


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.




December 14, 2015

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Cutover of H3 Central Instrument Location (CIL) in Harold Interlocking	November 2015	<p><u>Issues:</u></p> <ul style="list-style-type: none"> 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. H3 CIL cut-over will be the first with civil speed enforcement criteria—which will allow for the cut-over of follow-on CILs. <p><u>Impact:</u></p> <ul style="list-style-type: none"> 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. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> The H3 cutover was completed in November 2015.


Legend

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	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
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December 14, 2015

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Amtrak Support for Harold Structures - Part 3 Westbound Bypass (CH057A)	Continuing Need; Per Project Schedule Requirements	<p>Issues:</p> <ul style="list-style-type: none"> Amtrak has not consistently provided the required outages and/or railroad support to complete the critical path work at the Westbound Bypass Tunnel Launch Pit. <p>Impact:</p> <ul style="list-style-type: none"> Seven secant piles remain to be placed at the East Approach in order to commence excavation for the tunnel shield set-up. Mining of the Westbound Bypass Tunnel has been delayed to January 2016, a delay of 2 months when compared to previous quarter's forecast. Substantial Completion of this contract is delayed 12 months, a delay of 1 month when compared to the previous quarter's forecast, with additional future delays possible. <p>Mitigation:</p> <ul style="list-style-type: none"> ESA continues to coordinate with the Contractor and Amtrak to plan the work and acquire the required outages and resources.


Legend

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December 14, 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><u>Issues:</u></p> <ul style="list-style-type: none"> Amtrak Electric Traction (ET) direct labor is not consistent and continues to cause schedule delays and cost impacts. No improvement in weekend resources and ET direct labor. Scheduled critical work is not getting completed. <p><u>Impact:</u></p> <ul style="list-style-type: none"> 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. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> 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. Some Amtrak work will be transferred to 3rd-party contracts, which will partially mitigate schedule delays.

Legend

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

December 14, 2015

December 2015 CPOC IEC Project Review



East Side Access

December 14, 2015



BUDGET & SCHEDULE

- The ESA Budget remains at \$10.178B
 - Contingency: \$695M; an increase of \$7M from September 2015 CPOC due to a favorable bid in Harold.
- The ESA RSD remains at December 2022
 - Unallocated contingency 22-months.
- Harold Interlocking work stays off the Project critical path by 1 month.



IEC CONCERNS – MANHATTAN

- Manhattan North Structures (CM006) Schedule:
 - The Contractor has fallen behind the recovery schedule and will not meet Contract Milestone #2 (February 2016).
 - Completion of Milestone #2 will provide access for the follow-on Contract CM007 through the lower level tunnels which will become Project critical path.
 - The IEC projects Milestone #2 completion no earlier than June 2016.



IEC CONCERNS – SYSTEMS

- Facilities Systems Package 1 (CS179) Schedule:
 - The resource loaded contractor baseline schedule has not been incorporated into the Integrated Project Schedule (IPS).
 - Interim systems design milestones are not being met.
 - The IEC has identified unattainable resource peaks, unrealistic durations for installation work/local testing and schedule logic issues in the contractor's schedule.
 - These issues need to be corrected and remaining risk addressed, in order to maintain the Integrated Systems Testing completion date.



IEC CONCERNS – HAROLD

- Delays to the remaining signal hut (CIL) cutovers may push out Harold infrastructure improvements and civil/structural work required for revenue service.
- Low contractor productivity combined with inconsistent Amtrak support could lead to further erosion of the float between Harold and the Project critical path through Manhattan and Systems.



IEC RECOMMENDATIONS

- Revise the Integrated Project Schedule (IPS) to include recently accepted resource loaded contractor schedules for CS179 and CM014B.



MTACC Quarterly Progress Report to CPOC

Cortlandt Street #1 Line Station Reconstruction

December 14, 2015

Project Overview

Overall Status

Item	Comments
Schedule	Substantial Completion is August 2018
Cost	Current Budget is \$158.4 million (Excludes Risk Reserve).

Highlights

Progress

- 1,200 linear feet (100%) of Southbound track work was reconstructed and completed including installation of new welded rails
- 1,200 linear feet (100%) of Northbound track work was reconstructed and completed
- Completed relocation of third rail for 2,400 linear feet (100%) of both Southbound and Northbound tracks
- Completed waterproofing of structural invert
- Removed and relocated 80% of temporary platform shielding
- Started reconstruction of the southbound platform edge
- Started demolition of platform walls, manholes and fan plant walls

90 Day Look Ahead

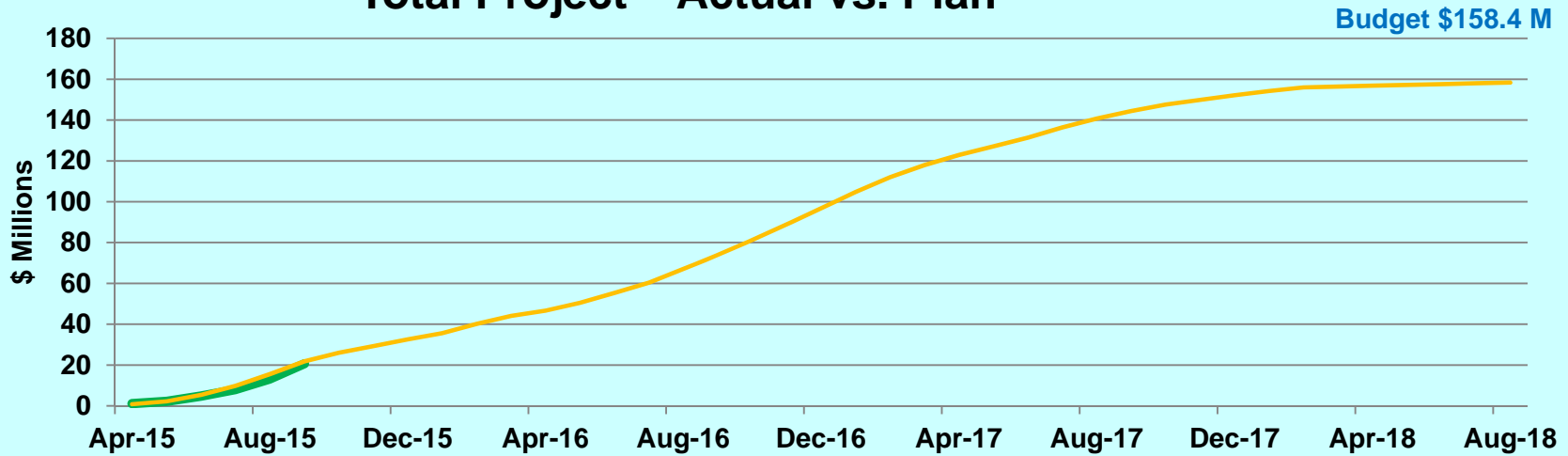
- Continue demolition of southbound and northbound platform slabs and manholes
- Form and pour platform slabs, ductbanks, manholes and walls
- Complete design of Northern Access and Bulletin #1 for issuance to the Contractor
- Continue demolition of walls for fan plant duct work
- Prepare coordination drawings for HVAC, Communication and electrical ducts and conduits and coordinate for 2016 GO's

Cortlandt

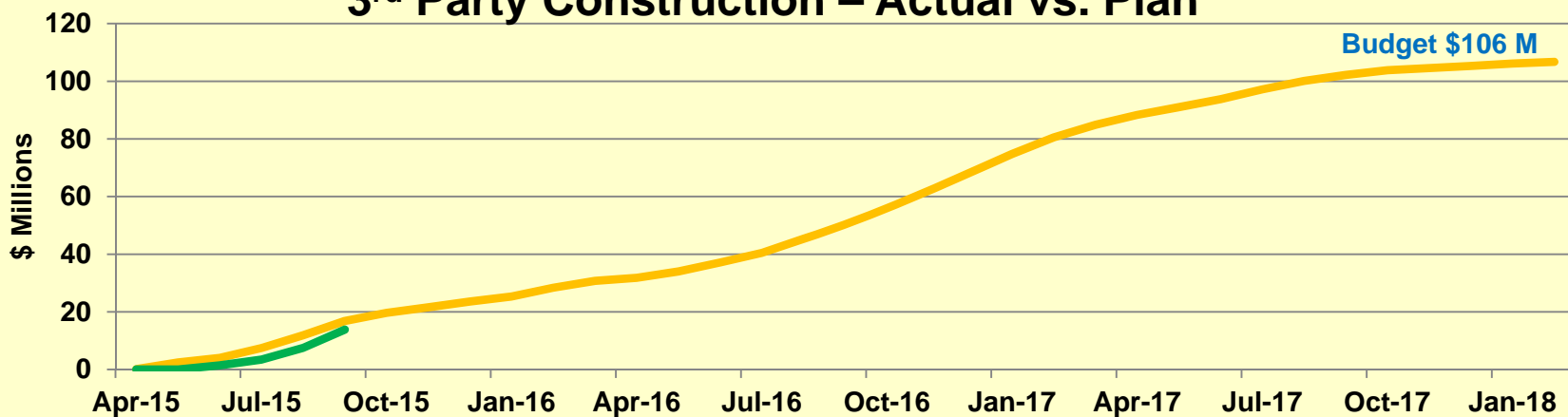


Cost & Schedule Performance

Total Project – Actual vs. Plan

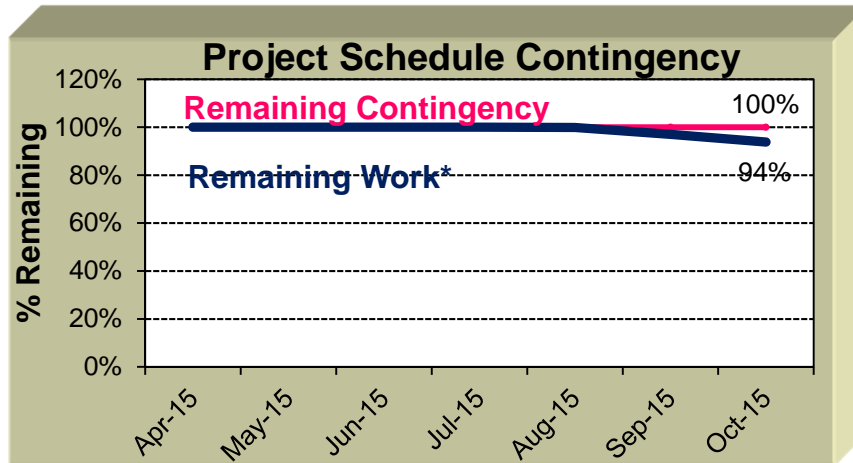


3rd Party Construction – Actual vs. Plan



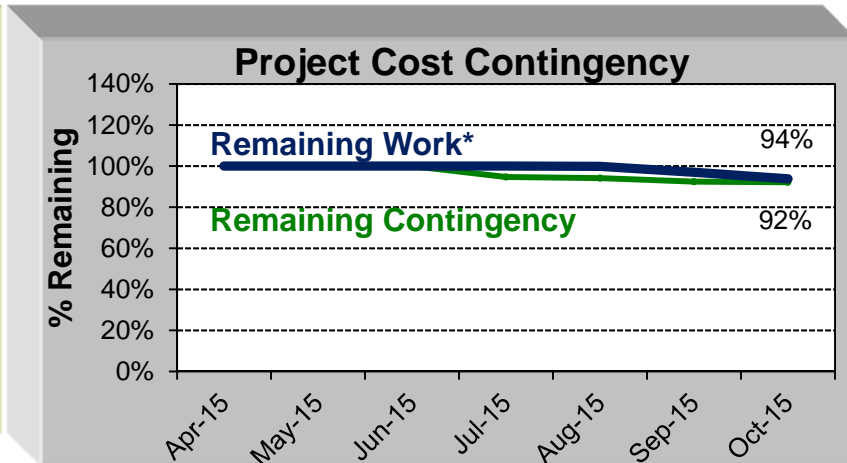
Cortlandt

Cost & Schedule Contingency Status



* Remaining work starts in 2015

- 2015 schedule contingency: 181 days (6 months)
- Current schedule contingency remains 181 days (6 months)




* Remaining work starts in 2015




- Budget contingency is \$5.6 million
- Current contingency is \$5.2 million. The decrease is due to negotiation of four change orders.
- An additional \$10.9 million of project budget is allocated for known anticipated change orders.
- Unmitigated risk reserve is \$16.9 million.

Cortlandt

Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 Red	Demolition of the Existing PATH Station North Temporary Access (NTA) by PANYNJ	January 2016	<p>Issue: Ongoing delay by the Port Authority of New York and New Jersey (PANYNJ) to demolish the PATH Station North Temporary Access, which has been delayed by three months later than last reported.</p> <p>Impact: Delay in demolition by PANYNJ will delay construction of the Northern Street Entrance, Stair and Elevator, which in turn may delay opening of the station.</p> <p>Mitigation: Continue to meet with PANYNJ to press NYCT requirements for the area. Reviewing alternatives.</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
 Yellow	Complete Design of Northern Street Entrance: Stair and Elevator	January 2016	<p><u>Issue:</u> Delays in completing the design for the Northern Street Entrance, Stair and Elevator, may impact the issuance of the Construction change order and construction of the north end.</p> <p><u>Impact:</u> Completion of the design, originally set for October 2015, has been delayed due to structural obstructions and Communication system to be incorporated in the final design. This will also delay issuing and negotiating the change order.</p> <p><u>Mitigation:</u> At this time, the delay has no immediate impact due to PANYNJ delays in deconstruction of the northern entrance. Continue to manage the design for completion by 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.




December 14, 2015

Cortlandt

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Issue Change Order of Northern Street Entrance Stair and Elevator	January 2016	<p><u>Issue:</u> Delays in issuing the change order and negotiation for the Northern Street Entrance, Stair and Elevator, may impact the start of construction.</p> <p><u>Impact:</u> Issuing the change order, originally set for December 2015, has been delayed due to delays in final design. May potentially impact elevator and conduit installation.</p> <p><u>Mitigation:</u> 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.




December 14, 2015

Cortlandt

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Complete All Right of Way Work	June 2016	<p>Issue: GO's will not be available after June 2016 to perform Right-of Way work.</p> <p>Impact: 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>Mitigation: Track work is currently 95% complete. All remaining Right-of-Way work (platform edge, conduit installation, ceiling, lights, cable relocation, steel demo) will need to 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.

