



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

July 2016

Capital Program Oversight Committee Meeting

**2 Broadway, 20th Floor Board Room
New York, NY 10004**

**Monday, 7/25/2016
1:45 - 2:45 PM ET**

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES June 20, 2016

- Minutes from June '16 - Page 3

3. COMMITTEE WORK PLAN

- 2016-2017 CPOC Committee Work Plan - Page 6

4. NYCT CAPITAL PROGRAM OVERVIEW 2015-2019

- Progress Report on Capital Program Overview 2015-19 - Page 8

5. NYCT SIGNALS AND TRAIN CONTROL DIVISION

- Progress Report on Signals and Train Control - Page 21

- IEC Project Review on Signals & Train Control - Page 52

6. MTACC & IEC SECOND AVENUE SUBWAY MONTHLY UPDATE (materials to be distributed at meeting)

7. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 62

Date of next meeting: Monday, September 26, 2016 at 1:45 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
June 20, 2016
New York, New York
1:15 P.M.

MTA CPOC members present:

Hon. Thomas Prendergast
Hon. Susan Metzger
Hon. John Molloy
Hon. Mitchell Pally

MTA CPOC members not present:

Hon. Robert Bickford
Hon. Alan Cappelli
Hon. Fernando Ferrer
Hon. James Sedore
Hon. Vincent Tessitore
Hon. Ed Watt
Hon. Carl Wortendyke
Hon. Neal Zuckerman

MTA Board members present:

Hon. Andrew Albert
Hon. Veronica Vanterpool

MTA Staff Present:

Craig Stewart
Michael Wetherell

LIRR Staff Present

Debbie Chin

MNR Staff Present

Anthony Forcina

MTACC Staff Present:

Uday Durg
Bill Goodrich
Michael Horodniceanu
Anil Parikh

Independent Engineering Consultant Staff Present:

Patrick Askew
Joe DeVito
Nabil Ghaly
Kent Haggas
Philip Stummvoll

* * *

Chairman Prendergast called the June 20, 2016 meeting of the Capital Program Oversight Committee to order at 1:30 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on May 23, 2016.

Committee Work Plan

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

LIRR & MNR Report on Positive Train Control

Ms. Chin reported on progress on the Positive Train Control (PTC) initiative since the last report to CPOC in February, 2016. She stated that the Railroads' current estimated project cost remains \$968 million. With respect to schedule, Ms. Chin reported that the contractor's project schedule meets the December 2018 deadline. In its Project Review, the IEC reported that there have been no cost issues affecting the project estimate since the February 2016 report to CPOC. With respect to schedule, the IEC stated that delayed design milestones have impacted all aspects of the project, putting pressure on meeting full the PTC implementation date of December 2018. 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.

MTACC Report on Second Avenue Subway

Mr. Parikh reported that the project is scheduled to meet the December 2016 Revenue Service Date and that the project is on budget. In its Project Review, the IEC agreed that the project is on budget, but IEC's review of the Project's schedule identified the following concerns: 80% of the tracking milestones due by the end of May will meet their target dates; 67% of scheduled tests were completed as scheduled by the end of May and another 1104 tests need to be completed by the end of October 2016; should testing delays similar to those that have occurred at the Lexington Avenue/63rd St. Station also occur at the three new stations, the December Revenue Service Date would be impacted. Further, the IEC noted that the time available for testing of station equipment and rail systems requires a very aggressive and unprecedented performance by the combined MTACC and NYCT test teams. Finally, the IEC offered the observation that MTACC could benefit by considering a staged approach to final system testing, which would enable the project to effectively focus efforts, address coordination risks, and reduce total test time. 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.

MTACC Report on East Side Access

Mr. Goodrich reported that the project is on schedule for a December 2022 Revenue Service Date and that the project remains within its \$10.178 billion budget. In its Project Review, the IEC confirmed MTACC's budget and schedule figures. Following a number of IEC Observations on the project, the IEC expressed concern that the Integrated Project Schedule (IPS) is incomplete. The IEC then recommended the following, which would allow accurate monitoring of ESA status: the IPS should be revised to include accepted resource-loaded contractor schedules to show the new completion dates for Manhattan/Systems and Harold work; and the Project should develop interim milestones and reinstate reporting of key performance indicators. 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.

MTACC Report on Cortland Street #1 Line

Mr. Durg reported that project Substantial Completion is August 2018 and that the project budget remains \$158 million, excluding risk reserve. In its Project Review, the IEC concurred with the budget figure cited by the agency, but expressed concern that the current budgeted contingency of

\$4.5 million is not adequate to support the construction budget, given that there are a number of outstanding un-negotiated change orders. In addition, the IEC noted that the lack of a formal commitment from PANYNJ with regard to the timely removal of the PATH North Temporary Access continues to present a risk to MTACC building the Vesey Street Entrance within the August 2018 project completion date. Finally, the IEC cited its concern that changes to the communication systems, electrical upgrades and PANYNJ's redesign of the street staircase pose risks to the project's substantial completion date and project 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 & Completions and Funding

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

Quarterly Traffic Light Report

Mr. Stewart brought the Committee's attention to the Traffic Light Reports for the 1st Quarter 2016 and invited Committee Members' questions, of which there was none.

Quarterly Capital Change Order Report (for information only)

Mr. Stewart brought the Committee's attention to the Quarterly Capital Change Order Report for the 1st Quarter 2016 and invited Committee Members' questions, of which there was none.

Adjournment

Upon motion duly made and seconded, Chairman Prendergast adjourned the June 20, 2016 meeting of the MTA Capital Program Oversight Committee at 2:30 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2016-2017 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

September 2016

Quarterly MTACC Capital Program Update

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

34th Street-Hudson Yards Station

Update on Minority, Women and Disadvantaged Business Participation

Update on Small Business Development Program

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)

MTACC Monthly Second Avenue Subway Update

Update on Capital Program Security Projects (in Exec Session)

November 2016

NYCT Capital Program Update

NYCT, LIRR, MNR Update on New Fare Payment System

MTACC Monthly Second Avenue Subway Update

December 2016

Quarterly MTACC Capital Program Update

Quarterly Change Order Report

Quarterly Traffic Light Reports

January 2017

NYCT Capital Program Update

Update on Minority, Women and Disadvantaged Business Participation

February 2017

B&T Capital Program Update
LIRR and MNR Update on Positive Train Control (PTC)