December 14, 2015

Cortlandt

Risk Assessment Results

- The schedule results from the Risk Assessment (RA) indicate a potential project duration of 46 months at the 80% confidence level. The project team has identified mitigation strategies that reduce this to 43 months.
- Cost exposure is primarily driven by the potential of experiencing scheduling delays.
- Major risks include challenging site access, coordination with PANYNJ, dependence upon the availability of track outages & work trains, and potential delays associated with integrated system testing.
- A more detailed summary of the risk analysis and results has been included within the CPOC book.

Risk Assessment Brief for Cortlandt Street #1 Line Station Reconstruction

December 14, 2015

MTA Agency: MTA Capital Construction

Risk Assessment Report Date: July 2015

Project Name: Cortlandt Street Station Phase II

Status of Project (at time of assessment): In Construction

Project Description

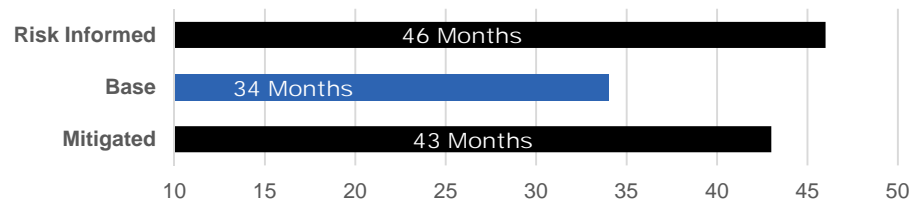
The project is for the rehabilitation of the Cortlandt Street #1 Line Station located within the boundaries of the WTC site. Work activities cover architectural, structural, civil, mechanical, plumbing, electrical, and communications. The project includes complete replacement of 1,200 LF of track in both the northbound and southbound directions, platform demolition and replacement, structural work, new Con Edison vault at Liberty Street, normal and reserve electrical services, new platform and tunnel lighting, relocation of signals and signal cabling, new communication rooms on the platform and mezzanine, all station architectural finishes and artwork, new fan plants and equipment for tunnel & station ventilation, HVAC, three new elevators and one new escalator.

Risk Assessment Findings

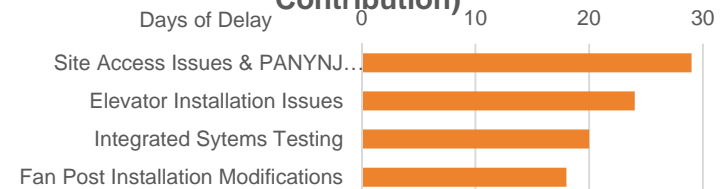
Based upon simulation results at the 80% Confidence Level, the Risk Informed duration is approximately 46 months, adding approximately 12 months to the project baseline schedule duration of 34 months. The MTACC project team has identified mitigation measures that could potentially reduce the schedule to 43 months. The Risk Informed estimate results at the 80% Confidence Level for the total project cost is \$175.3 million. The current project budget is \$158.4 million, which includes contingency, and is \$16.9 million below the risk informed cost. The MTACC project team has identified mitigation measures that reduce the Mitigated 80% Confidence Level for cost to \$172.7 million.

Risk Informed Cost and Schedule Results

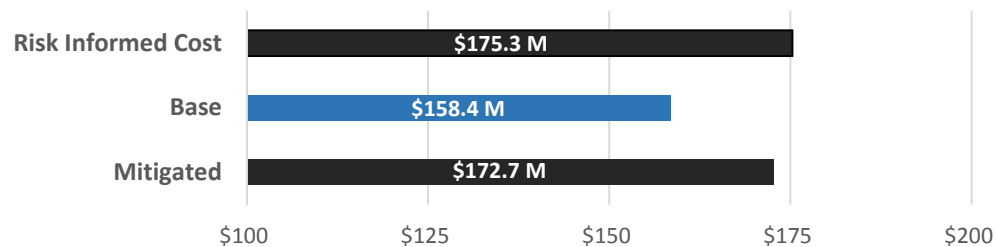
Risk Informed Project Duration @ 80 % vs. Baseline Schedule



Top Schedule Risks (Relative Contribution)



Overall Project Cost @ 80 % Risk Informed Project Costs



Top Cost Risks (Relative Contribution)



**Summary of Major Schedule Risks & Mitigations**

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Top Schedule Risks			
Site Access Issues & Port Authority Interface	Meet with PANYNJ security to develop plan to expedite screening of concrete trucks for track work (thru Oct 2015) To date, 50% of the track concrete has been poured with no issues.	Coordination with PANYNJ & Site Security	Aug. 2015 – Oct. 2015
Elevator Installation Issues	Work with contractor to focus on quality of installation so as to minimize re-work. Establish clear understanding of testing and commissioning requirements. Close coordination with NYCT E&E department and NYCT Office of ADA compliance to expedite completion.	CM, Contractor, NYCT	June 2016
Integrated systems testing issues	Project Management will be applying lessons learned during testing and commissioning phases of the Fulton Center and 7 West extension to better anticipate testing issues and expedite their resolution working closely with both the contractor and NYCT. Will also attempt to begin testing as early as possible to create additional schedule float should problems with testing arise.	CM, Contractor, NYCT,PANYNJ	June 2016 - completion

**Summary of Major Cost Risks & Mitigations**

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Top Cost Risks			
Extended Overheads due to Project Delays	The majority of the potential cost exposure is due to extended overheads associated with project delays coming from schedule risks and uncertainty. Accordingly, the Project Team will focus primarily on schedule risks which drive cost growth.	MTACC Program management Team	Project Duration
Design Ambiguities/Errors	Weekly design meetings with DDP prioritizing issues that may affect the critical path	CM & DDP	Project Duration
Availability of GOs / Work Trains / Flaggers	High priority of GO assignment to the project. Close coordination with NYCT.	TA Labor/Work train crews and work train equipment	Present - June 2016

December 2015 CPOC IEC Project Review



Cortlandt Street # 1 Line Station



December 14, 2015

Schedule Review

The IEC notes the following schedule impacts:

- Coordination between the PANYNJ and MTACC is a key concern and needs improvement. PANYNJ must demolish the North Temporary Access to the PATH station before the Cortlandt Station North Entrance can be constructed.
- The design, procurement and execution of the North Entrance change order and other key scope changes to the project have slipped by 30 days. These items are now anticipated to be completed in January 2016.
- Station Right-of-Way work is progressing well. Northbound and southbound track work is 95% complete.



Budget Review

- The IEC concurs with the current project budget of \$158.4M.
- The IEC concurs that the project contingency has been reduced to \$5.2M.
- The results of the June 2015 risk assessment indicate a need for additional project funding due to potential unmitigated risk. The amount of the additional funding will become more certain upon negotiation and reconciling of key change orders by January 2016.



IEC Concerns & Issues

CONTINGENCY & BUDGET:

- The IEC believes that the current budgeted contingency of \$5.2M is not an adequate amount to support the construction budget of \$101.1M with the project's current risk profile.

LOGISTICS:

- The logistical challenges such as lay down area, site access and complexities of the site could pose additional cost and schedule risks to the budget and completion date.



MTA Capital Program Commitments & Completions

through November 30th, 2015

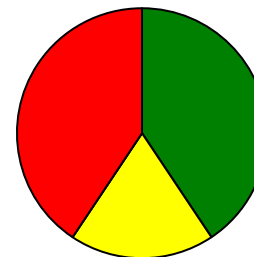
Capital Projects – Major Commitments – November 2015

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 November, 32 major commitments are being reported. 13 commitments are delayed, six projects were delayed, but have since been awarded, and 13 commitments were made on time. Additional year-to-date commitments will be reported on in December.

Through November, agencies have committed \$2.5 billion versus a \$2.9 billion YTD goal. The YTD shortfall is predominantly due to the aforementioned slips, most of which are expected to be achieved before 2016.

By year end, the MTA forecasts committing 92% of its \$3.1 billion goal. This commitment rate is a reduction from the prior month due primarily to the impact of several large value NYCT projects delayed beyond 2015.

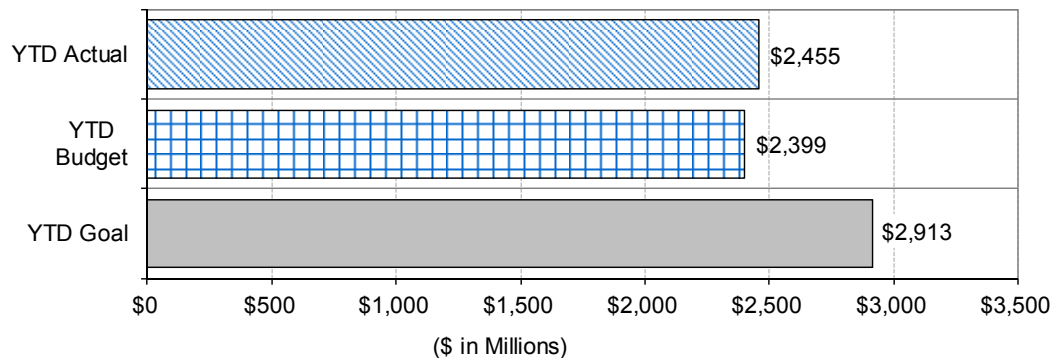
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within Goal	13	41%	-
YELLOW = Commitments delayed beyond Goal (already achieved)	6	19%	↑ 1
RED = Commitments delayed beyond Goal (not yet achieved)	13	41%	↑ 1
Total	32	100%	↑ 2

Budget Analysis

2015 Annual Goal	\$3,123	(\$ in millions)
2015 Annual Forecast	92%	of Annual Goal
Forecast left to Commit	14%	(\$405)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – November 2015 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast
13 All-Agency Red Commitments (2 new this month)			
NYCT			
<i>Bus Depots</i>			
Bus Radio System - NYCT	Construction Award	Aug-15 \$215.0M	Jan-16 \$217.2M
Proposals are being evaluated by the Technical Committee. A Post-Proposal Addendum was issued to the vendors in October, revising the optional maintenance agreement, spare parts requirement and the price schedule. Award delayed due to protracted procurement duration.			
<i>Sandy Recovery and Resiliency</i>			
Sidewalk Vent Grating - 8 Stations	Construction Award	Jul-15 \$70.4M	May-16 \$46.1M
Award was recently re-scheduled to May 2016 reflecting a delay in advertisement. The cost decrease reflects the prioritization of the resiliency program, limiting the number of the critical facilities hardening to communication and signal rooms only.			
Power Cable Replacement - 148th & 207th St Yards (New Item)	Construction Award	Nov-15 \$135.1M	Jul-16 \$135.1M
The award has been delayed to accommodate property acquisitions by MTA Real Estate. Design had been delayed in order to incorporate additional resiliency standards based on 500 year storm standards.			
LIRR			
<i>Main Line Corridor Improvements</i>			
MLC - Hicksville Siding	Construction Award	Sep-15 \$25.7M	Dec-15 \$25.7M
Continuing delay due to the related Hicksville Station project, advanced with this project.			
MLC - Hicksville Station	Construction Award	Oct-15 \$42.2M	Dec-15 \$42.2M
Delay due to extended time needed to review bids and options.			

Project	Commitment	Goal	Forecast
LIRR continued			
<i>Sandy Recovery and Resiliency</i>			
Long Beach Substation Replacement	Construction Award	Jun-15 \$18.7M	Dec-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.			
Long Beach Signal System	Construction Award	Oct-15 \$9.0M	Dec-15 \$9.0M
The two month delay is due to extensive negotiations with the contractor.			
MNR			
<i>Grand Central Terminal</i>			
GCT Utilities (New Item)	Construction Award	Nov-15 \$21.3M	Dec-15 \$21.7M
Bids were received on October 30th. Review of vendor and bid price are underway. Anticipate award by year-end.			
B&T			
<i>Marine Parkway Bridge</i>			
Miscellaneous Steel Repairs & Structural Rehab - Marine Parkway	Construction Award	Jun-15 \$21.8M	Dec-15 \$22.9M
MPX-B was bid as one contract, thus more time was required to prepare procurement documents. Bids have been received. Forecast values were adjusted to include contingency and match bid results.			
Roadway Structures Painting	Construction Award	Jun-15 \$17.0M	Dec-15 \$22.7M
MPX-C was bid as one contract, thus more time was required to prepare procurement documents. Bids have been received. Forecast values were adjusted to include scope advanced from the 2015-19 plan.			
Rehab of Programmable Logic Controller & Mechanical System	Construction Award	Jun-15 \$24.3M	Dec-15 \$32.0M
MPX-A was bid as one contract, thus more time was required to prepare procurement documents. Bids have been received. Forecast values were adjusted to match high bid results.			

Capital Projects – Major Commitments – November 2015 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast
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13 All-Agency Red Commitments (2 new this month)

B&T continued

RFK Bridge

Construction of New Harlem River Drive Ramp - RFK Bridge	Memorandum of Understanding	Jun-15 \$15.0M	Dec-16 \$15.0M
Delay to 2016 due to additional time required to negotiate and better coordinate with NYC DOT and their contractors.			

MTA Bus

Bus Projects

Bus Radio System - MTA Bus	Construction Award	Aug-15 \$58.5M	Jan-16 \$58.5M
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Proposals are being evaluated by the Technical Committee. A Post-Proposal Addendum was issued to the vendors in October, revising the optional maintenance agreement, spare parts requirement and the price schedule. Award delayed due to protracted procurement duration.

Capital Projects – Major Commitments – November 2015 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
6 All-Agency Yellow Commitments (1 new this month)				MTACC			
NYCT				Cortlandt Station			
Track & Switches							
2015 Track & Switch Program (11 Projects) - 1st Qtr	Construction Award	Feb-15 \$180.4M	May-15 (A) \$180.4M	Cortlandt Station Reconstruction	Construction Award	Mar-15 \$110.0M	Apr-15 (A) \$116.0M
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.				Budget increase reflects additional contingency for known additional work orders.			
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.							
CBTC: Equipment Supplier Interoperability	Construction Award	Apr-15 \$38.4M	Sep-15 (A) \$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 delayed the notice to proceed until September. The project's cost decreased due to a lower negotiated price.							
ISIM B- Div: Module 1 (New Need)	Construction Award	Jun-15 \$43.2M	Nov-15 (A) \$55.5M				
Award was delayed pending a budget modification approval of increased cost. Design completion was delayed because during the review of the final engineer's estimate, it was discovered that additional features which were not needed for Module 1 were included in the design. These features were removed. Cost increase reflecting a longer duration from 25 to 37 months and unfavorable bids received.							
MNR							
Structures							
Replace/Repair Undergrade Bridges	Construction Award	Apr-15 \$10.1M	May-15 (A) \$9.9M				
Full award was delayed due to timing of the force account commitment.							