March 2017

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

April 2017

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

May 2017

LIRR and MNR Capital Programs Update

June 2017

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

July 2017

NYCT Capital Program Update

NYCT Capital Program Overview 2015-19

John O'Grady

Senior Vice President, Capital Program Management

Capital Program Oversight Committee

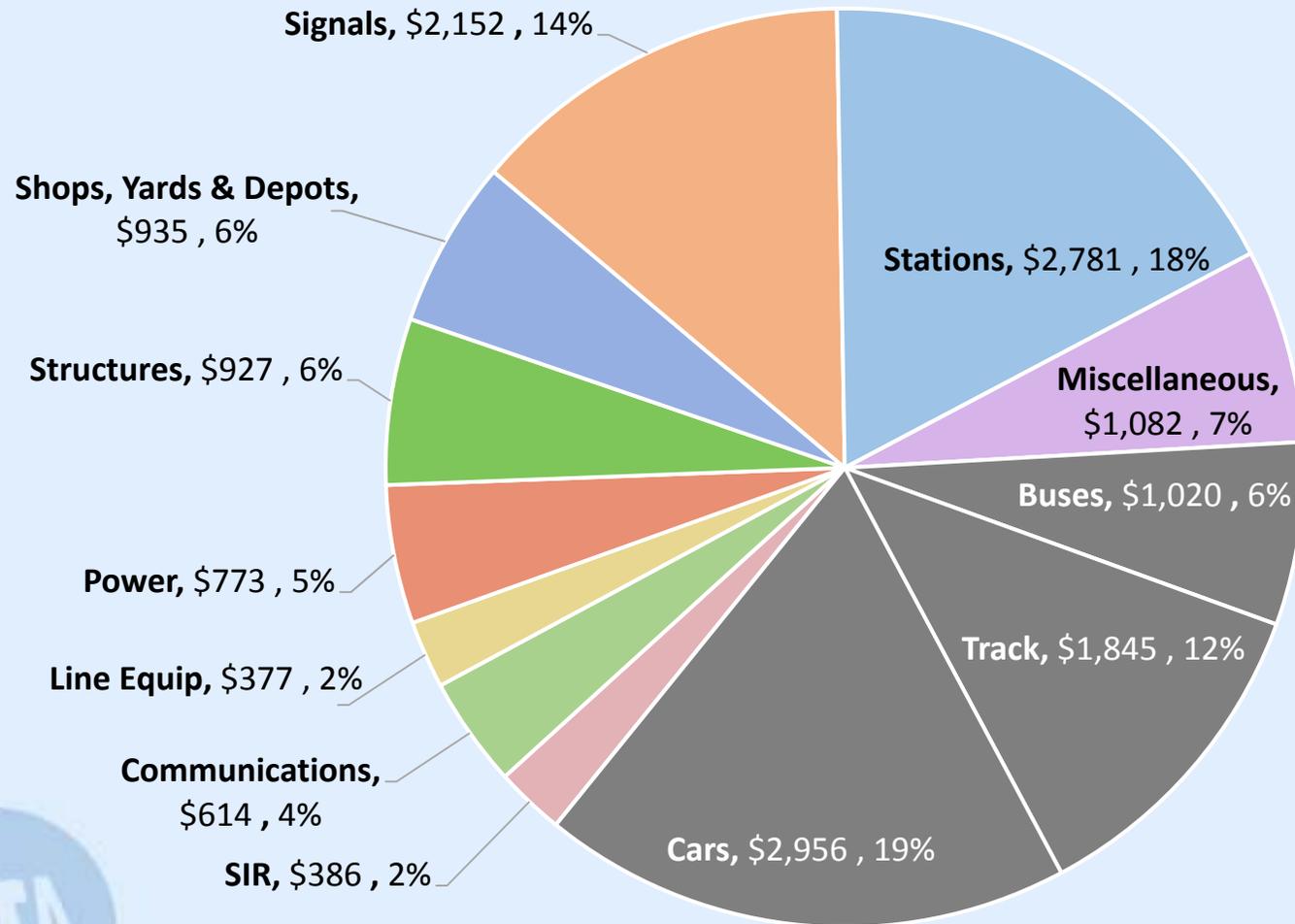
July 2016

MTA New York City Transit



Overview of the 2015-19 Program

2015-19 NYCT Capital Program*
Total \$15.8B

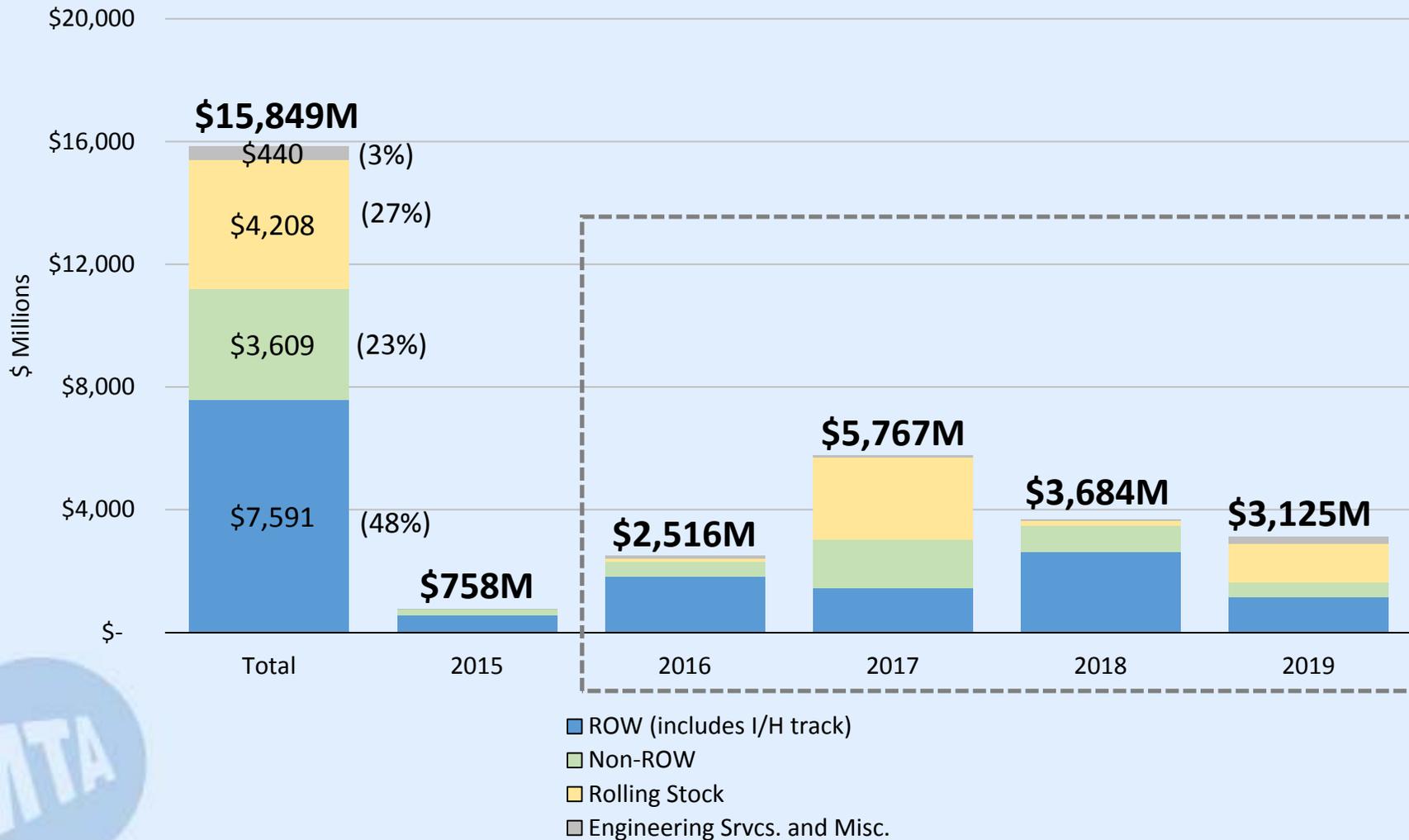


* Excludes MTA Bus
Note: All dollars in millions



2015-19 Program Commitments

2015-19 Program
Right of Way (ROW) vs. Non-ROW Projects



2015-19 Program Commitments

Major 2015-19 Program Commitments*

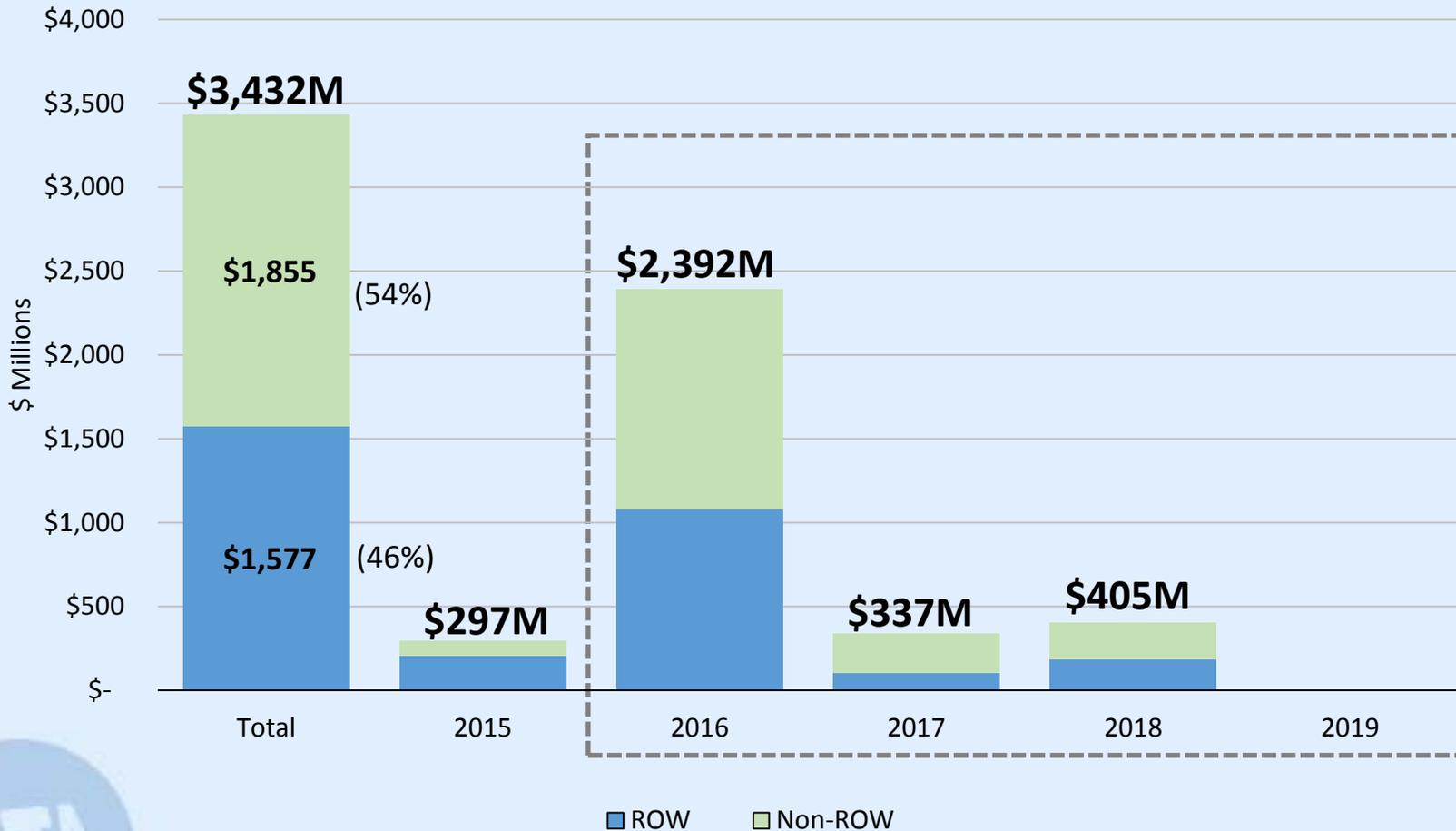
Project	Award Year (Forecast)	Budget (\$ millions)
CBTC Queens Blvd West Phase 2	2016	\$333
Modernize Interlocking: Kings Highway / CUL	2016	164
New Fare Payment System, Phase 2	2017	419
Times Square Ph 3 – Shuttle ADA/Reconstruction	2017	264
ISIM B-DIV: Module 3	2017	122
CBTC 8AV: CBTC Overlay, Cars, & Automatics	2018	529
Jamaica: New Depot	2018	293
CBTC Culver: CBTC Overlay (incl. modernize Ave X and Ditmas interlockings)	2018	418
2 Interlockings: 30 St & 42 nd St North / 8AV	2018	242
Modernize Interlocking Parsons / Queens Blvd	2019	161

* Excludes rolling stock and in-house track



2015-19 Sandy Commitments

2015-19 Sandy Program
ROW vs. Non-ROW Projects



Core 2015-19 commitments are compounded by Sandy repair and resiliency program projects



2015-19 Sandy Commitments

Major 2015-19 Sandy Commitments*

Project	Award Year (Forecast)	Total Cost (\$ millions)
Coney Island Yard Repair & Mitigation	2016	\$686
Canarsie Tube	2016	645
207 St Yard Mitigation & Cable Repair	2016	214
Clifton Shop	2016	203
148 St Yard Mitigation & Cable Repair	2016	125
Clark St Tube	2016	119
Street Level Hardening, 9 Stations + 1 Fan Plant	2016	56
Street Level Hardening, 7 Stations + 1 Fan Plant	2016	52
Emergency Booth Communication System	2017	66
St. George Mitigation	2018	70

* Combines both repair and resiliency funding

Note: Total projected cost for Canarsie Tube work (full closure option), including Core components, is \$900 million



High Priority Projects Constrain Track Access

- A small number of high-priority projects (e.g., Bushwick Cut, Canarsie Tube, CBTC) significantly constrain track access opportunities for the 2015-19 program

Project	2016	2017	2018	2019	2020
Bushwick Cut		Award	S.C.		
Canarsie Tube - 2 Track		Award		◆	S.C.
Canarsie Tube - 1 Track		Award		◆	S.C. 1/2022
CBTC Queens Blvd Ph 2		Award			S.C. 3/2022
CBTC 8th Avenue (plus interlockings)			Award		S.C. 4/2025
CBTC Culver			Award		S.C. 5/2022

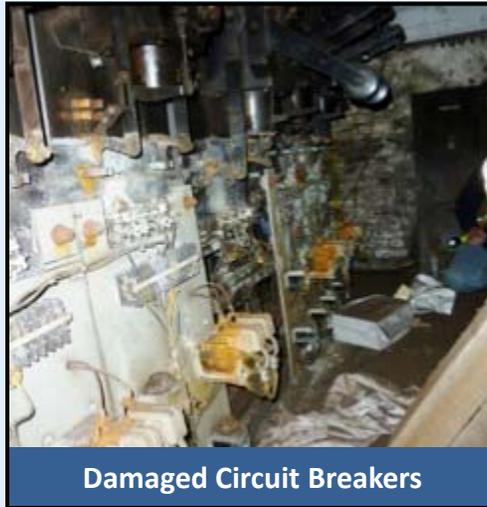
◆ Start of 24/7 shutdowns
 S.C. = substantial completion



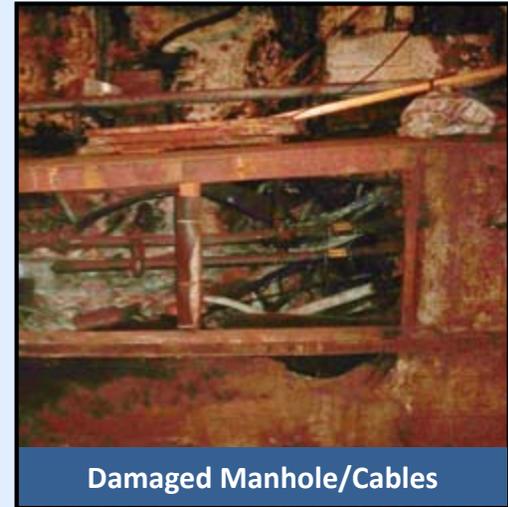
Canarsie Tunnels – Storm Damage



Exposed Cables



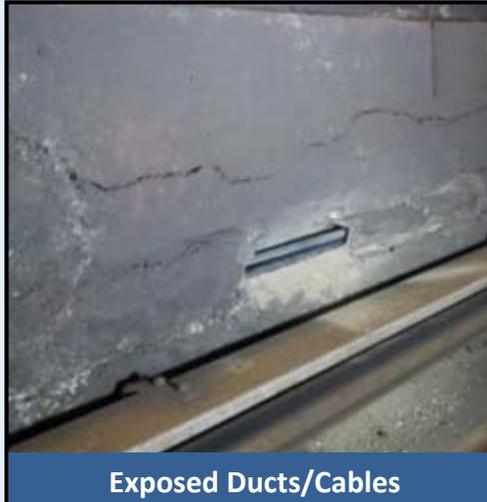
Damaged Circuit Breakers



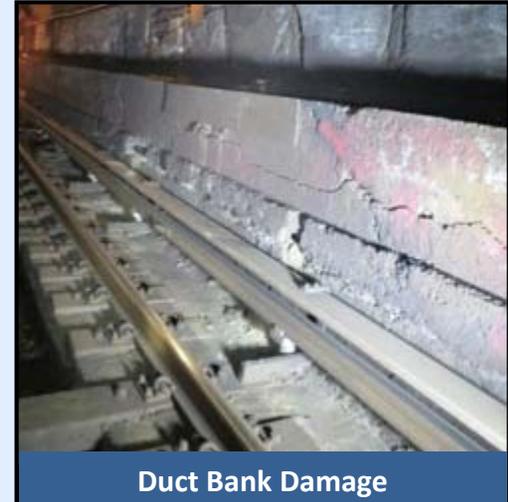
Damaged Manhole/Cables



Temporary Repair of Duct Bank



Exposed Ducts/Cables



Duct Bank Damage

Canarsie Tunnels – Program of Projects



Canarsie Tunnels - Repairs

Major Scope Items:

- Reconstruction of 7 mi. of duct bank
- Replacement of 56 mi. of power, communication and signal cables
- Reconstruction of 2.7 mi. of track
- Replacement of 2 circuit breaker houses (CBH)
- Repair of 2 fan plants
- Rehabilitation of 1 pump room
- Construction of 1 new substation
- Integration of resiliency measures
- Risk Assessment workshop held from April 6 to April 8, 2016



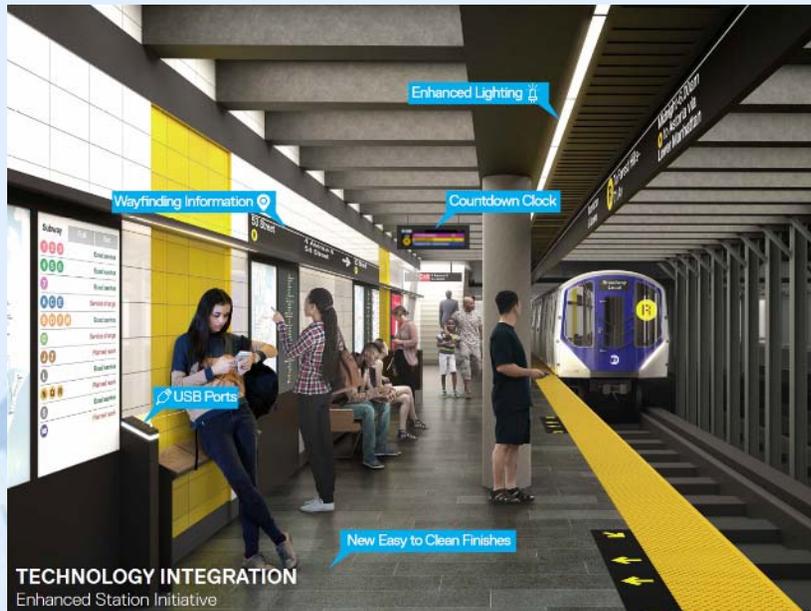
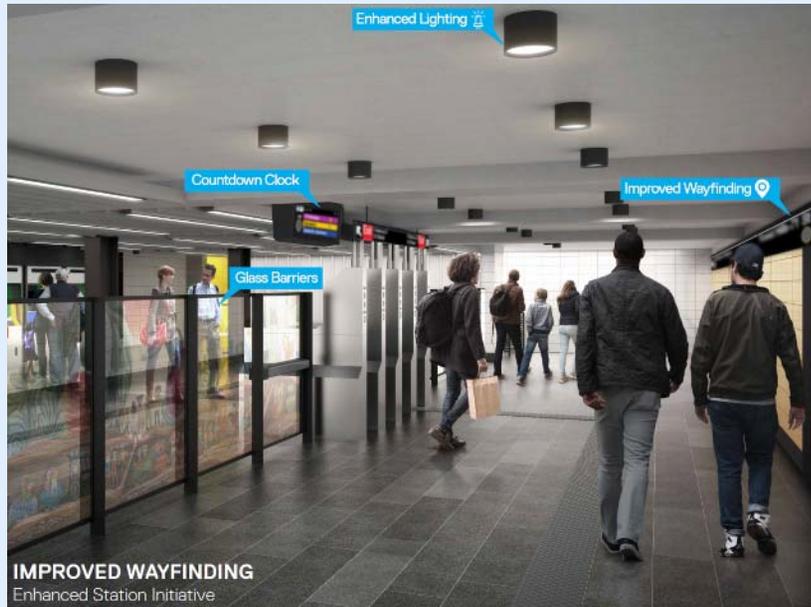
Bring transformative change through project delivery

We will meet our goals through using innovative methods of project delivery:

- Build internal and consultant resources to address a condensed 3.5-year program
- Improve track access planning to optimize limited right-of-way access and support services
- Work closely with community and our customers throughout the construction process
- Alternative Contracting Methods (Design Build)
 - Deliver projects more quickly and at a lower cost
 - Dedicated organizational support and streamlined decision making
- Examples:
 - Enhanced Subway Stations
 - New Subway Cars



31 Enhanced Stations Across 5 Boroughs



- **Enhanced lighting** throughout the stations
- **Improved signage** to make it easier for customers to navigate stations
- **Inclusion of amenities** (e.g., count down clocks, cellular connectivity, Wi-Fi, art)
- Renovations will also consider the **architectural legacy** of each station

Re-imagined and Enhanced Subway Cars



- **Open Car End Design** to improve passenger flow and capacity for up to 750 cars
- **Wider Doors** (50 inches to 58 inches)
- **Customer Amenities & Security** (e.g., Wi-Fi, USB chargers, color information displays, security cameras)
- **Exterior Features** (e.g., new color scheme, LED headlights, new window design)