Capital Projects – Major Commitments – November 2015 – Budget Only* Variances

Actual Results Shaded

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

Project	Commitment	Goal	Forecast
7 All-Agency Budget Only Commitments (0 new this month)			
NYCT			
<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.			

MNR

Sandy Recovery and Resiliency

Power/C & S Infrastructure Restoration Phase 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.			

Project	Commitment	Goal	Forecast
LIRR			
<i>Track</i>			
2015 Track Program	Construction Award	Mar-15 \$25.0M	Mar-15 (A) \$65.0M
The goal assumed only a first half track commitment, but an additional \$40M was committed for the second half of 2015.			

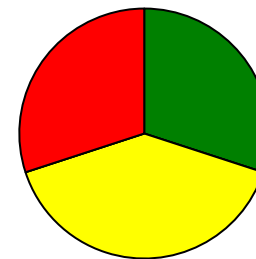
Capital Projects – Major Completions – November 2015

25 major completions are planned for 2015, totaling \$2.6 billion. Through November, 20 projects are being tracked. Six projects are late, eight 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 November, agencies completed \$1.6 billion versus a \$2.1 billion YTD goal. The YTD shortfall is mainly due to the six late completions.

By year-end, the MTA forecasts meeting 83% of its \$2.6 billion goal. The shortfall is partly due to completions now forecast beyond 2015.

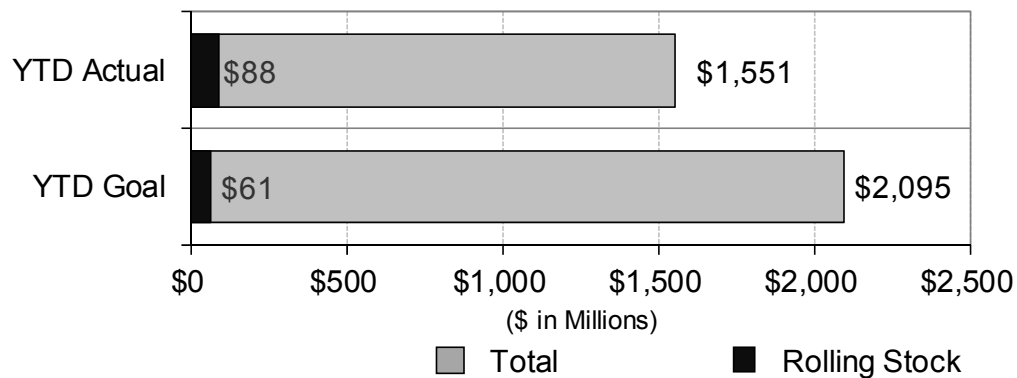
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	6	30%	-
YELLOW = Completions delayed beyond Goal (already achieved)	8	40%	↑ 2
RED = Completions delayed beyond Goal (not yet achieved)	6	30%	↓ 2
	20	100%	-

Budget Analysis

2015 Annual Goal	\$2,550	(\$ in millions)
2015 Annual Forecast	83%	of Annual Goal
Forecast left to Complete	27%	(\$561)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – November 2015 – Schedule Variances

Actual Results Shaded

Project	Completion	Goal	Forecast
6 All-Agency Red Completions (0 new this month)			
NYCT			
<i>Buses & 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 & Switches</i>			
2015 Track & Switch Program (13 Projects) - 2nd Qtr	Construction	Jun-15 \$149.6M	Dec-15 \$166.2M
Delay due to availability of general orders for work on the Lexington, White Plains Road and Brighton Lines, also contributing to higher costs for completion.			
<i>Security</i>			
Electronic Security - Under River Tunnel Ph 2	Construction	May-15 \$31.0M	Dec-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 & 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.			
LIRR			
<i>Signals & Communications</i>			
Centralized Train Control	Construction	Jun-15 \$12.9M	May-17 \$12.9M
As a result of a re-evaluation of the Theater Operations, it was determined that a re-design of the Theater is necessary.			

Project	Completion	Goal	Forecast
MNR			
<i>Power</i>			
Harlem River Lift Bridge Cable/Breaker House /Controls	Construction	Aug-15 \$25.4M	Jun-16 \$25.4M
Due to elevator subcontractor performance issues, the project completion date has slipped again and is now forecasted for June 2016.			

Capital Projects – Major Completions – November 2015 – Schedule Variances

Actual Results Shaded

Project	Completion	Goal	Forecast
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8 All-Agency Yellow Completions (2 new this month)

NYCT

Signals & Communications

Duct Rehabilitation and Negative Cable - Steinway Tube	Construction	Jul-15 \$49.7M	Sep-15 (A) \$51.7M
Delay due to limited availability of general orders in the Steinway Tube. Increased cost reflects the extended project duration.			

Sandy Recovery and Resiliency

Greenpoint Tube Equipment Restoration	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.			

LIRR

Power

Replace Hillside & Kew Gardens Substations	Construction	Jun-15 \$25.5M	Oct-15 (A) \$25.5M
The delay was due to scheduling conflicts between Con Ed and LIRR.			

MNR

Rolling Stock

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.			

Stations

North White Plains Parking Garage	Construction	Jun-15 \$41.8M	Oct-15 (A) \$41.8M
The delay was due to subcontractor performance issues.			

Project	Completion	Goal	Forecast
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B&T

Marine Parkway Bridge

Substructure & Underwater Scour Protection	Construction	Jul-15 \$26.5M	Oct-15 (A) \$26.5M
Delay was due to unforeseen field conditions experienced during construction.			

Bronx Whitestone Bridge

Necklace Lighting (New Item)	Construction	Jul-15 \$12.5M	Nov-15 (A) \$12.5M
Delay was due to severe winter weather conditions in addition to facility coordination and access issues.			

MTACC

East Side Access

55th Street Vent Plant (CM013A) (New Item)	Construction	Apr-15 \$58.9M	Nov-15 (A) \$58.9M
Initially 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 – November 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

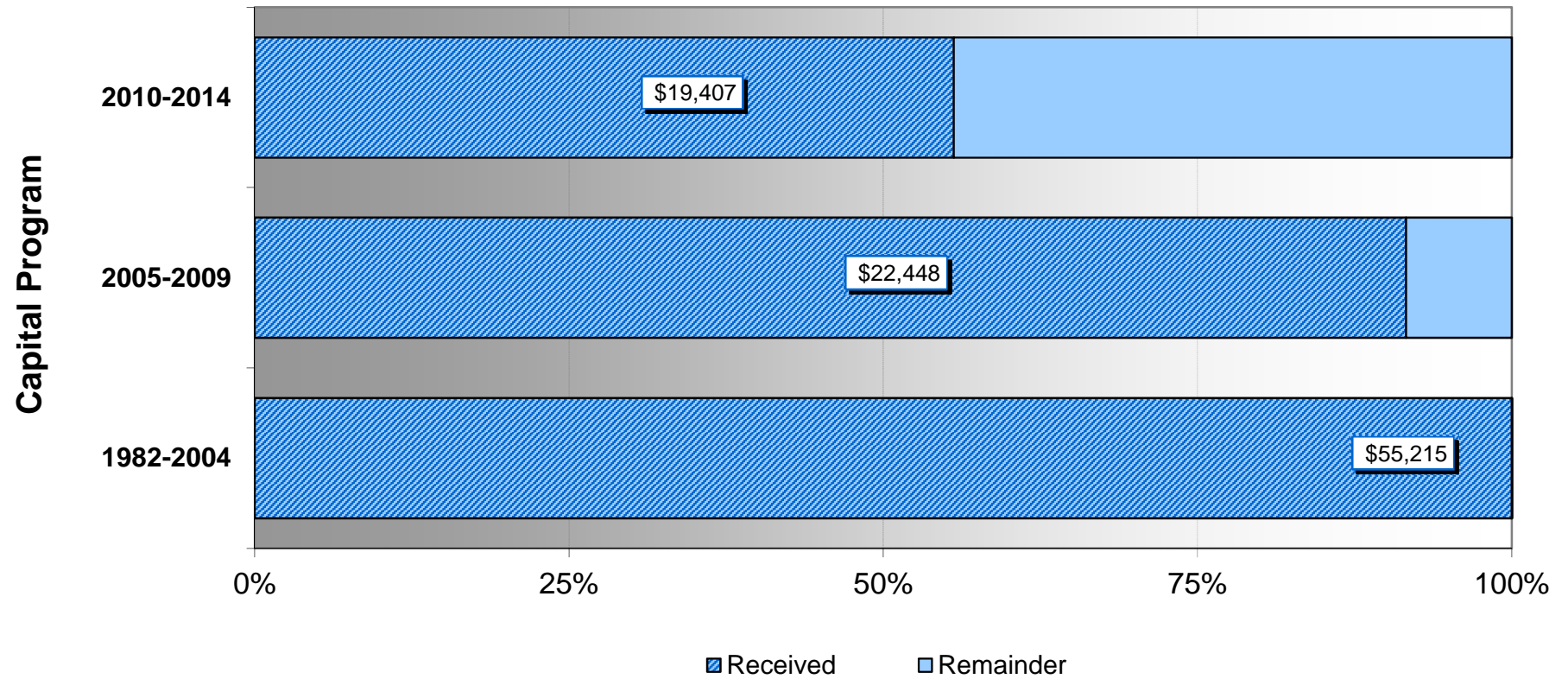
Sandy Recovery and Resiliency

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 the closeout process.			

Status of MTA Capital Program Funding

Capital Funding (November 30, 2015)

\$ in millions



Capital Funding Detail (November 30, 2015)

\$ in millions

2005-2009 Program

Funding Plan	Receipts			
	Current	Thru October	This month	Received to date
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	2,169	27	2,195
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	1,153	1,221	(68)	1,153
Bonds from New Sources	5,624	5,624	-	5,624
Other (Including Operating to Capital)	138	126	-	126
Total	24,508	22,489	(41)	22,448

2010-2014 Program

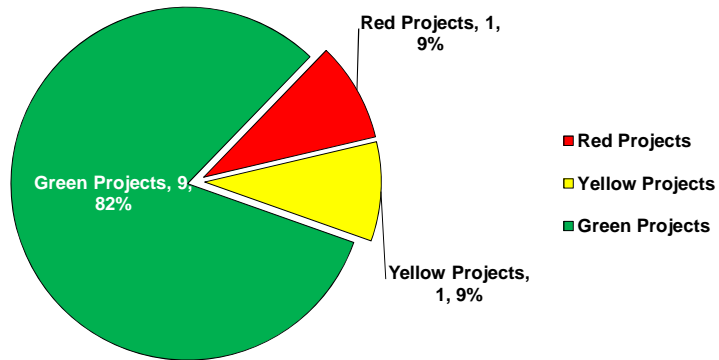
Funding Plan	Receipts			
	Current	Thru October	This month	Received to date
Federal Formula, Flexible, Misc	\$5,839	\$5,610	\$4	\$5,614
Federal High Speed Rail	295	295	-	295
Federal Security	206	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	778	558	-	558
State Assistance	770	150	-	150
MTA Bus Federal and City Match	132	69	-	69
MTA Bonds (Payroll Mobility Tax)	12,703	7,735	-	7,735
Other (Including Operating to Capital)	1,529	625	-	625
B&T Bonds	2,111	835	32	867
Hurricane Sandy Recovery				
Insurance Proceeds/Federal Reimbursement	9,376	3,177	-	3,177
PAYGO	160	160	-	160
Sandy Recovery MTA Bonds	758	-	-	-
Sandy Recovery B&T Bonds	230	-	55	55
Total	34,887	19,316	91	19,407



3rd Quarter 2015 Traffic Light Report on MTA Core Capital Program Projects

A total of 204 Projects were Reviewed for the 3rd Quarter 2015

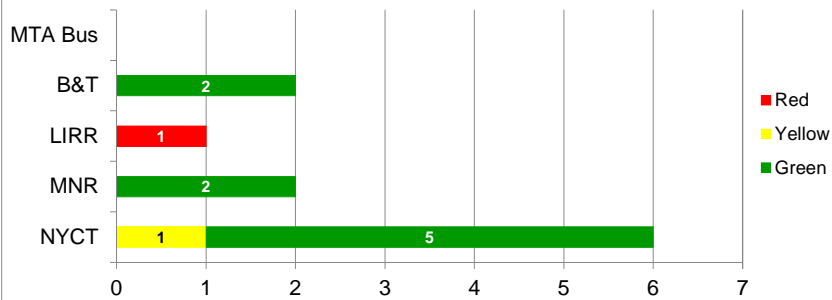
11 Projects in Design



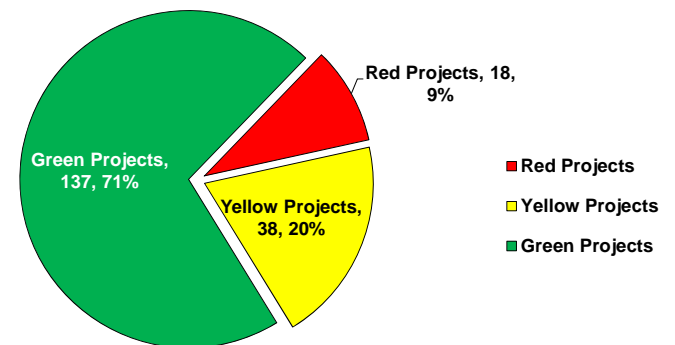
Projects in Design: 11 projects were reviewed in the design phase with 9 (82%) designated green, 1 (9%) yellow, and 1 (9%) were red. This is the same number of red projects as in the 2nd quarter 2015. The 1 project designated red this quarter was for a cost variance. The cost variance was due to added scope.

Last Quarter: 11 projects were reviewed in the design phase with 9 (82%) designated green, 1 (9%) yellow, and 1 (9%) were red.