Signals and Train Control Division

Nidhish Patel, P.E.
Program Executive

July 2016

Capital Program Oversight Committee



Signals and Train Control Division Projects

Project Name

CBTC Flushing Line
Culver Line CBTC Integrated Test Facility
CBTC Equipment Supplier Interoperability
CBTC Queens Blvd Line – Design and Furnish
CBTC Queens Blvd Line– Installer
2 Interlockings: Union Turnpike & 71st Ave, QBL
ISIM-B: Module 1 – Train Position Monitoring
ISIM-B: Module 3 – Rail Management System
Interim Train Arrival Information
34th Street Interlocking
W. 4th Street Interlocking
Kings Highway Interlocking, Culver
Roosevelt Avenue Interlocking, QBL
Dyre Avenue Line Signals
CBTC 8th Ave / 2 Interlockings 30th St & 42nd St
CBTC Culver Line

Phase

Construction
Closeout
Construction
Construction
In Procurement
Construction
Construction
In Procurement
Construction
Construction
Construction
In Procurement
Construction
Construction
In Design
In Design

CBTC Flushing Line

- Contractor: Thales Inc.
- Award (S-32723): June 16, 2010
- Project Description: Project will overlay new CBTC system on the Flushing Line between Main St. and the new 34th St. /11th Ave. Terminal. Modernize 1st Ave. and Times Square interlockings and equip fleet with CBTC carborne equipment



CBTC Flushing Line

Overall Status

Item	Comments
Schedule	87% complete; Substantial Completion projected to 4 th Qtr. 2017 - delayed by 1 Qtr.
Cost	\$550M is the current budget – budget modification adding approx. \$25M underway

Highlights

Progress

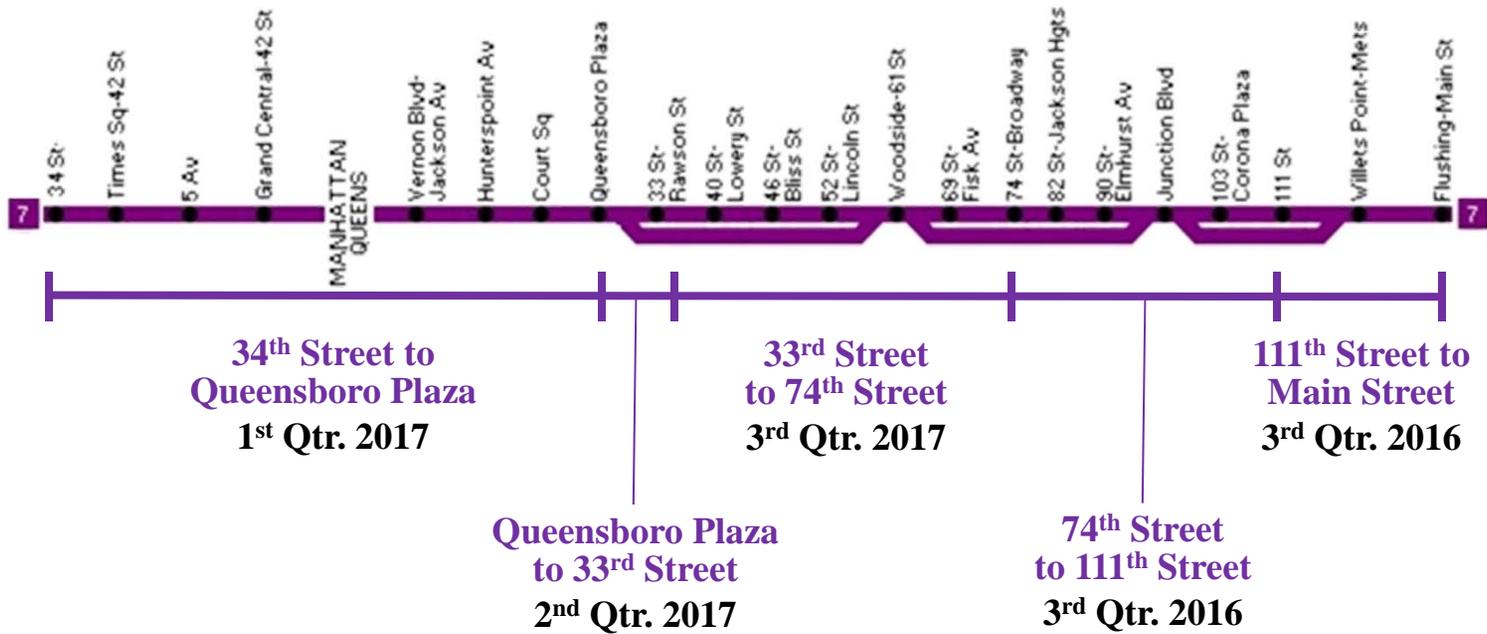
- CBTC system monitoring began Nov. 2015 from Main St. to 111th St. and was extended to 74th St.
- Various anomalies discovered during CBTC monitoring / testing resulting in new software releases
- RTO Train Operator training commenced in Dec. 2015 - delayed by 1 month
- CBTC car equipment installed by In-house forces is ongoing – a total of 35 out of 46 trains have been completed

180 Day Look Ahead

- Continue Train Operator training
- Continue CBTC car equipment installation
- Continue CBTC testing from 74th St. to Times Square
- CBTC will be in service from Main St. to 111th St. by 3rd Qtr. 2016 - delayed by 6 months
- CBTC will be in service from 111th St. to 74th St. by 3rd Qtr. 2016 - delayed by 3 months

CBTC Flushing Line

Projected Dates for CBTC Cutover



CBTC Flushing Line

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	CBTC Testing and Commissioning	Now through 3 rd Qtr. 2017	Contractor requires more testing time to validate and verify safety aspect of the CBTC system
 Yellow	G.O., Work Train, and Flagging Availability	Now through 2017	Continued support to provide TA Services, as per revised plan, is essential to maintain current schedule
 Yellow	CBTC Software Stability	3rd Qtr. 2016	Reliable and stable software is needed
 Green	Car Installation at Corona Shop	March 2017	Carborne CBTC equipment needs to be installed on the remaining 11 out of 46 trains. Cable for Transponder Interrogating Antenna will be installed on all trains

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.

Culver Line CBTC Integrated Test Facility

- Contractor: Siemens and Thales Consortium
- Award (S-32748): September 30, 2011
- Project Description: Update and finalize CBTC Interface and Interoperability (I2S) standards; Develop two interoperable safety certified CBTC interfaces; Provide test track between 7th Ave. station and Church Ave. interlocking on track B3

Culver Line CBTC Integrated Test Facility

Overall Status

Item	Comments
Schedule	Substantial Completion achieved December 2015
Cost	\$100.4M - project is within budget

Highlights

Progress

- Completed Interoperability Field Testing - punch list created
- Digimove stability achieved in Dec. 2015. 5 additional trains were equipped

180 Day Look Ahead

- Punch list will be completed
- Digimove system performance will be monitored and more trains will be equipped with Digimove

CBTC Equipment Supplier Interoperability

- Contractor: Mitsubishi Electrical Power Products
- Award (S-48002): September 25, 2015
- Project Description: Provide interoperable CBTC system to meet NYCT's I2S standards and safety certify the interoperable system

CBTC Equipment Supplier Interoperability

Overall Status

Item	Comments
Schedule	9% complete; Substantial Completion September 2018, contract is on schedule
Cost	\$20M - project is within budget

Highlights

Progress

- Approved 15 Design Documents (Approval of 39 documents is required to achieve Preliminary Design Review (PDR))

180 Day Look Ahead

- Complete Preliminary Design Review (PDR)

CBTC Equipment Supplier Interoperability

Critical Milestones and Issues

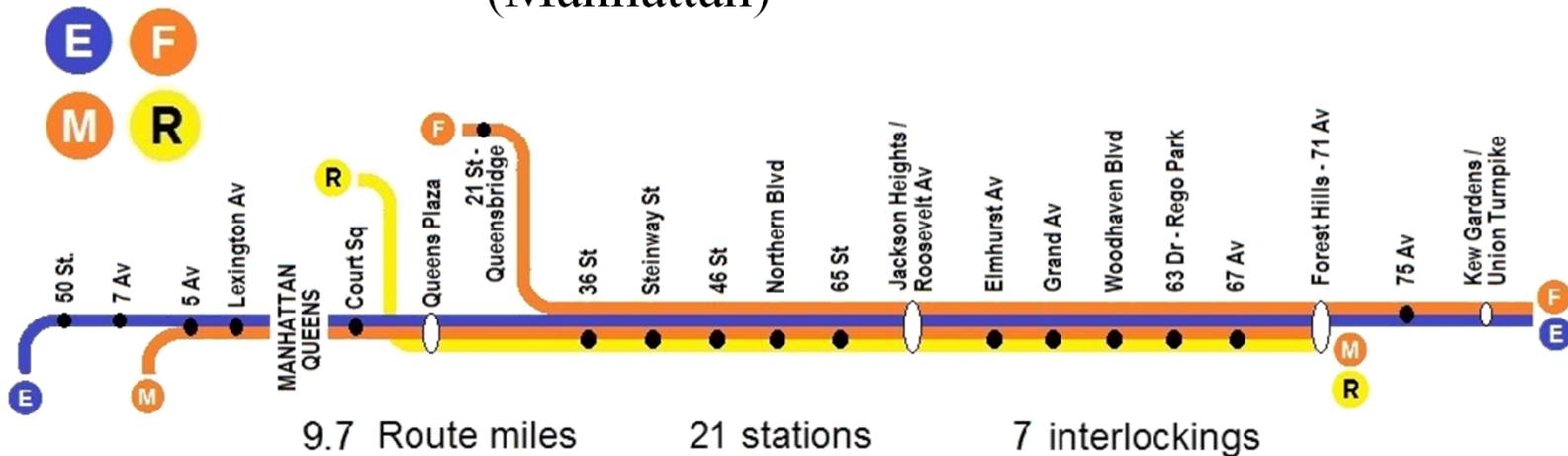
Status	Activity	Date Needed	Issues
 Yellow	CBTC Sub-system Design for Wayside and Car Equipment	August 2016	Contractor requires more time to validate their CBTC sub-system design; Preliminary Design Review (PDR) documents to be revised / resubmitted. Contractor will accelerate remaining activities to maintain the schedule