11 Projects in Design



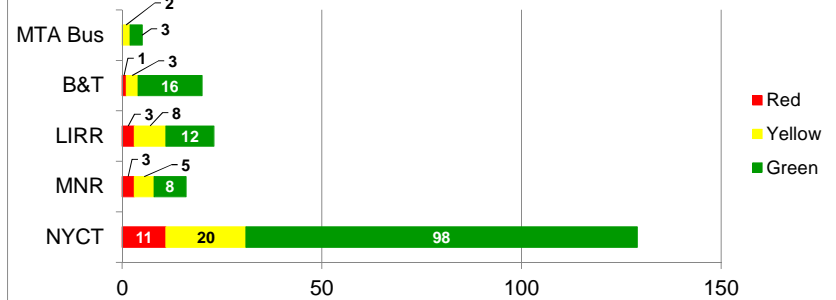
193 Projects in Construction



Projects in Construction: 193 projects were reviewed in the construction phase with 137 (71%) designated green, 38 (20%) yellow and 18 (9%) red. This is an increase of 5 red projects since the 2nd quarter 2015. Of the 18 red projects, 10 (56%) were red for a schedule variance, 3 for a contingency variance, 2 for a cost variance, 2 for both contingency and schedule variances, and 1 for both cost and schedule variances. For the 10 projects designated red for schedule, the variances ranged from 3 to 10 months. The schedule variances were due in part to unforeseen conditions, subcontractor issues, inability to obtain GOs, and additional scope.

Last Quarter: 204 projects were reviewed in the construction phase with 155 (76%) designated green, 36 (18%) yellow and 13 (6%) red.

193 Projects in Construction







Terms and Definitions

3rd 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: 193

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

Report Index Formulas and Criteria:

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



3rd Quarter 2015 Traffic Light Report Projects in Design and Construction

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

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

■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Public Address / Customer Information Screens - Phase 3	05 - 09	Construction	\$105,911,230	57	.00	■	1.00	■	0	■	G
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$45,550,396	72	-.10	▲	1.00	■	0	■	Y
Yard Fencing: 2 Locs (38th St, Linden)	05 - 09	Construction	\$16,102,971	41	.00	■	1.00	■	0	■	G
Depot Equipment	05 - 09	Construction	\$9,880,197	33	.00	■	1.00	■	0	■	G
Priority Repairs: 3 Depots	05 - 09	Construction	\$19,227,077	74	.18	■	.98	■	0	■	Y
Purchase 324 Standard Buses	10 - 14	Construction	\$163,320,932	48	.00	■	1.00	■	0	■	G
Purchase 300 Express Buses	10 - 14	Construction	\$188,884,762	59	.00	■	1.00	■	0	■	G
Purchase 276 Standard Buses	10 - 14	Construction	\$152,493,847	91	.00	■	1.00	■	0	■	G
Purchase 72 Standard Diesel Buses	10 - 14	Construction	\$39,174,103	49	.00	■	1.00	■	0	■	G
Replacement of MetroCard Electronic Components	10 - 14	Construction	\$30,000,000	42	.00	■	.91	■	0	■	G
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,185,198	37	.00	■	1.00	■	0	■	G
Replace 7 Hydraulic Elevators	10 - 14	Construction	\$29,313,817	8	.23	▲	1.00	■	0	■	G
Station Work at Pelham Bay Park on the Pelham Line	10 - 14	Construction	\$9,539,296	100	.11	■	1.53	▲	0	■	R
Renewal of Buhre Avenue Station on the Pelham Line	10 - 14	Construction	\$21,812,021	100	.59	■	1.01	■	0	■	G
Renewal of Middletown Rd. Station on the Pelham Line	10 - 14	Construction	\$24,828,849	100	.12	■	.97	■	0	■	G
Renewal of Zerega Avenue on the Pelham Line	10 - 14	Construction	\$22,878,923	100	.52	■	1.02	■	0	■	G
Renewal of Castle Hill Avenue Station on the Pelham Line	10 - 14	Construction	\$24,676,974	100	.20	■	.99	■	0	■	G
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$60,513,517	74	1.09	▲	1.00	■	5	▲	R
Renewal of 104 Street Station on the Liberty Line	10 - 14	Construction	\$15,685,381	95	.37	▼	1.00	■	0	■	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$7,377,212	51	1.16	▼	1.00	■	0	■	G
Renewal of 111 Street Station on the Liberty Line	10 - 14	Construction	\$15,118,583	19	.12	▼	1.00	■	0	■	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Construction	\$16,642,724	97	.02	■	1.01	■	0	■	G
Renewal of 88 Street Station on the Liberty Line	10 - 14	Construction	\$16,202,209	93	.85	■	1.00	■	0	■	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Construction	\$16,116,637	20	.12	▼	1.00	■	0	■	G
Renewal of Avenue X Station on the Culver Line	10 - 14	Construction	\$16,767,639	12	.35	▲	1.00	■	0	■	G



3rd Quarter 2015 Traffic Light Report Projects in Design and Construction

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Renewal of Avenue U Station on the Culver Line	10 - 14	Construction	\$16,720,858	5	.42	■	1.00	■	0	■	G
Renewal of Avenue P Station on the Culver Line	10 - 14	Construction	\$14,992,750	5	.57	▼	1.00	■	0	■	G
Renewal of Bay Parkway Station on the Culver Line	10 - 14	Construction	\$13,900,945	4	.52	▼	1.00	■	0	■	G
Renewal of 18 Avenue Station on the Culver Line	10 - 14	Construction	\$19,768,419	4	.47	▼	1.00	■	0	■	G
Renewal of Ditmas Avenue Station on the Culver Line	10 - 14	Construction	\$19,094,083	29	.33	▼	.99	■	0	■	G
Renewal of Avenue I Station on the Culver Line	10 - 14	Construction	\$17,152,318	4	.39	▼	1.00	■	0	■	G
Renewal of Pennsylvania Avenue Station on the New Lots Line	10 - 14	Construction	\$13,282,293	0	.00	■	.97	■	0	■	G
Renewal of Rockaway Avenue Station on the New Lots Line	10 - 14	Construction	\$13,300,164	20	.00	■	.98	■	0	■	G
Renewal of Saratoga Avenue Station on the New Lots Line	10 - 14	Construction	\$12,894,884	0	.00	■	.98	■	0	■	G
Renewal of Junius Street Station on the New Lots Line	10 - 14	Construction	\$13,009,830	0	.00	■	.97	■	0	■	G
Renewal of Sutter Avenue Station on the New Lots Line	10 - 14	Construction	\$12,937,297	0	.00	■	.97	■	0	■	G
Renewal of Van Siclen Avenue Station on the New Lots Line	10 - 14	Construction	\$17,471,637	19	.00	■	1.21	▲	0	■	R
Component Repairs at 103 Street Station on the Lexington Line	10 - 14	Construction	\$15,242,077	45	.84	▼	1.00	■	0	■	G
Component Repairs at 2 Stations on the Culver Line	10 - 14	Construction	\$20,594,820	4	.52	▼	.99	■	0	■	G
Component Repairs at 49 Street Station on the Broadway Line	10 - 14	Construction	\$6,698,197	85	.29	▲	1.00	■	0	■	G
Component Repairs at 2 Stations on the 4th Avenue Line	10 - 14	Construction	\$13,868,458	18	.23	▲	1.01	■	0	■	G
Component Repairs at 3 Stations on the Lexington Line	10 - 14	Construction	\$11,094,314	25	.00	■	1.00	■	0	■	G
Component Repairs at New Lots Avenue Station on the New Lots Line	10 - 14	Construction	\$3,522,637	0	.00	■	1.00	■	0	■	G
Component Repairs at 2 Stations on the Queens Boulevard Line	10 - 14	Construction	\$13,350,314	4	.00	■	1.00	■	0	■	G
Ventilator Repairs at 5 Locations in Upper Manhattan and the Bronx	10 - 14	Construction	\$5,872,617	42	.00	■	1.00	■	0	■	G
Component Repairs at Eastchester-Dyre Avenue Station on the Dyre Avenue Line	10 - 14	Construction	\$25,903,461	3	.00	■	1.00	■	0	■	Y
Ventilator Repairs at 4 Locations in Queens, Manhattan and Brooklyn	10 - 14	Construction	\$7,924,003	93	.00	■	1.00	■	2	▲	G

3rd Quarter 2015 Traffic Light Report Projects in Design and Construction

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Component Repairs at 5 Stations on the Canarsie Line	10 - 14	Construction	\$20,691,796	1	.00	■	1.00	■	0	■	G
Ventilator Repairs at 8 Locations in Lower Manhattan	10 - 14	Construction	\$5,114,406	22	.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	72	.00	■	1.00	■	4	▲	R
Ventilator Repairs at 3 Locations in Southeast Brooklyn	10 - 14	Construction	\$6,454,000	20	.00	■	1.00	■	0	■	G
ADA Accessibility at 23 St Station on the Lexington Av Line	10 - 14	Construction	\$17,586,263	64	1.51	▼	1.00	■	0	■	R
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$21,678,503	51	.58	■	1.00	■	0	■	G
Water Condition Remedy	10 - 14	Construction	\$6,979,437	95	1.26	▲	1.12	▲	6	▲	R
Access Improvements at Grand Central Station	10 - 14	Construction	\$21,760,158	16	.81	▼	.99	■	0	■	G
2014 Welded Rail Installation	10 - 14	Construction	\$16,492,000	100	.00	■	.89	■	1	▲	G
2014 Mainline Track Replacement on the Lexington Avenue and 42 Street Shuttle Lines	10 - 14	Construction	\$18,086,317	87	.00	■	1.33	▲	0	■	Y
2014 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$25,564,636	100	.00	■	.90	■	0	■	Y
2014 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$5,608,000	100	.00	■	.93	■	0	■	Y
2015 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$49,328,099	26	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$18,626,232	22	.00	■	1.00	■	0	■	G
2015 Welded Rail Installation on the Queens Boulevard Line	10 - 14	Construction	\$11,814,054	24	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$10,991,721	22	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the Broadway 7th Avenue Line	10 - 14	Construction	\$14,399,527	22	.00	■	1.00	■	0	■	G
2014 Mainline Switch Replacement on the White Plains Road Line	10 - 14	Construction	\$17,097,239	97	.00	■	1.00	■	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	\$14,846,322	95	.00	■	.93	▼	0	■	G



3rd Quarter 2015 Traffic Light Report Projects in Design and Construction

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Construction	\$52,192,907	26	.00	■	1.00	■	0	■	G
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$60,908,428	94	.26	■	1.00	■	0	■	Y
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,338,068	46	.36	▲	1.00	■	0	■	G
Replace Ventilation Controls at 22 Locations	10 - 14	Construction	\$16,199,488	8	.00	■	.99	■	0	■	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,072,428	96	.00	■	1.00	■	0	■	Y
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$43,481,428	98	.00	■	.99	■	1	▲	G
Demolish Abandoned Structures	10 - 14	Construction	\$15,150,000	38	.00	■	1.00	■	0	■	Y
Overcoat Painting from Portal-E 180 St on the White Plains Road Line	10 - 14	Construction	\$30,425,245	71	.00	■	1.00	■	0	■	Y
Structure Repairs on the Dyre Ave Line	10 - 14	Construction	\$11,168,949	100	.57	▲	1.00	■	-1	▼	G
Overcoat Painting from Broadway Junction-New Lots Ave on the Canarsie Line	10 - 14	Construction	\$28,176,068	22	.00	■	1.00	■	0	■	G
Steinway Tube Rehabilitation	10 - 14	Construction	\$11,098,521	100	.83	▼	.57	■	-6	▼	Y
Portal Repairs on the Broadway-7 Avenue Line	10 - 14	Construction	\$23,110,826	100	.92	■	1.00	▼	-2	▼	Y
Structural Repairs at 9 Avenue Station on the West End Line	10 - 14	Construction	\$22,203,521	50	.14	▲	1.00	■	0	■	Y
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$310,818,652	45	1.10	▲	1.00	■	5	▲	R
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,288,745	47	.48	▲	1.00	■	0	■	G
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,442,134	67	.40	■	1.00	■	0	■	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Construction	\$180,049,626	14	.00	■	.99	■	0	■	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Construction	\$174,020,757	11	.00	■	.99	■	0	■	G



3rd Quarter 2015 Traffic Light Report Projects in Design and Construction

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Rehabilitation of Ducts and Cables, Steinway Tube	10 - 14	Construction	\$51,816,657	100	.93	■	1.04	■	-6	▼	Y
Replacement of Automatic Train Supervision A-Division and Communications-Based Train Control Status Boards at the Rail Control Center	10 - 14	Construction	\$6,631,911	90	.00	■	1.00	■	3	▲	Y
Automated Train Supervision: Hardware and Software Upgrade	10 - 14	Construction	\$5,900,000	80	.00	■	1.00	■	0	■	Y
AC to DC Line Relay Conversion on the Fulton Line	10 - 14	Construction	\$13,545,979	30	.00	■	1.00	■	0	■	G
Modifications to Signal Control Lines - Phase 6	10 - 14	Construction	\$15,226,485	3	.00	■	1.00	■	0	■	G
Public Address/Customer Info Screen Systems	10 - 14	Construction	\$66,438,592	47	.00	■	.99	■	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	\$9,775,398	58	.00	■	.99	■	0	■	G
Passenger Station Local Area Network at 30 Stations	10 - 14	Construction	\$26,530,419	67	.82	▲	1.00	■	0	■	G
Help Point at 93 Stations	10 - 14	Construction	\$75,352,406	50	.00	■	1.07	■	6	▲	R
Track Intrusion Detection System Pilot	10 - 14	Construction	\$5,348,192	100	.00	■	1.00	■	0	■	G
Install Help Point Systems at 62 Stations	10 - 14	Construction	\$28,033,419	42	.00	■	1.00	▲	7	▲	R
Help Point at 64 Stations	10 - 14	Construction	\$36,486,400	75	.00	■	1.00	■	0	■	G
Help Point at 16 Stations	10 - 14	Construction	\$10,267,600	80	.00	■	1.00	■	0	■	G
Cabling Central Substation - 6th Avenue Line	10 - 14	Construction	\$14,039,242	100	.00	■	1.00	■	0	■	G
Repair/Replace Underground Substation Hatchways - Phase 3	10 - 14	Construction	\$11,286,895	0	.00	■	1.00	▲	0	■	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Construction	\$18,859,459	98	.59	▼	.99	■	0	■	G
Rehab Circuit Breaker House #403 on the Flushing Line	10 - 14	Construction	\$14,601,744	100	.84	▲	1.00	■	-4	▼	G
Upgrade 207 St Maintenance Shop DC Power	10 - 14	Construction	\$16,686,688	100	.97	▲	1.00	■	0	■	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Construction	\$15,058,928	60	.00	■	.98	■	0	■	G
Facility Waterproofing at 180th Street Maintenance Shop	10 - 14	Construction	\$5,705,912	30	.00	■	1.00	■	0	■	G



3rd Quarter 2015 Traffic Light Report Projects in Design and Construction

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Rehab 3 Car Washers at 3 Yards	10 - 14	Construction	\$17,068,520	13	.00	■	.98	■	0	■	G
Rehab 1 Car Washer at Coney Island Yard	10 - 14	Construction	\$9,782,959	25	.11	▲	1.01	■	0	■	G
2015 Welded Rail Installation on the 8th Avenue Line	10 - 14	Construction	\$26,497,289	53	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$10,634,085	31	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the West End Line	10 - 14	Construction	\$4,838,128	72	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the White Plains Road Line	10 - 14	Construction	\$5,165,738	72	.00	■	1.00	▼	-1	▼	G
Upgrade Heating, Ventilation, Air Condition Systems at 4 Depots	10 - 14	Construction	\$18,022,410	85	.77	■	1.06	■	0	■	Y
New Bus Command Center Building	10 - 14	Construction	\$52,038,207	5	.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	30	.00	■	1.00	■	0	■	G
Purchase 91 Non-Revenue Vehicles	10 - 14	Construction	\$15,785,653	63	.00	■	1.00	■	0	■	G
Purchase 101 Non-Revenue Vehicles	10 - 14	Construction	\$11,222,176	56	.00	■	1.00	■	0	■	G
Purchase Vacuum Trains	10 - 14	Construction	\$35,512,996	9	.00	■	.99	■	0	■	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$22,925,478	44	.00	■	1.12	■	0	■	Y
Wide Area Network/Local Area Network Equipment Replacement Phase 1	10 - 14	Construction	\$9,609,800	0	.00	■	1.00	■	3	▲	R
Fire Sprinkler/Alarm Systems at 11 Employee Facilities	10 - 14	Construction	\$26,716,685	85	.79	▲	.93	■	0	■	G
Consultant Services - Underground Storage Tank Remediation	10 - 14	Construction	\$6,000,000	98	.00	■	1.00	■	0	■	G
Facility Roof Repair/Replacement Phase 3	10 - 14	Construction	\$12,424,571	92	.66	▲	1.00	■	2	▲	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	98	.00	■	1.00	■	0	■	Y
Livingston Plaza Repairs	10 - 14	Construction	\$27,257,503	19	.00	■	1.00	■	0	■	G
Design of New "B" Division Railcar	10 - 14	Design	\$12,367,058	35	.00	■	.99	■	0	■	G
ADA Accessibility at 68 St-Hunter College Station on the Lexington Av Line	10 - 14	Design	\$64,009,149	75	.00	■	66.48	▲	0	■	Y



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NYCT - New York City Transit Program											
ADA Accessibility at Bedford Avenue Station on the Canarsie Line - Design Only	10 - 14	Design	\$5,523,012	40	.00	■	1.00	▼	0	■	G
ADA Accessibility at 1st Avenue Station on the Canarsie Line - Design Only	10 - 14	Design	\$5,163,936	40	.00	■	1.00	▼	0	■	G
Priority Structure Repairs on the 4th Av Line	10 - 14	Design	\$15,070,000	75	.00	■	1.00	■	0	■	G
Integrated Service Information & Management B-Division, Module 2	10 - 14	Design	\$17,978,106	63	.00	■	1.00	■	0	■	G
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$14,430,433	98	1.01	▲	1.02	■	0	■	Y
Rehabilitation of St. George Interlocking	10 - 14	Construction	\$14,212,175	20	.00	■	1.00	■	0	■	G
Construction of New Power Substation: Prince's Bay	10 - 14	Construction	\$25,086,342	17	.00	■	.99	■	0	■	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$23,225,687	60	2.32	▼	1.00	■	0	■	R
LIRR - Long Island Rail Road Program											
Main Line Corridor Improvements -Divide Supervisory Control & Remote Terminal Units (RTUs)	05 - 09	Construction	\$13,900,000	72	.88	▼	1.00	■	0	■	G
Main Line Corridor Improvements -Ellison Avenue Bridge	05 - 09	Construction	\$17,500,000	65	.00	■	1.00	■	0	■	G
Shea Yard Improvements	05 - 09	Construction	\$18,503,000	70	.00	■	1.01	■	0	■	Y
Escalator Replacement Program	10 - 14	Construction	\$11,174,245	10	.00	■	1.00	■	0	■	G
Wyandanch Parking Facility	10 - 14	Construction	\$28,407,386	100	.97	▼	.97	■	-5	▼	Y
Construction equipment purchase used for track program	10 - 14	Construction	\$7,000,000	93	.00	■	1.00	■	0	■	Y
Atlantic Branch Half tie replacement	10 - 14	Construction	\$29,400,000	49	.00	▼	1.00	■	0	■	G
East River Tunnel Track Replacement	10 - 14	Construction	\$43,200,000	45	.00	■	1.00	■	0	■	G
Extend Great Neck Pocket Track	10 - 14	Construction	\$25,400,000	28	.00	■	1.00	■	0	■	G
2015 Track Program	10 - 14	Construction	\$65,000,000	75	.00	■	1.00	■	0	■	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	86	.00	■	1.00	■	6	▲	R
Colonial Road Highway Bridge Replacement	10 - 14	Construction	\$19,800,000	28	.00	■	1.00	■	0	■	G



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LIRR - Long Island Rail Road Program											
150th Street - Jamaica Bridge Rehabilitation	10 - 14	Construction	\$24,824,404	63	.00	■	1.00	■	9	▲	R
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	84	.00	■	1.00	■	0	■	G
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	71	.00	■	1.00	■	0	■	G
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	61	.00	■	1.00	■	0	■	Y
Centralized Train Control	10 - 14	Construction	\$12,940,000	78	3.28	▲	1.00	■	7	▲	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	81	1.00	■	1.00	■	0	■	Y
Replacement of Hillside & Kew Garden Substations	10 - 14	Construction	\$26,122,757	99	.00	■	1.00	■	2	▲	G
3rd Rail - Protection Board replacement	10 - 14	Construction	\$9,200,000	96	.00	■	1.00	■	0	■	Y
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	49	.00	■	1.00	■	0	■	Y
Replacement of Port Washington Substation	10 - 14	Construction	\$22,459,452	35	.00	■	1.00	■	0	■	G
Wantagh Station Platform Replacement	10 - 14	Design	\$25,762,823	100	1.00	▲	1.15	■	0	■	R
MNR - Metro-North Railroad Program											
Signal System Replacement	05 - 09	Construction	\$34,415,505	91	.49	▼	.98	■	0	■	Y
HRLB Replace Breaker Houses	05 - 09	Construction	\$16,447,368	95	.00	▼	.98	■	10	▲	R
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Construction	\$22,560,690	50	.00	■	.87	▲	0	■	G
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$16,694,106	28	1.70	▼	.89	■	0	■	G
Grand Central Terminal Elevator Rehabilitation - Phase 4	10 - 14	Construction	\$8,617,379	35	2.12	▼	.89	■	0	■	G
Fordham Station Improvements	10 - 14	Construction	\$15,020,537	80	1.25	▼	.99	■	0	■	Y
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$62,962,086	56	.00	■	.98	■	0	■	G
Annual Track Program (2013)	10 - 14	Construction	\$12,666,000	100	.00	■	1.00	■	0	■	Y
Annual Track Program (2014)	10 - 14	Construction	\$12,806,972	38	.00	■	.94	■	0	■	G



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MNR - Metro-North Railroad Program											
Harlem River Lift Bridge Cable Replacement	10 - 14	Construction	\$10,471,014	95	.00	▼	.99	■	10	▲	R
West of Hudson Annual Track Program	10 - 14	Construction	\$17,705,777	82	.00	■	.99	■	0	■	Y
Repair/Replace Undergrade Bridges on the West of Hudson, Port Jervis Line	10 - 14	Construction	\$5,952,650	80	1.00	▲	.82	▼	0	■	G
Upgrade West of Hudson Signal System	10 - 14	Construction	\$63,868,791	96	.02	▼	.94	■	8	▲	G
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$32,445,796	70	.00	■	1.06	■	0	■	Y
Harlem and Hudson Line Power Improvements	10 - 14	Construction	\$33,435,569	12	.43	■	.93	■	0	■	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$14,413,845	95	1.05	▲	.96	■	10	▲	R
Customer Communication/Connectivity Improvements to provide Real-time Information at East of Hudson Stations	10 - 14	Design	\$21,285,896	40	.00	■	1.00	■	0	■	G
Rock Slope Remediation -Priority Sites Along the Right-of-Way	10 - 14	Design	\$7,555,948	80	.00	■	.98	■	0	■	G
B&T - Bridges and Tunnels Program											
Rehabilitation of tunnel walls Roadway drainage and fire line repair at Brooklyn-Battery Tunnel	10 - 14	Construction	\$63,018,955	4	.00	■	.96	■	0	■	G
Substructure and underwater scour protection - Marine Parkway Bridge	10 - 14	Construction	\$24,283,233	83	.97	▼	.96	■	0	■	Y
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Construction	\$15,279,162	11	.00	■	.92	■	0	■	G
Rehabilitation of Tunnel Walls, Ceiling Repair and Leak Control - Queens Midtown Tunnel	10 - 14	Construction	\$54,105,045	11	.00	■	.86	■	0	■	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Construction	\$107,405,126	16	.00	■	.95	■	0	■	G
Miscellaneous structural repair - Robert F Kennedy Bridge	10 - 14	Construction	\$10,999,979	10	.00	■	.98	■	0	■	G
Miscellaneous structural rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$20,560,193	83	1.06	▼	.93	■	0	■	G



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B&T - Bridges and Tunnels Program											
Verrazano-Narrows Bridge main cable testing	10 - 14	Construction	\$5,250,530	8	11.90	▲	.98	■	0	■	G
Steel repairs, concrete rehabilitation and repair/rehabilitation of drainage systems - Verrazano-Narrows Bridge	10 - 14	Construction	\$12,611,126	71	1.15	▼	.92	■	0	■	R
Replacement of Brooklyn Plaza structural slab - Brooklyn-Battery Tunnel	10 - 14	Construction	\$18,133,485	4	.00	■	.97	■	0	■	G
Replacement of the Upper and Lower Level Toll Plaza and Southbound Approach - Henry Hudson Bridge	10 - 14	Construction	\$47,828,345	35	.68	▲	.96	■	0	■	G
Rehabilitation of the Rockaway Point Boulevard and Jacob Riis Park pedestrian bridges	10 - 14	Construction	\$10,589,914	45	.00	■	.95	■	0	■	G
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Construction	\$41,069,903	58	.00	■	1.01	■	0	■	G
Installation of New Necklace Lighting System and Acoustic Monitoring System - Bronx-Whitestone Bridge	10 - 14	Construction	\$11,843,512	76	1.26	▼	.98	■	2	▲	Y
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$59,316,687	34	2.90	▲	1.05	▲	0	■	Y
Rehabilitation of Electrical Substation #1 at the Verrazano-Narrows Bridge	10 - 14	Construction	\$15,953,984	76	.66	▲	.95	■	0	■	G
Service Building rehabilitation at Brooklyn-Battery Tunnel	10 - 14	Construction	\$8,452,772	55	.00	■	.99	▲	0	■	G
Paint steel members, toll plaza deck and approach ramps at Robert F Kennedy Bridge	10 - 14	Construction	\$23,925,543	9	.00	■	.95	■	0	■	G
Paint Brooklyn and Staten Island lower level ramps at Verrazano Narrows Bridge	10 - 14	Construction	\$16,264,641	50	.48	▼	.95	■	0	■	G
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$31,440,627	49	.02	■	.95	■	0	■	G



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B&T - Bridges and Tunnels Program											
Skewbacks retrofit - Henry Hudson Bridge	10 - 14	Design	\$5,665,308	92	.90	▼	.98	■	0	■	G
Phase A of the suspended span deck replacement - Throgs Neck Bridge - Utility relocation and prototype construction	10 - 14	Design	\$17,906,119	63	.00	■	.80	■	2	▲	G
MTA Bus Program											
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$15,133,463	51	.16	■	1.00	■	0	■	Y
Relo. Tanks/Washers-Eastchester	05 - 09	Construction	\$13,756,268	81	1.00	▼	1.00	■	0	■	Y
Purchase 45 Standard Buses	10 - 14	Construction	\$23,775,260	92	.00	■	1.00	■	-16	▼	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	5	.00	■	1.00	■	0	■	G

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: Station Component Repair – Pelham Bay Park Station, Pelham Line	Current Budget: \$6.2M
	Project EAC: \$9.5M
	Substantial Completion Date at Award: Aug 2015
Project No: T6041206	Current Substantial Completion Date: Aug 2015
Project Phase: Construction	Phase Complete: 98%

Project Description
<p>This project repaired select elements within the Pelham Bay Park Station on the IRT Pelham Line in the borough of the Bronx. Work included the replacement of the platform canopies and platform edges, installation of new tactile platform edge ADA warning strips, painting and reconstruction of the track bridge.</p> <p>The contract achieved Substantial Completion on 8/21/15.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Third Quarter 2015, the Estimate at Completion (EAC) for this project increased from \$6.2M to \$9.6M. This is due to the following:</p> <p>During construction, several critical issues were identified and found necessary to address:</p> <ul style="list-style-type: none"> • Full replacement of the platform canopy on two outer platforms. The existing contract called for removal and replacement of existing metal roofing, and removal of two feet of existing wood sheathing along the perimeter of the two outer platform canopy roofs. During construction, it was found that the remaining wooden roof was severely deteriorated and the entire canopy roof had to be replaced on both outer platforms. <p>Replacement of additional deteriorated pre-cast platform panels on the middle platform was required.</p>
What is Being Done
<p>Cost: A budget modification is being circulated to increase the project budget to address the shortfall.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: Brick Arch Repair at 168 St. Station & 181 St. Station	Current Budget: \$60.5M
	Project EAC: \$60.5M
	Substantial Completion Date at Award: Aug 2015
Project No: T6041222	Current Substantial Completion Date: Jun 2016
Project Phase: Construction	Phase Complete: 74%