Legend

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

CBTC Queens Blvd Line – Design and Furnish

- Contractor: Siemens and Thales
- Award (S-48004-1): Siemens – August 24, 2015
- Award (S-48004-2): Thales – August 31, 2015
- Project Description: Design and furnish two CBTC interoperable systems with Automatic Train Supervision (ATS) from Union Turnpike (Queens) to 50th St.–8th Ave. (Manhattan)



CBTC Queens Blvd Line – Design and Furnish

Overall Status

Item	Comments
Schedule	11% complete; Substantial Completion March 2021, contract is on schedule
Cost	\$238M - project is within budget

Highlights

Progress

- Radio layout complete (Siemens)
- Wayside Digital Communication System network design approved (Siemens)
- Preparation of cars for fitting CBTC equipment commenced (Siemens)
- Purchase Orders for major wayside and car equipment issued (Siemens)
- CBTC car equipment repackaging conceptual design complete (Thales)

180 Day Look Ahead

- Complete preliminary site-specific CBTC design (Siemens & Thales)
- Will continue ATS prototyping (Siemens)
- CBTC Survey will commence (Siemens)
- Detailed design of car equipment repackaging will be completed (Thales)

CBTC Queens Blvd Line – Design and Furnish

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Award of Installation contract	Aug. 2016	This activity is on critical path for CBTC-QBL program
 Green	R160 Car Availability for CBTC Equipment Installation at Car-Shops	1 st Qtr. 2017 to June 2020	Availability of cars as planned is essential to complete the CBTC retrofitting by June 2020
 Green	G.O., Work Train, and Flagging Availability	2016 to 2021 inclusive	Continued support to provide TA Services as planned is essential to maintain the current schedule

Legend

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

CBTC Queens Blvd Line– Installer

- **Project Status:** In Procurement
- **Award (S-48005):** 3rd Quarter 2016 - delayed by 1 Quarter
- **Project Description:** Design, Furnish and Install conventional signal system. Install all CBTC equipment, support testing and in-service of the CBTC interoperable system including ATS from Union Turnpike (Queens) to 50th St. –8th Ave. (Manhattan)

Overall Status

Status	Item	Comments
 Yellow	Schedule	Award: scheduled for 3 rd Qtr. 2016 – delayed by 1 Quarter
	Cost	\$338M – total project budget

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.

Interlocking

Rail Control Center



Relay Room



Interlocking

2 Interlockings: Union Turnpike & 71st Ave, QBL

- Contractor: Five Star Electric
- Award (S-32769): November 28, 2012
- Project Description: This project will modernize and improve the reliability of the Union Turnpike and 71st Ave. interlockings on the Queens Blvd. Line. The interlockings are being modernized with conventional relay technology

Overall Status

Status	Item	Comments
 Yellow	Schedule	66% complete; Substantial Completion scheduled for April 2017 is projected to 4 th Qtr. 2017 due to limited track access on the Queens Blvd Line
	Cost	\$298M - project is within budget. Risk reserve fund has been removed from contract's original \$311M budget

Note: Color designation to be referred from Traffic Light Report

ISIM-B: Module 1 – Train Position Monitoring System (TPMS)

- Contractor: Yonkers Electric Contracting Corp. & U.S. Information System JV (Joint Venture)
- Award (W-32784): November 17, 2015
- Project Description: This project will furnish and install equipment at 26 locations on the B Division to acquire field data from the signaling system. This data is required for ISIM-B (Module 3) and for Automatic Train Supervision (ATS) outside of CBTC territory

Overall Status

Status	Item	Comments
 Green	Schedule	5% complete. Substantial Completion December 2018, contract is on schedule
	Cost	\$56M – project is within budget

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.

ISIM-B: Module 3 – Rail Traffic Management Office System

- **Project Status:** In Procurement - RFP
- **Award (W-32789):** 2nd Quarter 2017 - delayed by 1 Quarter
- **Project Description:** This project will furnish and install a rail traffic management system for the entire B Division at the RCC, including remote workstations at approximately 44 field locations

Overall Status

Status	Item	Comments
 Yellow	Schedule	Design completed June 2015; Construction duration 53 months RFP advertised March 15, 2016
	Cost	\$125 to \$135M – total project budget

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.

Interim Train Arrival Information

- **Contractor:** Siemens – West End and Sea Beach Lines
MTA – In-house – Concourse Line
- **Award:** Siemens – March 26, 2015
MTA – In-house – January 26, 2015
- **Project Description:** Provide interface for real time train arrival information (PACIS II) to the Subway Times Mobile App for customers

		Mobile Apps	CIS/Cabinets as part of Contracts W-32697/W32694
Concourse B D	145 St to 205 St	13 stations	5 sta. with PA/CIS (mid 2017)
West End D	9 th Av to Stillwell Av	13 stations	8 sta. with PA/CIS (mid 2016)
Sea Beach N	8 th Av to Stillwell Av	10 stations	5 sta. with PA/CIS (late 2017); 4 sta. with PA/CIS (2018)

Overall Status

Status	Item	Comments
<div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 20px; height: 20px; background-color: green; border-radius: 50%; margin-right: 10px;"></div> Green </div>	Schedule	Concourse line ATS work completed Nov. 2015; West End / Sea Beach ATS work completed June 2016; Substantial Completion Sept. 2016; “Subway Times” Mobile App. to be published Aug. 2016; CIS/Cabinet contract is on schedule
	Cost	\$3.0M (ATS work only) - project is within budget

Legend

●	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.
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34th Street Interlocking

- Contractor: TC Electric
- Award (S-32764): April 14, 2014
- Project Description: This project will modernize and improve the reliability of the 34th St. interlocking on the 6th Ave. Line. The interlocking will be modernized with Solid State Interlocking (SSI) technology

34th Street Interlocking

Overall Status

Item	Comments
Schedule	35% complete; Substantial Completion September 2018, contract is on schedule
Cost	\$185M - project is within budget

Highlights

Progress

- Construction of signal and other ancillary enclosures on 34th St. mezzanine passageway ongoing
- Pull signal cables on tracks B1 and B2; Installation of signal heads, stop machines, IJs and track relay cases on track B2 ongoing

180 Day Look Ahead

- Complete installation of messenger & cable tray system
- Pull signal cables on tracks B1, B2 and B4; installation of negative equalizer work
- Install track relay cases, CIHs, PKJs, Z cases, and signal heads on all tracks within interlocking limits

34th Street Interlocking

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	G.O., Work Train, and Flagging Availability	Now through 3 rd Qtr. 2018	Commitment to provide TA Services as planned is essential to maintaining the current schedule

Note: Color designation to be referred from Traffic Light Report

W. 4th Street Interlocking

- Contractor: TC Electric
- Award (S-32765): July 30, 2014
- Project Description: This project will modernize and improve the reliability of the W. 4th St. interlocking on the 6th Ave. Line. The interlocking will be modernized with Solid State Interlocking (SSI) technology

W. 4th Street Interlocking

Overall Status

Item	Comments
Schedule	23% complete; Substantial Completion September 2018, contract is on schedule
Cost	\$174M - project is within budget

Highlights

Progress

- Installation of cable messenger system on tracks A1, B1 and B2 ongoing
- Installation of conduit under platforms on tracks A1, B1, B2 and B3 at W. 4th St. ongoing
- Installation of signal heads and track relay cases on tracks A1, B1 and B2 ongoing
- Factory inspections of signal equipment ongoing

180 Day Look Ahead

- Continue installation of cable messenger system on all tracks
- Continue chopping concrete / pour and patch concrete for wayside signal equipment installation and negative equalizer work
- Construction of signal and other ancillary enclosures at W. 4th St. station.
- Installation of remaining track relay cases, CIHs, PKJs, Z cases and signal heads on all tracks within interlocking limits

W. 4th Street Interlocking

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	G.O., Work Train, and Flagging Availability	Now through 3 rd Qtr. 2018	Commitment to provide TA Services as planned is essential to maintaining the current schedule

Note: Color designation to be referred from Traffic Light Report

Kings Highway Interlocking, Culver

- Project Status: In Procurement
- Award (S-32176): 3rd Quarter 2016
- Project Description: This project will modernize the existing Kings Highway mechanical interlocking with Solid State Interlocking (SSI) technology. Project includes a new switch configuration for improved service flexibility

Overall Status

Status	Item	Comments
 Green	Schedule	Bid opened May 25, 2016
	Cost	\$183M – total project budget

Note: Color designation to be referred from Traffic Light Report

Roosevelt Avenue Interlocking, QBL

- Contractor: Five Star Electric
- Award (S-32749): January 8, 2013
- Project Description: This project will modernize and improve the reliability of the Roosevelt Ave. interlocking on the Queens Blvd. Line. The interlocking is being modernized with conventional relay technology

Overall Status

Status	Item	Comments
 Green	Schedule	87% complete; Substantial Completion December 2016, contract is on schedule
	Cost	\$103M - project is within budget

Note: Color designation to be referred from Traffic Light Report

Dyre Avenue Line Signals

- Contractor: JTJ Contracting (J Track/TC Electric/Judlau)
- Award (S-32773): April 14, 2013
- Project Description: This project will provide a complete new fixed block system from East 180th St. to Dyre Ave in the Bronx. Install a new SSI system at Dyre Ave. and Morris Park provided by Invensys (Siemens) and Mitsubishi

Overall Status

Status	Item	Comments
 Green	Schedule	65% complete; Substantial Completion July 2017, contract is on schedule
	Cost	\$226M - project is within budget

Note: Color designation to be referred from Traffic Light Report

CBTC 8th Ave / 2 Interlockings 30th St & 42nd St

- **Project Status:** In Design
- **Award (S-32400):** 1st Quarter 2018 – Modernize 2 Interlockings
- **Award (S-48006):** 3rd Quarter 2018 – CBTC Overlay
- **Project Description:** These projects will modernize 30th St and 42nd St interlockings with Solid State Interlocking (SSI) technology and overlay the 8th Ave Line with CBTC from 59th St - Columbus Circle (Manhattan) to High Street (Brooklyn)

Overall Status

Status	Item	Comments
 Green	Schedule	Design Start: (S-32400) April 29, 2016; (S-48006) Sept 2016
	Cost	\$790M – total project budget

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.