Project Description
<p>This project will make select repairs at the 168th Street and 181st Street Stations on the Broadway/7th Avenue Line in Manhattan. Scope includes: repair of the partially collapsed brick vault ceiling at the 181st Street station, stabilization of the existing brick arch ceilings at 168th and 181st Street stations, drainage improvements and the installation of new light fixtures, granite floor tiles, platform edges and Help Points at the 168th St station.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Third Quarter 2015, the forecasted Substantial Completion date slipped five months from January 2016 to June 2016 due to the following:</p> <ol style="list-style-type: none"> 1. During construction, additional deteriorated face bricks were found which required stabilization by installing additional anchors. 2. Problems were encountered to remove, restore and re-install the existing historic terracotta medallions. All had to be replicated. 3. The terracotta manufacturer filed for bankruptcy and all the terracotta medallions were replaced by Glass Fiber Reinforced Polymer (GFRP). 4. The manufacturer's bankruptcy delayed the medallions' availability and changes in NYCT standards for Help Points resulted in extending Substantial Completion.
What is Being Done
<p>Schedule:</p> <ol style="list-style-type: none"> 1. Additional Work Orders (AWO's) are being processed for additional anchors and wire saw of the medallions. 2. An AWO for Help Point is being negotiated. 3. The GFRP mock-up medallions are being fabricated at the manufacturer's facility. 4. The contractor's estimate was negotiated for wire saw of medallions with an excusable time extension of 75 days. The procurement staff summary is in circulation. 5. AWO's were approved for the replacement and installation of new tiles, additional light fixtures, modification of air duct, removal and replacement of monolithic sidewalk slab, removal and replacement of delaminated face brick at arches and other. <p>A budget modification in the amount of \$3.0M is in process.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: Station Renewal – Van Siclen Station, New Lots Line	Current Budget: \$14.4M
	Project EAC: \$17.5M
	Substantial Completion Date at Award: Apr 2017
Project No: T6041250	Current Substantial Completion Date: Apr 2017
Project Phase: Construction	Phase Complete: 19%

Project Description
<p>This project includes platform edge replacement with provision of ADA boarding zone and tactile warning strips; platform precast floor panel repair including structural steel supports; side platform windscreen / guardrail replacement; platform girder top flange repair. This project was awarded with five other Stations Renewals (Pennsylvania Ave., Rockaway Avenue, Saratoga Avenue, Junius Street and Sutter Avenue) and one Station Component project (New Lots Avenue) on the New Lots Line in Brooklyn.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Third Quarter 2015, the Estimate at Completion (EAC) of the project increased from \$14.4M to \$17.5M. This is due to an increase in the need for TA Labor services. During construction, station closures for Van Siclen and Rockaway Avenue Stations was extended by four months (from five months to nine months, 24/7 bypass) due mainly to Additional Work Orders (AWO's) for column repairs.</p>
What is Being Done
<p>Cost: A reallocation of TA Labor charges and a budget adjustment between the station renewal projects is underway. There is no net budget need forecast at this time.</p> <p>The total TA Labor budget for all the New Lots Line station renewals will be reassessed at the midpoint of construction of the project and a budget modification will be processed if necessary.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: Hard Rail Track Panels on the Sea Beach Line	Current Budget: \$8.1M
	Project EAC: \$8.1M
	Substantial Completion Date at Award: Aug 2015
Project No: T60412F4	Current Substantial Completion Date: Jun 2016
Project Phase: Construction	Phase Complete: 72%

Project Description
<p>This project will install a hard rail connection and track panels on the Sea Beach Line in Brooklyn. This work is needed to allow for train diversions required for the upcoming station renewals on the Sea Beach Line.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the 3rd Quarter 2015, the forecasted Substantial Completion date slipped four months from August 2015 to December 2015 in order to coordinate the work with the station renewal work on the Sea Beach Line.</p> <p>Subsequent to the reporting period, the Substantial Completion date was revised to June 2016.</p>
What is Being Done
<p>Schedule: Track panel installation is complete, but the Substantial Completion date was pushed out in order for the hard rail connections to be installed in coordination with the track diversions for the Sea Beach renewal project.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The project work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: ADA Accessibility at 23rd Street Station, Lexington Ave. Line (IRT)	Current Budget: \$17.6M
	Project EAC: \$17.6M
	Substantial Completion Date at Award: Apr 2016
Project No: T6041310	Current Substantial Completion Date: Apr 2016
Project Phase: Construction	Phase Complete: 64%

Project Description
<p>This project will provide full ADA (Americans with Disabilities Act) accessibility at 23rd Street Station on the Lexington Avenue Line (IRT). The project scope of work includes the installation of two ADA-compliant elevators, an accessible travel route, and modifications of platforms to reduce gaps. Also, modifications of gates, agent's booths windows and other ADA enhancements will be made, as appropriate.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the Third Quarter 2015, the rate of contingency expenditures exceeded the overall project percent complete due to the following:</p> <ol style="list-style-type: none"> 1. Additional work orders (AWO's) were issued to increase the concrete floor topping thickness at P6 & P7 stairs and various other rooms on the northbound platform. This was necessary as the newly installed concrete topping on the platform was at a higher elevation than the rooms on the platform. 2. Due to the change in the location of the elevator equipment in the elevator shaft, additional steel had to be installed. An AWO was issued for this work. 3. Miscellaneous AWO's were issued for work in the token booth and for K-Rail adjustments.
What is Being Done
<p>Contingency: The above mentioned AWO's were negotiated with no impact on the schedule and the additional monetary needs for contingency have been addressed from within the project.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period</p>

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: Water Condition Remedy	Current Budget: \$6.2M
	Project EAC: \$7.0M
	Substantial Completion Date at Award: Aug 2015
Project No: T6041403	Current Substantial Completion Date: Feb 2016
Project Phase: Construction	Phase Complete: 99%

Project Description
<p>This project will remediate water conditions at various stations system wide. The work consists of injection of grouting into active leaks through concrete cracks, joints, or holes located in roofs, ceilings, sidewalls, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost and Schedule
<p>Cost: During the Third Quarter 2015, the Estimate at Completion (EAC) increased from \$6.2M to \$7.0M. The increase is due to the need to extend the duration of this contract until the next water condition remedy project is awarded.</p> <p>Schedule: During the Third Quarter 2015, the forecast Substantial Completion date slipped 6 months, from August 2015 to February 2016. As discussed above, the contract was extended until the next water remedy contract is awarded</p>
What is Being Done
<p>Cost: A budget action is underway to increase the project budget.</p> <p>Schedule: The project is expected to be completed in February 2016 and the next Water Condition Remedy contract is expected to be awarded in February 2016.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p> <p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: 2 Interlockings: Union Turnpike & 71st Avenue, Queens Boulevard Line	Current Budget: \$310.8M
	Project EAC: \$310.8M
	Original Substantial Completion Date: Apr 2017
Project No: T6080310	Current Substantial Completion Date: Sep 2017
Project Phase: Construction	Phase Complete 52%

Project Description
<p>This project will modernize and improve the reliability of the Union Turnpike and 71st Avenue Interlockings located on the IND Queens Boulevard Line (QBL) in the borough of Queens. Work will include replacement with a new conventional relay-based interlocking and the construction of new relay rooms to house all associated equipment. This project is necessary for the implementation of Communications Based Train Control (CBTC).</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency and Schedule
<p>Contingency: During the Third Quarter 2015, the rate of contingency expenditures exceeded overall percent complete due a number of Additional Work Orders (AWO's), including:</p> <ul style="list-style-type: none"> • Signal feeder for Normal and Reserve Electrical Distribution Rooms (EDR) for relay rooms. • Various mechanical, civil and architectural work at Continental Avenue Station • Replacement of current transformer at Normal and Reserve EDRs at 71st Avenue. • Furnish and install antenna cable, brackets, additional guard rails, etc. • Track cases relocation on Tracks D-5, 6, 9 and 10. <p>Schedule: During the Third Quarter 2015, the forecasted Substantial Completion date slipped six months from April 2017 to September 2017. This schedule slippage has been principally due to issues of track access, notably, a reduced number of weekend General Orders (G.O.), flagging support, and work trains. These resources were utilized for other prioritized projects/work on the QBL.</p> <p>Other schedule impacts include the redesign of the 71st Street Master Tower and several of the AWO's.</p>
What is Being Done
<p>Contingency: The project is proceeding and AWO's are not expected to impact the project budget at this time.</p> <p>Schedule: Recently, the QBL track replacement project been completed, reducing impact on the job site. This has eased some of the track access issues. In addition, on-going meetings with various groups controlling GO availability, flagging, and work trains, have resulted in better track access. If the track access continues at the current level through 2016, further schedule slippage due to track access is not expected.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p> <p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: Help Point Installation System Wide (93 Locations and 62 Locations)	Current Budget: \$70.1M / \$27.8M
	Project EAC: \$75.4M / \$28.0M
	Substantial Completion Date at Award: Aug 2015 / May 2015
Project No: T6080622, T6080632	Current Substantial Completion Date: Dec 2016
Project Phase: Construction	Phase Complete: 50% / 42%

Project Description
<p>These projects are for the installation of Help Point (HP) kiosks at NYCT stations system wide. Help Points are replacing the Customer Assistance Intercoms and provide a reliable, easy to use communication link for customers to be used for information or in case of an emergency.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Third Quarter 2015, for T6080622, the forecasted Substantial Completion date was revised by six months from June 2016 to December 2016 and for T6080632, the forecasted Substantial Completion date was revised by seven months from May 2016 to December 2016.</p> <p>The revision in Substantial Completion dates was due to the addition of locations for each project. In the case of the 93 location project, T6080622, 9 locations were added and for the 62 locations project, T6080632, 2 locations were added. In both cases, the additional locations were added to the current contractor's scope of work, in order to take advantage of cost efficiencies in mobilization, flagging and contract management costs.</p>
What is Being Done
<p>Schedule: The projects are progressing as described above with funding in place for the additional work.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: Enterprise WAN/LAN Replacement	Current Budget: \$9.6M
	Project EAC: \$9.6M
	Substantial Completion Date at Award: Aug 2016
Project No: T6160404	Current Substantial Completion Date: Nov 2016
Project Phase: Construction	Phase Complete: 50%

Project Description
<p>This project will replace obsolete data networking equipment at various NYCT locations system wide to better utilize the new fiber optic enterprise network. The project will replace equipment at 67 major locations (facilities, yards and bus depots) and at 167 remote sites (stations, facilities and buildings) throughout the five boroughs.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Third Quarter 2015, the forecasted Substantial Completion date slipped three months from August 2016 to November 2016, due to delays because of a change in the original equipment request to more advanced equipment. There was no impact on the overall project budget.</p>
What is Being Done
<p>Schedule: Significant progress has been made to accelerate the project schedule and, as a result, NYCT expects to achieve Substantial Completion by August 2016, eliminating the three month schedule slippage reported this quarter.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The project work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: Construction of New Arthur Kill Station – Staten Island Railway	Current Budget: \$23.2M
	Project EAC: \$23.2M
	Substantial Completion Date at Award: Aug 2015
Project No: S6070108	Current Substantial Completion Date: Jul 2016
Project Phase: Construction	Phase Complete: 60%

Project Description
<p>This project will construct a new ADA-compliant passenger station at Arthur Kill Road on the Staten Island Railway to replace the existing Atlantic and Nassau Stations. Also included in the project is the construction of a 150 car parking lot and the demolition of the Atlantic and Nassau Stations.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the Third Quarter 2015, the rate of contingency expenditures exceeded overall project percent completion due to a number of Additional Work Orders (AWOs) including:</p> <p>New amplified drawings were issued seven months after the award to accommodate extra safety precautions needed due to lessons learned from Superstorm Sandy. The re-designed Electrical Distribution Room (EDR) building was changed from a one story to a two story building. Another major AWO that was issued was for platform elevation modifications.</p>
What is Being Done
<p>Contingency: The project is proceeding and no budget impact is expected at this time. Subsequent to the reporting quarter, the forecasted Substantial Completion date has slipped three months to July 2016.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The 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>

MTA Agency: Long Island Rail Road	Status as of September 30, 2015
Project Name: Bridge Rehabilitation Program	Current Budget: \$24.6M
	Project EAC: \$24.6M
	Substantial Completion Date at Award: Nov 2015
Project No: L60401BB	Current Substantial Completion Date: May 2016
Project Phase: Construction	Phase Complete: 86%

Project Description
<p>This project consists of track-bed waterproofing of 3 bridges, waterproofing & rehabilitation of 2 bridges, design for 2 bridge rehabilitations, 1 bridge replacement, and a system wide Bridge Condition Study.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Third Quarter 2015, the forecast Substantial Completion date slipped six months, from November 2015 to May 2016. The removal of concrete encasement at 47th Ave revealed that the extent of steel repairs is greater than originally anticipated and additional repair time is needed. Due to unanticipated conflicts with such activities as Amtrak emergency repairs and Mets playoff games, the waterproofing could not be completed prior to the winter period and must be deferred until the Spring of 2016.</p>
What is Being Done
<p>Schedule: Force Account (FA) is using occasional night work and weekend work to address the increased repair work at the 47th Ave Bridge. A headquarters was established near the 47th Ave site to reduce travel time. Remaining waterproofing (3 tracks on the 47th Ave. Bridge) is tentatively rescheduled for Spring 2016, dependent upon track outage and FA availability.</p> <p>While the unforeseen condition and the subsequent schedule change will have an impact on the task budget, there is saving from other tasks due to efficiency so no additional funding will be required.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: Long Island Rail Road	Status as of September 30, 2015
Project Name: 150th Street Bridge Rehabilitation	Current Budget: \$24.8M
	Project EAC: \$24.8M
	Substantial Completion Date at Award: Sept 2015
Project No: L60401BK	Current Substantial Completion Date: Jun 2016
Project Phase: Construction	Phase Complete: 63%

Project Description
<p>This multiple bridge rehabilitation project includes: New bearings and bridge seats; repairs to abutments, concrete deck, piers, and structural steel. Above deck work includes waterproofing and drainage installation.</p> <p>The 150th Street Bridge Rehabilitation applies to Atlantic Track 1 Bridge, Atlantic Track 2 Bridge, and South Bridge.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Third Quarter 2015, the forecast Substantial Completion date slipped nine months, from September 2015 to June 2016 due to the discovery of significant deterioration of the main bridge girders for Atlantic 1 Track Bridge and Atlantic 2 Track Bridge and the need for extensive track outage time for repairs.</p>
What is Being Done
<p>Schedule: Substantial Completion will be reforecast in the First Quarter 2016 when LIRR is in a better position to do so due to the steel at all bearing locations being exposed and track outages being established.</p> <p>While the unforeseen condition and the subsequent schedule change will have an impact on the budget, there is sufficient contingency within the project that no additional funding will be required.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: Long Island Rail Road	Status as of September 30, 2015
Project Name: Centralized Train Control	Current Budget: \$12.9M
	Project EAC: \$12.9M
	Substantial Completion Date at Award: Jun 2015
Project No: L60502LF	Current Substantial Completion Date: Jan 2016
Project Phase: Construction	Phase Complete: 78%

Project Description
<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"> • Flooring, ceiling, electrical, security, communication, and fire suppression systems. • HVAC System and connection to Building Management System. • Floor covering, interior finishes, walls, doors, and windows. • New staircase. • Acoustic treatments. • Console furniture.
Problem Since Last Quarterly Report
Index Trigger(s): Contingency and Schedule
<p>Contingency: The construction contingency was adjusted in the Third Quarter 2015 due to the four pending Additional Work Orders (AWO's), totaling approximately \$300K. The AWO's, were for scope modifications to architectural, electrical, and life safety systems and project closeout.</p> <p>Schedule: During the Third Quarter 2015, the forecast Substantial Completion date slipped seven months, from June 2015 to January 2016, due to a re-evaluation of the current design of the Theater.</p>
What is Being Done
<p>Contingency: Budget modifications is pending negotiation for AWO's. The AWOs took longer to negotiate than originally anticipated. Budget modification changes were pending final agreement and negotiation. As of November 2015, three out of four work orders have been negotiated and the budget has been adjusted accordingly.</p> <p>Schedule: In June 2015, work was suspended to mitigate cost exposure, pending the revised design requirements. Project is being re-evaluated based on the re-evaluation of the theater operations, at which time the budget and schedule will be revised, accordingly.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: Long Island Rail Road	Status as of September 30, 2015
Project Name: Wantagh Station Platform Replacement	Current Budget: \$22.2M
	Project EAC: \$25.8M
	Substantial Completion Date at Award: Feb 2015
Project No: L60204UC	Current Substantial Completion Date: Aug 2015
Project Phase: Design	Phase Complete: 100%

Project Description
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.
Problem Since Last Quarterly Report
Index Trigger(s): Cost
Cost: During the Third Quarter 2015, the Estimate at Completion (EAC) increased from \$23.3M to \$25.8M. The EAC change reflects additional scope including substructure replacement and a platform radiant heating system, as well as project escalation costs.
What is Being Done
Cost: The 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. Budget is under review and will be adjusted to reflect additional costs when bids are received, which are due December 2015. At that time, if necessary, LIRR will seek additional funding from the MTA.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.

MTA Agency: Metro-North Railroad	Status as of September 30, 2015
Project Name: Harlem River Lift Bridge Breaker Houses / Controls	Current Budget: \$42.1M
	Project EAC: \$41.3M
	Substantial Completion Date at Award: Aug 2015
Project No: M5050103, M6030211 & M6050107	Current Substantial Completion Date: Jun 2016
Project Phase: Construction	Phase Complete: 95%

Project Description
<p>This project replaces all 128 wire rope cables that support counterweight and main span trusses of the Harlem River Lift Bridge (HRLB). It also upgrades the electrical control system that raises and lowers the bridge including the DC motors, motor control center, programmable logic controllers and two DC traction power breaker houses.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Third Quarter 2015, the forecast Substantial Completion slipped 10 months from August 2015 to June 2016. This delay is attributed mainly to two items: (1) elevator subcontractor performance issues and (2) limited availability of track outages needed to complete testing and commissioning of the bridge in open and close positions.</p>
What is Being Done
<p>Schedule: Close coordination is underway with Metro-North Railroad's Operations and Track departments to obtain the necessary track outages to complete the project's testing and commissioning phase. New elevator subcontractor has been hired to complete the remaining repair work.</p> <p>Overall, work is being expedited where feasible to complete prior to June 2016.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: Bridges and Tunnels	Status as of September 30, 2015
Project Name: Steel Repair, Concrete Rehabilitation and Drainage Systems at the Verrazano-Narrows Bridge	Current Budget: \$13.6M
	Project EAC: \$12.6M
	Substantial Completion Date at Award: Jun 2017
Project No: D601VN35	Current Substantial Completion Date: Jun 2017
Project Phase: Construction	Phase Complete: 71%

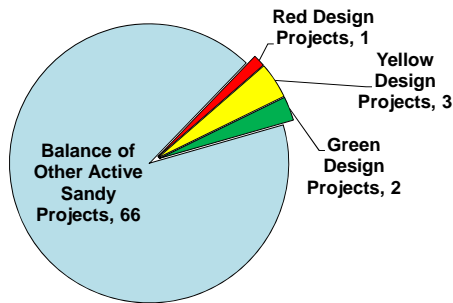
Project Description
Construction services for project VN-35, Steel Repair, Concrete Rehabilitation, and Drainage Systems at the Verrazano-Narrows Bridge. This work will include: Structural Steel Repairs, Lateral Bracing Members, and Gussset Plates on the Lower Level Approach Ramps, plus Concrete Rehabilitation.
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the Third Quarter 2015, the Contingency Index is 1.14 due to change orders related to the resetting and restoring bridge bearings, down spouts, installing flathead bolts, and caulking.</p> <p>Biennial Inspections found additional bearings requiring restoration and resetting on the Belt Parkway Ramps. It was deemed cost effective to add the additional work to the existing contract, thereby saving the Authority mobilization cost, as well as negotiating a competitive price.</p>
What is Being Done
<p>Contingency: Amendments for the additional work have been prepared and submitted for review and approval, requiring no additional action at this time.</p> <p>Despite the high contingency index factor, it is anticipated that the project will be completed within budget. The project team is making every effort to ensure that without any further unanticipated site conditions; the project should be completed within the available contingency.</p>
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.

3rd Quarter 2015 Traffic Light Report on MTA Sandy Program

A total of 72 Active Sandy Projects were Reviewed for the 3rd Quarter 2015

The 72 active projects include 6 projects in Design, 6 in Post-Design to Construction Award, and 60 in Construction

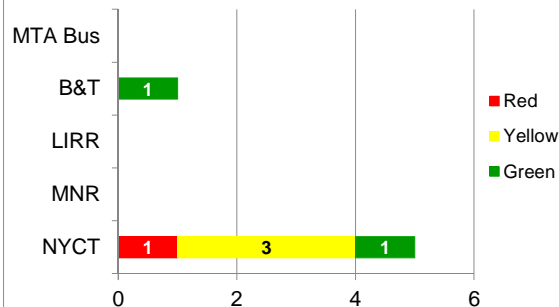
6 of 72 Projects in Design



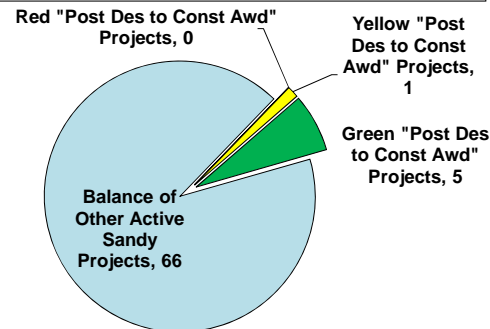
Summary of Projects in Design: 6 projects were reviewed in this phase with 2 (33.3%) designated green, 3 (50.0%) yellow and 1 (16.67%) were Red. The 1 design project that was designated Red was for a schedule variance, triggered by design revisions and an increased scope of work. In addition, coordination between other related projects and their award dates also negatively impacted the schedule.

Last Quarter: 8 projects were reviewed in this phase with 3 (38%) designated green, 2 (25%) yellow and 3 (38%) were red.

6 Projects in Design



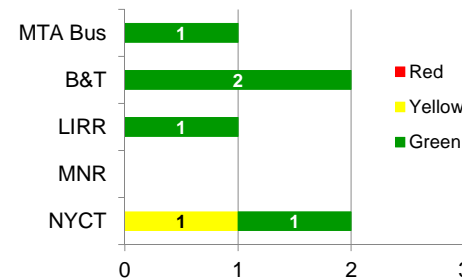
6 of 72 Projects in Post-Design to Construction Award



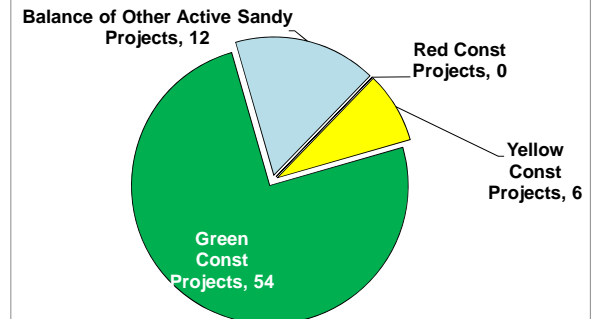
Summary of Projects in Post-Design to Construction Award: 6 projects were reviewed in this phase with 5 (83.3%) designated green, 1 (16.7%) yellow and 0 (0%) Red. There were no projects in the Post-Design to Construction Award phase this quarter that were designated Red.

Last Quarter: 9 projects were reviewed in this phase with 8 (89%) designated green, 0 (0%) yellow and 1 (11%) red.

6 Projects in Post-Design to Construction Award



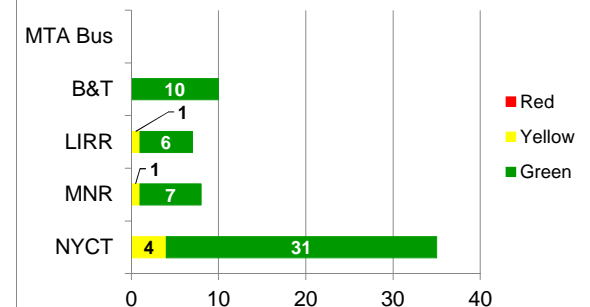
60 of 72 Projects in Construction



Summary of Projects in Construction: 60 projects were reviewed in this phase with 54 (90%) designated green, 6 (10%) yellow and 0 (0%) red. There were no projects in the Construction phase this quarter that were designated Red.

Last Quarter: 55 projects were reviewed in this phase with 49 (89%) designated green, 2 (4%) yellow and 4 (7%) red.

60 Projects in Construction









MTA Sandy Recovery Projects Terms and Definitions

3rd 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: 6

-  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: 6

-  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: 60

-  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.
 - Prompted 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.



3rd Quarter 2015 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
South Ferry Rehab												
ET040213	Recovery: South Ferry Station Complex	Construction	Recovery	\$172,462,400	16	.20	▲	1.02	■	0	■	G
ET050213	Recovery: Mainline Track (South Ferry)	Construction	Recovery	\$18,837,838	80	.59	▲	1.00	■	0	■	Y
ET050216	Recovery: Mainline Switches (South Ferry)	Construction	Recovery	\$6,746,779	15	.00	■	1.00	■	0	■	G
ET060217	Recovery: Pump Room (South Ferry)	Construction	Recovery	\$5,403,075	18	.00	■	1.00	■	0	■	G
ET060223	Recovery: Fan Plant (South Ferry)	Construction	Recovery	\$7,307,176	18	.00	■	1.00	■	0	■	G
ET060227	Recovery: Tunnel Lighting (South Ferry)	Construction	Recovery	\$9,198,732	20	.00	■	1.00	■	0	■	G
ET080201	Recovery: South Ferry Interlocking	Construction	Recovery	\$66,465,722	15	.00	■	1.00	■	0	■	G
ET090235	Recovery: 2 Circuit Breaker Houses (South Ferry)	Construction	Recovery	\$18,891,129	25	.00	■	1.00	■	0	■	G
ET160212	Recovery: Leak Remediation (South Ferry)	Construction	Recovery	\$11,334,524	90	.00	■	1.00	■	0	■	G
Cranberry Tube Rehab												
ET060230	Recovery: 2 Pump Rooms (Cranberry Tube)	Construction	Recovery	\$12,501,874	7	.00	■	1.00	■	0	■	G
ET060231	Recovery: 2 Fan Plants (Cranberry Tube)	Construction	Recovery	\$16,616,778	7	.00	■	1.00	■	0	■	G
ET080214	Recovery: Signals (Cranberry Tube)	Construction	Recovery	\$17,463,334	7	.00	■	.96	■	0	■	G
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Construction	Recovery	\$50,760,741	7	.00	■	1.00	■	0	■	G
Coney Island Yard Flood Mitigation												
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Design	Mitigation	\$19,429,122	54	.00	■	2.79	■	0	■	Y
53rd St Tube Rehab												
ET050212	Recovery: Mainline Track (53 Street Tube)	Construction	Recovery	\$12,036,095	5	.00	■	1.00	■	0	■	G
ET080215	Recovery: Signals (53 Street Tube)	Construction	Recovery	\$10,394,141	5	.00	■	1.00	■	0	■	G
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Construction	Recovery	\$49,569,143	5	.00	■	1.00	■	0	■	G
ET090238	Recovery: Substation (53 Street Tube)	Construction	Recovery	\$20,145,722	5	.00	■	1.00	■	0	■	G



3rd Quarter 2015 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET060216	Recovery: Tunnel Lighting (Joralemon Tube)	Construction	Recovery	\$44,477,300	2	.00	■	1.00	▲	0	■	G
ET060313	Mitigation: 2 Pump Rooms (Joralemon Tube)	Construction	Mitigation	\$7,353,461	2	.00	■	1.00	▲	0	■	G
ET090218	Recovery: Substation (Joralemon Tube)	Construction	Recovery	\$5,597,241	2	.00	■	1.00	▲	0	■	G
ET040210	Recovery: Employee Facilities at Stillwell Terminal	Construction	Recovery	\$14,616,714	99	.67	▼	1.00	▼	1	▲	Y
ET040217	Recovery: Purchase and Install Automated Fare Collection Equipment	Construction	Recovery	\$12,021,714	55	.00	■	1.00	■	0	■	G
ET040314	Mitigation: Stairwell Protection (Flexgates)	Construction	Mitigation	\$18,384,156	8	.00	■	1.00	■	0	■	G
ET050214	Recovery: Mainline Track (Steinway Tube)	Construction	Recovery	\$10,261,426	76	1.44	▼	1.24	▲	0	■	Y
ET060212	Recovery: Fan Plant (Greenpoint Tube)	Construction	Recovery	\$10,242,677	100	.75	▲	1.00	■	1	▲	G
ET060218	Recovery: 2 Pump Rooms (Southern Manhattan)	Construction	Recovery	\$7,215,402	30	.63	▼	1.00	■	0	■	G
ET060221	Recovery: Pump Room (Steinway Tube)	Construction	Recovery	\$18,649,888	93	.32	▼	1.32	■	0	■	Y
ET060224	Recovery: 3 Fan Plants (Southern Manhattan)	Construction	Recovery	\$25,711,415	60	.13	▼	1.00	■	0	■	G
ET060228	Recovery: Tunnel Lighting (200th to 207th Street / 8th Avenue)	Construction	Recovery	\$18,915,870	27	.00	■	1.00	■	0	■	G
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Construction	Recovery	\$59,673,933	5	.00	■	1.00	▼	0	■	G
ET090236	Recovery: 2 Circuit Breaker Houses (Westchester Yard)	Construction	Recovery	\$6,025,785	74	.00	■	1.00	■	0	■	G
ET090237	Recovery: 2 Circuit Breaker Houses (Westchester Yard and 239 St Yard)	Construction	Recovery	\$5,964,603	74	.00	■	1.00	■	0	■	G
ET100212	Recovery: Power Cable at Rockaway Park Yard	Construction	Recovery	\$14,771,331	15	.94	▲	1.00	■	0	■	G
ET060206	Recovery: Line Equipment Restoration at Various Locations - Design Only	Design	Recovery	\$15,523,329	70	.00	■	1.08	■	0	■	Y