CBTC Culver Line

- **Project Status:** In Design
- **Award (S-47009):** 1st Quarter 2018
- **Project Description:** This project will modernize Avenue X and Ditmas Ave Interlockings with Solid State Interlocking (SSI) technology and overlay the Culver Line in Brooklyn with CBTC from Church Ave to W. 8th St

Overall Status

Status	Item	Comments
 Green	Schedule	Design Start: April 20, 2016
	Cost	\$360M to \$430M – total project budget

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.

July 2016 CPOC IEC Project Review



NYCT Signals & Train Control



July 25, 2016

CBTC Flushing Line

- **SCHEDULE:** The IEC agrees that more time is needed to demonstrate the stability of CBTC software, based on the additional time required for Shadow Mode testing. As a result, it is necessary to delay the substantial completion date to the 4th Quarter 2017.
- **BUDGET:** The current project budget reflects in-house support costs associated with a 3rd quarter substantial completion date. There may be additional funds required to carry the project to final completion.



CBTC Flushing Line

- **CRITICAL ISSUES & HIGHLIGHTS:**
 - The IEC previously reported that the critical path went through car equipment installations and the cut over of various segments to CBTC operations.
 - CBTC car equipment installations have progressed as planned. NYCT identified issues and incorporated a plan to finish the fleet installation work in time for CBTC operations.
 - Shadow mode operations has been delayed several months. Stability of the system software is taking longer than expected
 - In-service for section 1 (Main to 111th Street) and section 2 (111th to 74th) are delayed. Based on the current performance of the CBTC system testing, meeting the projected in service dates for sections 1 & 2 will be challenging.



Culver Line CBTC Integrated Test Facility

- **SCHEDULE:** The project has reached substantial completion.
- **BUDGET:** There are no issues with the budget.



CBTC-QBL Design, Furnish Projects Status Review

- **SCHEDULE:** The contractor is progressing the design documents and the IEC concurs the project is on schedule.
- **BUDGET:** The project is within budget.



CBTC-QBL Install Project Status Review

- **SCHEDULE:** The closing date for bids has slipped 3 months.
- **BUDGET:** The budget needs to be confirmed once the project is awarded.



CBTC-QBL Program Status Review

- **CRITICAL ISSUES:**
 - The IEC agrees the award date for the install project is now on the program's critical path.
 - Additional work orders may be required to finalize interfaces between ISIM-B Module 3 and QBL ATS.



ISIM-B Module 1

Schedule and Budget Review

- The IEC agrees that Module 1 program is on schedule and budget.



ISIM-B Module 3

Scope, Budget and Schedule

- Due to the complexity of the program the IEC is monitoring the project risks earlier in the process in advance of ISIM-B Module 3 Risk Assessment.



Interlockings

- Each of the below interlockings achieved a “Green” reporting status in the Traffic Light Report presented at the June 2016 CPOC meeting:
 - 34th Street Interlocking
 - W 4th Street Interlocking
 - Roosevelt Avenue Interlocking
 - Dyre Avenue Line Signals
- The IEC is concerned with NYCT’s report of an additional slippage at Union Turnpike & 71st Avenue interlockings. This delay could have an impact on CBTC QBL installation contract.



MTA Capital Program Commitments & Completions

through June 30, 2016

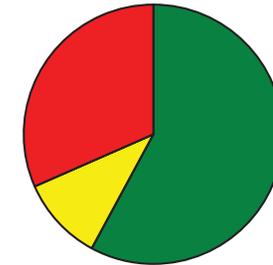
Capital Projects – Major Commitments – June 2016

Through June, 16 major commitments were planned: eight were on time, two were delayed but have since been committed, and six remain delayed. In addition, three other goals were achieved early.

NYCT's PSLAN 188 Stations award and East Side Access' Grand Central Terminal Caverns award were late, but have since been committed. Last month, NYCT's Sandy Mitigation for 7 Stations was reported late. This month, four NYCT commitments (two Sandy mitigation projects, CBTC Queens Blvd, Kings Highway Interlocking) and one LIRR (Amtrak Territory projects) are also late.

Year to date, agencies have committed \$2.3 billion versus a \$2.7 billion goal. The shortfall versus goal is mainly due to the delayed commitments, as well as a favorable bid for East Side Access' Grand Central Terminal Caverns award. By year-end, the MTA forecasts meeting or exceeding its \$6.6 billion goal.

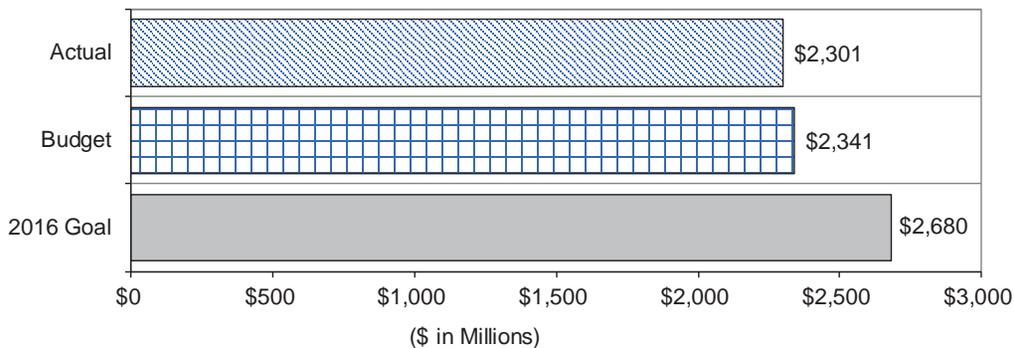
Year-to-Date Major Commitments



Color	Description	Count	Percent	Change from Prior Month
GREEN	=Commitments made/forecast w/in Goal	11	58%	↑ 3
YELLOW	= Commitments delayed beyond Goal (already achieved)	2	11%	-
RED	= Commitments delayed beyond Goal (not yet achieved)	6	32%	↑ 5
		19	100%	↑ 8

Budget Analysis

2016 Annual Goal	\$6,597	(\$ in millions)
2016 Forecast	103%	of Annual Goal
Forecast left to Commit	66%	(\$4,484)



Year-to-Date Agency Breakdown

2016 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
5 GREEN, 1 YELLOW, 5 RED	+1 GREEN	----	+4 RED
Long Island Rail Road			
6 GREEN, 1 RED	+2 GREEN	----	+1 RED
Metro-North Railroad			
	----	----	----
Bridges and Tunnels			
	----	----	----
Capital Construction Company			
1 YELLOW	----	----	----
MTA Bus Company			
	----	----	----
MTA Police Department			
	----	----	----

Capital Projects – Major Commitments – June 2016 – Schedule Variances
Actual Results Shaded

Project	Commitment	Goal	Forecast
6 All-Agency Red Commitments (5 new this month)			
NYCT			
<i>Sandy Recovery & Mitigation</i>			
Sandy Mitigation: 7 Stations (8 Stns M/Q/Bx Initiative)	Construction Award	May-16 \$96.3M	Aug-16 \$96.3M
The mitigation solution for a staircase at 155 St on the Concourse Line had to be revised due to maintainability concerns.			
Sandy Mitigation: 13 Fan Plants, Long-Term - 5 Locations (New Item)	Construction Award	Jun-16 \$46.2M	Aug-16 \$41.6M
Project award delayed due to extended advertisement period. Recent estimate is based refined drawings and reflects reductions of bid and support costs.			
Sandy Mitigation: 9 Stations (Brooklyn/Queens Initiative) (New Item)	Construction Award	Jun-16 \$100.7M	Aug-16 \$56.2M
Project delayed from design drawings approvals, specifications, and contracts. The estimate is based on refined drawings and reflects cost reductions of the bid and support costs.			
<i>Signals & Communications</i>			
CBTC Queens Boulevard West - 50 St to Union Tpke: Phase 2 (New Item)	Construction Award	Jun-16 \$143.7M	Aug-16 \$333.7M
Award delayed due to bid postponements from bidders' questions. Current estimates reflects the full cost while the goal budget assumed only limited funding prior to program approval.			
Kings Hwy Interlocking / Culver (New Item)	Construction Award	Jun-16 \$150.0M	Aug-16 \$177.2M
Award delayed due to bid postponements from bidders' questions, and budget modifications to address increased costs from an unfavorable bid and additional scope related to Church Ave Interlocking. The current estimate reflects the full cost, while the goal budget reflected limited funding prior to program approval.			
LIRR			
<i>Track</i>			
Amtrak Territory Projects (New Item)	Construction Award	Jun-16 \$17.0M	Aug-16 \$17.0M
Award delayed due to additional time required by the Procurement Department to perform audit of the bidders.			

Project	Commitment	Goal	Forecast
2 All-Agency Yellow Commitments (0 new this month)			
NYCT			
<i>Signals & Communications</i>			
Passenger Station LAN: 188 Stations	Construction Award	Feb-16 \$50.0M	Mar-16 (A) \$50.0M
Award was delayed because of additional time required to secure necessary approvals for budget changes and authorizations to approve the commitment.			
MTACC			
<i>East Side Access</i>			
Grand Central Terminal Station Caverns & Track	Construction Award	Feb-16 \$777.4M	Apr-16 (A) \$712.0M
The delay was due to MTACC finalizing open issues prior to issuing a notice to proceed, which was issued in April. The award value reflects a favorable bid.			