3rd Quarter 2015 Traffic Light Report

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

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Design	Recovery	\$13,539,518	65	.00	■	1.38	▲	0	■	Y
ET100211	Recovery: Power Cable at Coney Island Yard	Design	Recovery	\$6,261,049	60	.00	■	1.00	■	4	▲	R
ET100218	Recovery: 207 Street Yard Signal System	Design	Recovery	\$6,334,200	80	.00	■	1.00	■	0	■	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$41,712,027	100	.00	■	4.20	■	24	▲	Y
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Post Des to Const Awd	Recovery	\$6,339,626	71	.00	■	1.08	■	0	■	G
ES070213	Recovery: St. George Terminal Tower B - Phase 2	Construction	Recovery	\$6,602,800	20	.00	■	1.00	■	0	■	G
ES070214	Recovery: St. George Interlocking	Construction	Recovery	\$101,432,857	20	.73	▲	1.00	■	0	■	G
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
EL0403ZJ	Atlantic Ave Tunnels Mitigation	Construction	Mitigation	\$9,900,000	17	.00	■	1.00	■	0	■	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$65,328,139	25	.00	■	1.00	▲	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	19	.00	■	1.00	■	0	■	G
EL0603ZK	Long Island City Yard Resiliency	Construction	Mitigation	\$26,803,367	14	.00	■	1.00	■	0	■	Y
EL0702ZE	Long Beach Branch Substation Replacement	Construction	Recovery	\$53,052,912	53	.00	■	.99	▼	0	■	G
EL0702ZM	First Avenue Substation Restoration	Construction	Recovery	\$8,429,861	29	.00	■	1.00	■	0	■	G
EL0902ZF	Infrastructure / System Upgrades (Various Locations)	Construction	Recovery	\$9,700,000	14	.00	■	1.00	■	0	■	G
EL0402ZB	Wreck Lead Bridge Systems Restoration	Post Des to Const Awd	Recovery	\$7,700,000	34	.00	■	.60	■	0	■	G
MNR - Metro-North Railroad Sandy Program												
Hudson Line Ph I Power and C&S Restoration												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$44,402,009	4	.00	■	.95	■	1	▲	G



3rd 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
MNR - Metro-North Railroad Sandy Program												
Hudson Line Ph I Power and C&S Restoration												
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$49,730,000	1	.00	■	.99	■	1	▲	G
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$31,000,000	2	.00	■	1.00	■	1	▲	G
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$84,352,637	4	.00	■	.95	■	1	▲	G
All Other Projects												
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	96	.00	■	.99	■	0	■	Y
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$41,435,415	9	17.93	▲	1.04	▲	0	■	G
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$4,746,576	100	.00	▼	.92	■	0	■	G
B&T - Bridges and Tunnels Sandy Program												
Hugh Carey Tunnel Restoration												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$120,688,700	8	.00	■	.49	■	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$8,478,700	8	.00	■	.47	■	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$137,758,050	8	.00	■	.77	■	0	■	G
ED050202	Environmental clean-up at the Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$16,702,681	8	.00	■	.82	■	0	■	G
Queens Midtown Tunnel Rehab												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$114,433,035	11	.00	■	.82	■	0	■	G
ED020203	Restore Queens Midtown Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$2,025,965	11	.00	■	.26	■	0	■	G



3rd 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&T - Bridges and Tunnels Sandy Program												
Queens Midtown Tunnel Rehab												
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Construction	Recovery	\$111,482,881	11	.00	■	.95	■	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$11,381,943	11	.00	■	.70	■	0	■	G
All Other Projects												
ED050301	Flood Mitigation - Relocate revenue equipment at the Verrazano Narrows Bridge	Construction	Mitigation	\$7,267,855	2	.00	■	.95	▲	0	■	G
ED060201	MTA B&T administration related to Sandy funding and program implementation.	Construction	Recovery	\$15,510,000	0	.00	■	1.00	■	0	■	G
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	\$6,089,590	90	.00	■	.95	■	2	▲	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Post Des to Const Awd	Recovery	\$10,383,249	90	.00	■	1.00	■	2	▲	G
MTA Bus Program												
All Other Projects												
EU030201	Recovery: Far Rockaway Depot	Post Des to Const Awd	Recovery	\$15,000,000	0	.00	■	.60	■	0	■	G

MTA Agency: New York City Transit	Status as of September 30, 2015
Project Name: Sandy Mitigation: Power Cabling - Coney Island Yard	Current Budget: \$6.3M
	Project EAC: \$6.3M
	Original Design Completion Date: Nov 2015
Project No: ET100211	Current Design Completion Date: Mar 2016
Project Phase: Design	Phase Complete 60%

Project Description
<p>This contract will build a new cable bridge and install new traction power and communication cables at the Coney Island Yard that were damaged due to Superstorm Sandy.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Third Quarter 2015, the forecasted Design Completion date slipped four months from November 2015 to March 2016. The design completion and construction award for this project are both being coordinated with the project schedule of other Sandy work at the Coney Island Yard, specifically the Flood Mitigation at Coney Island Yard.</p>
What is Being Done
<p>Schedule: The Design is proceeding and as indicated, the project award is being coordinated with other Sandy work at Coney Island Yard.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The 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>



Projects in CPOC's Risk-Based Monitoring Program (3rd Quarter 2015 Traffic Light Report – Period Ending Sept 30, 2015)

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**
- **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**
- **Hugh L. Carey Tunnel Restoration**



Projects in CPOC's Risk-Based Monitoring Program
(3rd Quarter 2015 Traffic Light Report – Period Ending Sept 30, 2015)

- **Queens Midtown Tunnel Rehabilitation**
- **Hudson Line, Phase I - Power and C&S Infrastructure Restoration**
- **Cranberry Tube Rehabilitation**
- **Coney Island Shop & Yard Flood Mitigation**
- **53rd Street Tube Rehabilitation**

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 3rd 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
B&T	VN-80B	Replacement of the Upper Level Roadway Deck at the Suspended Span at the VNB	\$235,728,000	\$1,130,163	\$542,678	0.23%	AM 6	8/12/2015	Provide additional labor, equipment, materials, supervision and maintenance protection of traffic to add site safety management personnel and perform flag repairs.
B&T	BW-89C	Replacement of the Queens Approach at the Bronx-Whitestone Bridge	\$108,786,080	\$5,669,072	\$391,176	0.36%	AM 17	8/17/2015	Provide all labor, material, equipment, superintendence and all items deemed necessary to remove and replace roadway deck joint seals at thirteen locations as well as provide additional temporary fiber optic line installation.
B&T	PSC-09-2852	Design and Construction Support Services for Project VN-80C, New Ramp at the Verrazano-Narrows Bridge	\$2,810,169	\$2,993,759	\$676,685	24.08%	AM 6	9/17/2015	Additional construction support services, including B foundations.
CC	C-26008	Second Avenue Subway - 86th Street Station Cavern Mining and Heavy Civil/Structural in the Borough of Manhattan	\$301,860,000	\$17,820,303	\$482,500	0.16%	101	7/7/2015	Differing site condition associated with rock conditions in the North Ancillary Cavern
CC	CQ032	Plaza Substation and Queens Structures	\$147,377,000	\$88,337,717	\$341,378	0.23%	61	7/10/2015	YSB Electrical Changes
CC	C-26012	Second Avenue Subway - 86th Street Station Finishes, Borough of Manhattan	\$208,376,000	\$1,414,524	\$350,000	0.17%	2	7/16/2015	Replace rigid galvanized steel conduit with metal clad cable for tunnel lighting
CC	C-20610	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$24,329,319	\$729,000	0.22%	84	7/16/2015	Fire alarm Class "A" and beam pocket modifications
CC	C-26006	Second Avenue Subway - 63rd Street /Lexington Avenue Station Reconstruction including Rehabilitation and Reconstruction of Entrances, Borough of Manhattan	\$176,450,000	\$16,880,097	\$318,300	0.18%	166	7/22/2015	Furnish/install Dura steel duct work and revise service carriers on the upper platform
CC	CM-1189R	Preparation of a Draft and Final Environmental Impact Statement and Provision of Transit Engineering Design Services for the No. 7 Subway Line Extension-Far West Midtown Manhattan Rezoning	\$86,590,209	\$86,119,043	\$744,800	0.86%	31	7/23/2015	Payment of overhead adjustments resulting from MTA audits performed between 2004-2009
CC	A-36125	Fulton Street Transit Center Enclosure	\$175,988,000	\$32,803,770	\$508,000	0.29%	174	7/27/2015	Resolution of claim for additional project management and safety supervision
CC	C-26006	Second Avenue Subway - 63rd Street /Lexington Avenue Station Reconstruction including Rehabilitation and Reconstruction of Entrances, Borough of Manhattan	\$176,450,000	\$14,205,317	\$261,000	0.15%	143	8/3/2015	Relocation of sanitary piping at Entrance 1
CC	CH053	Construct Harold Structures - Part 1	\$139,280,000	\$156,826,647	\$250,000	0.18%	153	8/7/2015	Storm Sewer Interferences West of 39th Street Bridge
CC	C-26006	Second Avenue Subway - 63rd Street /Lexington Avenue Station Reconstruction including Rehabilitation and Reconstruction of Entrances, Borough of Manhattan	\$176,450,000	\$16,880,097	\$386,000	0.22%	171	8/13/2015	Revisions to the Uninterrupted Power Supply system and installation of a temporary cooling system and temporary charging system
CC	C-26008	Second Avenue Subway - 86th Street Station Cavern Mining and Heavy Civil/Structural in the Borough of Manhattan	\$301,860,000	\$18,204,803	\$580,000	0.19%	80	8/14/2015	Construction and removal of temporary muck bulkhead at Entrance 2
CC	C-26505	Furnishing and Installing Finishes and Systems, No. 7 Line Extension	\$513,700,497	\$35,598,589	\$268,000	0.05%	249	9/2/2015	Installation of negative cable jumpers at north and south interlockings

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 3rd 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
CC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, Communications Systems in the Borough of Manhattan	\$261,900,000	\$7,181,682	\$285,000	0.11%	72	9/11/2015	Furnish and installation of additional repeater signals
CC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$25,059,529	\$275,792	0.11%	54	9/17/2015	Extra work Directive for Installation of brick façade for 302 East 72nd Street Building
CC	CH053	Construct Harold Structures - Part 1	\$139,280,000	\$156,777,647	\$299,000	0.21%	139	9/17/2015	27 kV Cable Pull
CC	CH053	Construct Harold Structures - Part 1	\$139,280,000	\$156,657,147	\$419,500	0.30%	138	9/18/2015	Miscellaneous Electrical Changes
CC	CM-1188	Engineering Services for Second Avenue Subway Project	\$337,540,114	\$99,339,203	\$509,285	0.15%	111	9/22/2015	Update Second Avenue Subway Phase 1 Design based on NYC Department of Transportation Restoration standards
CC	CH053	Construct Harold Structures - Part 1	\$139,280,000	\$156,496,647	\$580,000	0.42%	137	9/23/2015	WBY & ML4 Miscellaneous Civil Work
CC	CM-1252	Design Services for the Fulton Center, Manhattan	\$69,519,522	\$38,548,956	\$338,508	0.49%	98	9/29/2015	Contract extension and Additional funding
LIRR	6113	Speonk-Montauk Signalization	\$20,499,532	\$0	\$448,391	2.19%	1	7/24/2015	redundant traffic interlocking
NYCT	C-34906	Upgrade of DC Power System at the 207th St Maintenance Shop - Borough of Manhattan	\$8,543,000	\$729,885	\$380,000	4.45%	12	7/29/2015	Additional work to insulated joint locations at north and south ends of the Maintenance Shop
NYCT	A-36193	Brick Arch Repair at 168th Street and 181st Street Stations, Broadway-7th Ave Line in the Borough of Manhattan	\$42,152,500	\$1,783,461	\$559,500	1.33%	9	7/31/2015	Removal and Replacement of face brick at the Brick Arch at 168th Street and 181st Street Stations, Lower mezzanine
NYCT	C-52127	Furnish, Installing, Integrating and Testing of a Connection Oriented Ethernet (COE) Network at various locations	\$28,777,000	\$1,350,198	\$431,000	1.50%	7	8/4/2015	Additional switches for outer Agency connectivity
NYCT	CM-1345	Provide Independent Safety Assessor Services	\$6,738,202	\$0	\$288,759	4.29%	1	8/5/2015	Additional Independent Safety Assessor Services for Communications-Based Train Control Signal System Modernization for Flushing CBTC and the Culver Test Track Projects
NYCT	C-52125	Furnishing and Installing Electronic Security System at Wall Street Station in the Borough of Manhattan	\$3,898,000	\$146,900	\$330,000	8.47%	5	8/19/2015	Additional node circuits and power terminal boxes with associated equipment and cabling
NYCT	A-80265	New Arthur Kill Station and Parking Lot, Staten Island Railway	\$15,320,000	\$367,477	\$368,000	2.40%	5	8/25/2015	Additional work for the superstructure of the Electrical Distribution Room
NYCT	C-11473	Electronic Security in Under River Tunnel	\$8,495,254	\$6,824,085	\$533,000	6.27%	33	8/25/2015	Additional replacement of existing Integrated Electronic Security System (IESS) equipment damaged during Hurricane Sandy in five tunnels
No items for MNR									

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

** Including any exercised options