Capital Projects – Major Commitments – June 2016 – Budget Only* Variances
Actual Results Shaded
**for variances of more than \$5 million or 10%*

Project	Commitment	Goal	Forecast
3 All-Agency Budget Only Commitments (0 new this month)			
NYCT			
<i>Sandy Resiliency & Restoration</i>			
Sandy Mitigation: 17 Fan Plants & Adjacent Tunnels	Construction Award	Jul-16 \$45.7M	May-16 (A) \$39.2M
Awarded in May 2016.			
<i>Track</i>			
Mainline Track Replacement 2016 / 63rd St	Construction Award	Mar-16 \$40.0M	Feb-16 (A) \$29.2M
Awarded in February with savings reflecting a favorable bid.			
LIRR			
<i>Track</i>			
2016 Track Program	Construction Award	Mar-16 \$17.8M	Feb-16 (A) \$59.7M
Originally committed in February 2016. The actual value was increased in June following the approval of the 2015-19 Capital Plan.			

Capital Projects – Major Completions – June 2016

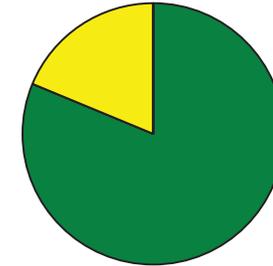
Through June, 14 major completions were planned: eleven were on time and three were delayed but have since been completed. In addition, two other completions were achieved early.

The two delays completed in June were an East Side Access structures contract and B&T's Rehabilitate Rockaway Point Boulevard Overpass.

Three bus procurements have been completed ahead of schedule, offsetting the impact of the delays on the year-to-date completions value. As a result, the MTA has nearly achieved its \$1.2 billion year-to-date goal.

By year-end, the MTA forecasts meeting or exceeding its \$4.6 billion goal.

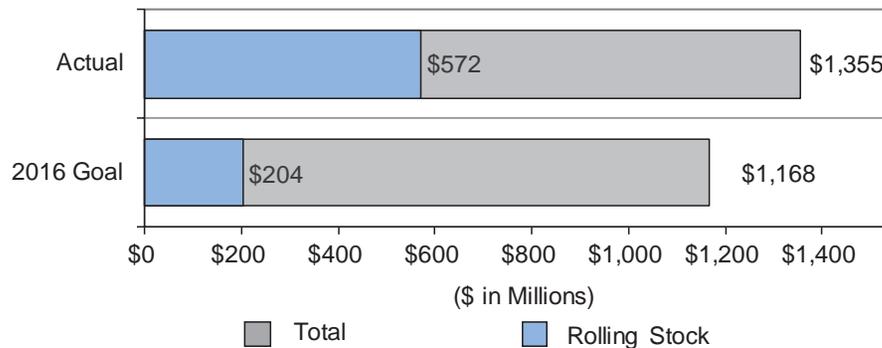
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast w/in Goal	13	81%	↑ 6
YELLOW = Completions delayed beyond Goal (already achieved)	3	19%	↑ 2
RED = Completions delayed beyond Goal (not yet achieved)	0	-	↓ 2
Total	16	100%	↑ 6

Budget Analysis

2016 Annual Goal \$4,629 (\$ in millions)
 2016 Forecast 102% of Annual Goal
 Forecast left to Complete 71% (\$3,361)



Year-to-Date Agency Breakdown

2016 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
5 GREEN 1 YELLOW	+2 GREEN	----	----
Long Island Rail Road			
2 GREEN	+2 GREEN	----	----
Metro-North Railroad			
2 GREEN	+1 GREEN	----	----
Bridges and Tunnels			
3 GREEN 1 YELLOW	+1 GREEN	+1 YELLOW	-1 RED
Capital Construction Company			
1 YELLOW	----	+1 YELLOW	-1 RED
MTA Bus Company			
1 GREEN	----	----	----
MTA Police Department			
	----	----	----

Capital Projects – Major Completions – June 2016 – Schedule Variances

Actual Results Shaded

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

NYCT

Stations

Renew Five Liberty Line Stations	Construction Completion	Apr-16 \$74.7M	May-16 (A) \$77.7M
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The project was completed in May. The contract was extended to May 2nd due to inclement weather and loss of two General Orders. Additionally, work was halted for one week in February to repair recently discovered corroded steel at the 111th Street Station. Project cost increased due to additional TA Labor services such as GOs, flagging, work trains and inspections required for additional steel work.

B&T

Marine Parkway Bridge

Rehabilitate Rockaway Point Blvd Overpass (New Item)	Construction Completion	May-16 \$11.1M	Jun-16 (A) \$11.1M
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The project was completed in June. Although the overpass was opened for traffic at the end of May, substantial completion was previously delayed by one month due to outstanding work items including installing a concrete median barrier, curbs, drainage, and striping.

MTACC

East Side Access

Manhattan South Structures (New Item)	Construction Completion	Feb-16 \$249.8M	Jun-16 (A) \$249.8M
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The project was completed in June. Substantial completion was delayed due to delays in underground tunnel work.

Capital Projects – Major Completions – June 2016 – Budget* Variances

Actual Results Shaded

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

Project	Completion	Goal	Forecast
1 All-Agency Budget Only Completions (0 new this month)			
B&T			
<i>Signals & Communications</i>			
Miscellaneous Structural Rehabilitation	Construction Completion	May-16 \$22.0M	May-16 (A) \$19.1M
The project was completed in May 2016. Project cost decreased to reflect unused project contingency.			

MTA Capital Program Commitments & Completions Quarterly Report of Prior Years' Delays

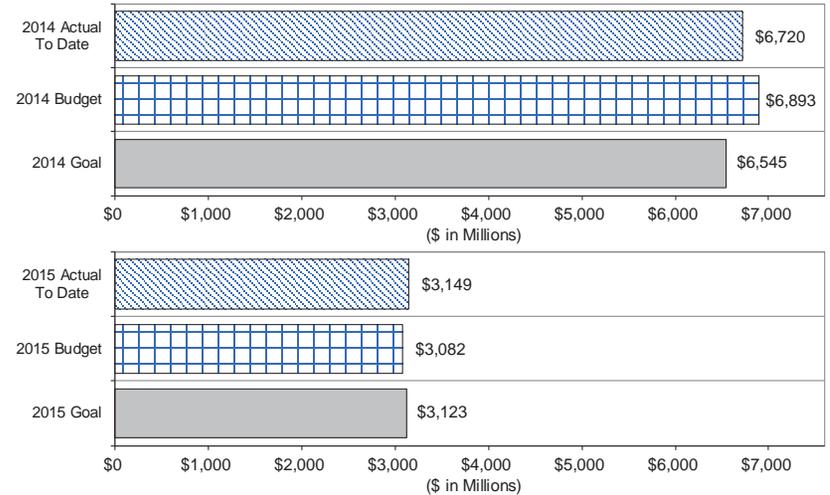
Prior Years' Major Commitments – Quarterly Update: June 2016

The status of 2014 and 2015 major commitments delayed beyond 2015 continue to be tracked until committed and are reported to CPOC on a quarterly basis.

In 2014, agencies set a goal of 55 major commitments and an overall MTA commitment goal of \$6.5 billion. In 2014, 39 commitments totaling \$5.8 billion were made. Of 16 major commitments that slipped beyond 2014, eight were committed in 2015, and eight slipped beyond 2015. Since the last report, NYCT's Jamaica station components was made.

In 2015, agencies set a goal of 34 major commitments and an overall MTA commitment goal of \$3.1 billion. In 2015, 25 major commitments totaling \$2.9 billion were made. Nine remaining major commitments slipped beyond 2015. Since the last report, B&T's commitment of the Harlem River Drive ramp construction was made.

Budget Analysis



Actual	Goal	MTA-Wide Prior Years' Major Commitments												Post 2016				
		2014 G	2014 Y	2015 G	2015 Y	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16		Sep-16	Oct-16	Nov-16	Dec-16
	89	12	27	13	20	0	0	3	0	1	1	3	1	2	1	1	2	2
2014	55	12	27	13	8			1			1		1	1	1		1	2
Jan-15	1			1														
Feb-15	3			2	1													
Mar-15	4			3	1													
Apr-15	7			4	3													
May-15	2			2														
Jun-15	6				5				1									
Jul-15	2			1								1						
Aug-15	2						2											
Sep-15	1											1						
Oct-15	2				1							1						
Nov-15	2				1										1			
Dec-15	2												1			1		

This chart tracks when all major commitments are forecast/achieved versus original goal, starting with those that were committed within 2014 and 2015, followed by those that slipped beyond 2015. Green represents projects that were achieved on-time, yellow represents projects that were delayed but have since been committed, and red represents projects that are still delayed. Projects that are red will become yellow when they are committed.

GREEN = Commitments made/forecast w ithin Goal **YELLOW** = Commitments delayed beyond Goal (already achieved) **RED** = Commitments delayed beyond Goal (not yet achieved)

Prior Year Major Commitments – June 2016 – Schedule Variances
Actual Results Shaded

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
12 All-Agency Red Commitments							
NYCT				Signals & Communications			
<i>Sandy Recovery & Mitigation</i>							
Sandy Repairs: Rutgers and Cranberry Tubes	Construction Award	Jun-14	Feb-22	HVAC Repair And Maintenance For DCE Facilities - Ph2	Construction Award	Dec-14	Dec-16
		\$154.0M	\$165.0M			\$53.6M	\$53.6M
This originally was a two-tube Sandy project. Due to operational planning issues, the two tubes were separated. The Cranberry tube contract awarded in December 2014 while the Rutgers tube was rescheduled to 2022 due to construction sequencing of the tubes. The project cost increase reflects unfavorable bids received for Cranberry Tube contract.				Delay due to additional time needed to complete specifications for the overhead crane at 207th Street and scope increase to include a new centralized HVAC SMS facility.			
Sandy: Clark St Tube	Construction Award	Aug-14	Sep-16	Integrated Service Information & Management B-Div: Module 2	Construction Award	Dec-15	Sep-16
		\$77.4M	\$123.4M			\$43.7M	\$63.7M
The bid opening postponed to July to answer bidder questions thus delaying the award. The award was previously delayed due to schedule adjustments based on service and community impact as well as constructability and programmatic concerns. Project cost increased reflecting RTA estimate and negotiated CCM contract.				Award rescheduled to September 2016 due to MTA funding constraints. Cost increase mainly due to added PS LAN scope not originally included in the budget.			
<i>Sandy Mitigation: Sidewalk Vent Grating/Covers/Manholes - 8 Stations</i>				<i>Service Vehicles</i>			
	Construction Award	Jul-15	Jul-16	Work Train & Special Equipment: 54 Flat Cars	Purchase Award	Dec-15	Dec-16
		\$70.4M	\$45.9M			\$33.5M	\$33.5M
Project was awarded in July but delayed pending coordination with external stakeholders. Prior delay in advertisement was from design changes allowing for the greater usage of mechanical closure devices and design document changes due to limiting critical facilities hardening to communication and signal rooms. Project cost reflects favorable bid price.				Award rescheduled to December 2016 due to MTA funding constraints.			
Sandy: 148th Yard Long-Term Perimeter Protection & Power Cable	Construction Award	Nov-15	Nov-16	LIRR			
		\$135.1M	\$153.6M	<i>Track</i>			
Award is delayed due to uncertainty in overall Sandy Yard funding, delay of easement agreement, completion of risk assessment and RTA approval. Design was delayed earlier to proceed with 500-year storm design and provide Cat 2 + 3' resiliency for tower. Project cost decreased reflecting draft RTA estimate.				MLC-Hicksville North Siding			
				Construction Award			
				Sep-15			
				Jul-16			
				\$25.7M			
				\$25.7M			
				Construction award delayed due to additional scope review during the design process and extended RFP process, including BAFO review.			
				MLC-Hicksville Station			
				Construction Award			
				Oct-15			
				Jul-16			
				\$42.2M			
				\$42.2M			
				Construction award delayed due to additional scope review during the design process and extended RFP process, including BAFO review.			
Stations				MNR			
ADA: Phase 2: 57 Street - 7 Avenue / Broadway	Construction Award	Nov-14	May-17	<i>Power</i>			
		\$35.9M	\$66.8M	Power Infrastructure Restoration - 4 Substations			
Delay due in part to the an elevator relocation in the excavation area impacting existing ducts. In addition, alternatives providing ADA access to the 57th Street Station, impacting the design completion schedule and increasing project costs.							
				Construction Award			
				Oct-15			
				Oct-16			
				\$42.2M			
				\$49.3M			
				Construction services for the four substations was executed in December 2014. The only remaining commitment (\$3.3M) in the agreement with New York State Electric and Gas Company will commence with installation of the Brewster Feeders. The Brewster design was repackaged with Sandy substations work. This resulted in an increase in budget and scope to include resiliency.			

Prior Year Major Commitments – June 2016 – Schedule Variances
Actual Results Shaded

Project	Commitment	Goal	Forecast
MTA Bus			
Hurricane Sandy Depot Rehabilitation at Far Rockaway	Construction Award	Dec-14	Aug-16
		\$25.0M	\$15.0M
Delay due to finalizing a construction strategy and finalizing cost estimates.			

5 All-Agency Yellow Commitments (2 new this quarter)
NYCT
Buses

Project	Commitment	Goal	Forecast
Purchase 231 Articulated Buses	Purchase Award	Jun-14	Mar-16 (A)
		\$245.5M	\$202.0M

The procurement staff summary approved by the MTA Board in November, but the contract award was subject to State Comptroller review. Contract awarded in March.

Depots

Project	Commitment	Goal	Forecast
Bus Radio System - NYCT	Construction Award	Aug-15	Mar-16 (A)
		\$215.0M	\$187.3M

Procurement Staff Summary approved by MTA Board in February. Project Awarded in March. Project cost decrease reflects a favorable bid.

Stations

Project	Commitment	Goal	Forecast
Station Components: 4	Construction Award	Dec-14	Jun-16 (A)
Stations / Jamaica (New Item)		\$37.8M	\$66.0M

Awarded in June. The past delay was due to additional scope including new station component work at three stations, extending the design, and additional painting in 3 of the 4 stations. Project cost increased due to added scope and an unfavorable bid.

B&T
Roadway & Decks: RFK Bridge

Project	Commitment	Goal	Forecast
Construction of New Harlem River Drive Ramp (New Item)	Construction Award	Jun-15	May-16 (A)
		\$15.0M	\$22.9M

Awarded in May. Delay due to additional time required to negotiate and to improve coordination with NYC DOT and their contractors.

MTA Bus

Project	Commitment	Goal	Forecast
Bus Radio System - MTA Bus	Construction Award	Aug-15	Mar-16 (A)
		\$58.5M	\$58.5M

Procurement Staff Summary approved by MTA Board in February. Project Awarded in March.

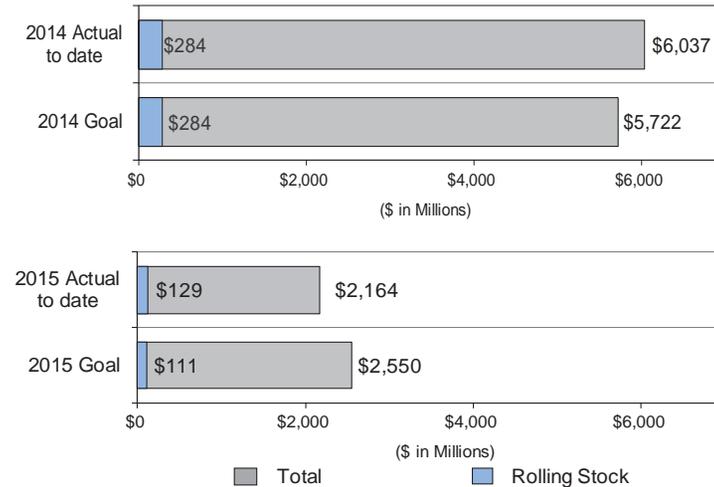
Prior Years' Major Completions – Quarterly Update: June 2016

The status of 2014 and 2015 major completions delayed beyond 2015 continue to be tracked until completed and are reported to CPOC on a quarterly basis.

In 2014, agencies set a goal of 46 major completions and an overall MTA completions goal of \$5.7 billion. In 2014, \$4.5 billion was completed, including 28 major completions. Of the 18 major completions that slipped from 2014, nine were made in 2015 and nine slipped beyond 2015. Since the last report, MTACC's #7 Line Systems, Finishes, and Core & Shell was completed as well as the LIRR's Atlantic Avenue Tunnel Lighting.

In 2015, agencies set a goal of 25 major completions and an overall MTA completions goal of \$2.6 billion. In 2015, 19 major completions totaling \$2.1 billion were made. The remaining six major completions slipped beyond 2015. Since the last report, there were no new completions.

Budget Analysis



Actual	Goal	MTA-Wide Prior Years' Major Completions															Post 2016			
		2014 G	2014 Y	2015 G	2015 Y	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16		Dec-16		
Total	71	23	5	8	20	1	1	0	0	1	1	3	1	2	0	0	1	3		
2014	46	23	5		9		1											1	1	
Jan-15	1			1																
Feb-15	0																			
Mar-15	2			2																
Apr-15	3				3															
May-15	2				1							1								
Jun-15	4				3															1
Jul-15	4				4															
Aug-15	4			3									1							
Sep-15	0																			
Oct-15	0																			
Nov-15	0																			
Dec-15	5			2		1								1						1

This chart tracks when all major completions are forecast/achieved versus original goal, starting with those that were completed within 2014 and 2015, followed by those that slipped beyond 2015. Green represents projects that were achieved on-time, yellow represents projects that were delayed but have since been completed, and red represents projects that are still delayed. Projects that are red will become yellow when they are completed.

GREEN = Completions made/forecast within Goal **YELLOW** = Completions delayed beyond Goal (already achieved) **RED** = Completions delayed beyond Goal (not yet achieved)

Prior Year Major Completions – June 2016 – Schedule Variances
Actual Results Shaded

Project	Completion	Goal	Forecast
11 All-Agency Red Completions			
NYCT			
<i>Stations</i>			
Station Rehab: Smith-9th Street & 4th Ave	Construction Completion	Jul-14 \$40.7M	Jul-16 \$44.2M
Project delay due to a broken water valve, completing as-built drawings, punch list work as well as required drain line and water service repairs. The project was further delayed to redo water line work at Smith-9th Street.			
<i>Track</i>			
2014 Track & Switch Program (4 Projects) - 3rd Qtr	Construction Completion	Sep-14 \$33.7M	Sep-16 \$36.5M
Delay due to remaining work at SSI Bergen Track Wrap-up. Project completion pending track access needed to complete the work. No GOs are currently scheduled.			
<i>Depots / Rolling Stock</i>			
AVLM: Paratransit - 2,273 Vehicle	Purchase	Dec-14 \$35.8M	Dec-16 \$37.7M
Delays due to deployment of new servers to meet agency-wide operating system compliance and to prewire an additional 433 paratransit vehicles. The project was further delayed due to server consolidation and the procurement of a modification for additional consultant work.			
<i>MTA-Wide Security</i>			
Electronic Security - URT Phase 2	Construction Completion	May-15 \$31.0M	Jul-16 \$31.8M
The project was delayed due to lack of timely track access and shortage of flagging support services. The project was further delayed from network issues, which delayed equipment testing.			
<i>Signals and Communications</i>			
PA/CIS at 45 Stations - Install Cable	Construction Completion	Dec-15 \$56.1M	Dec-17 \$56.1M
Project delayed due to slow progress of work. In-house forces were diverted to address other safety sensitive projects.			

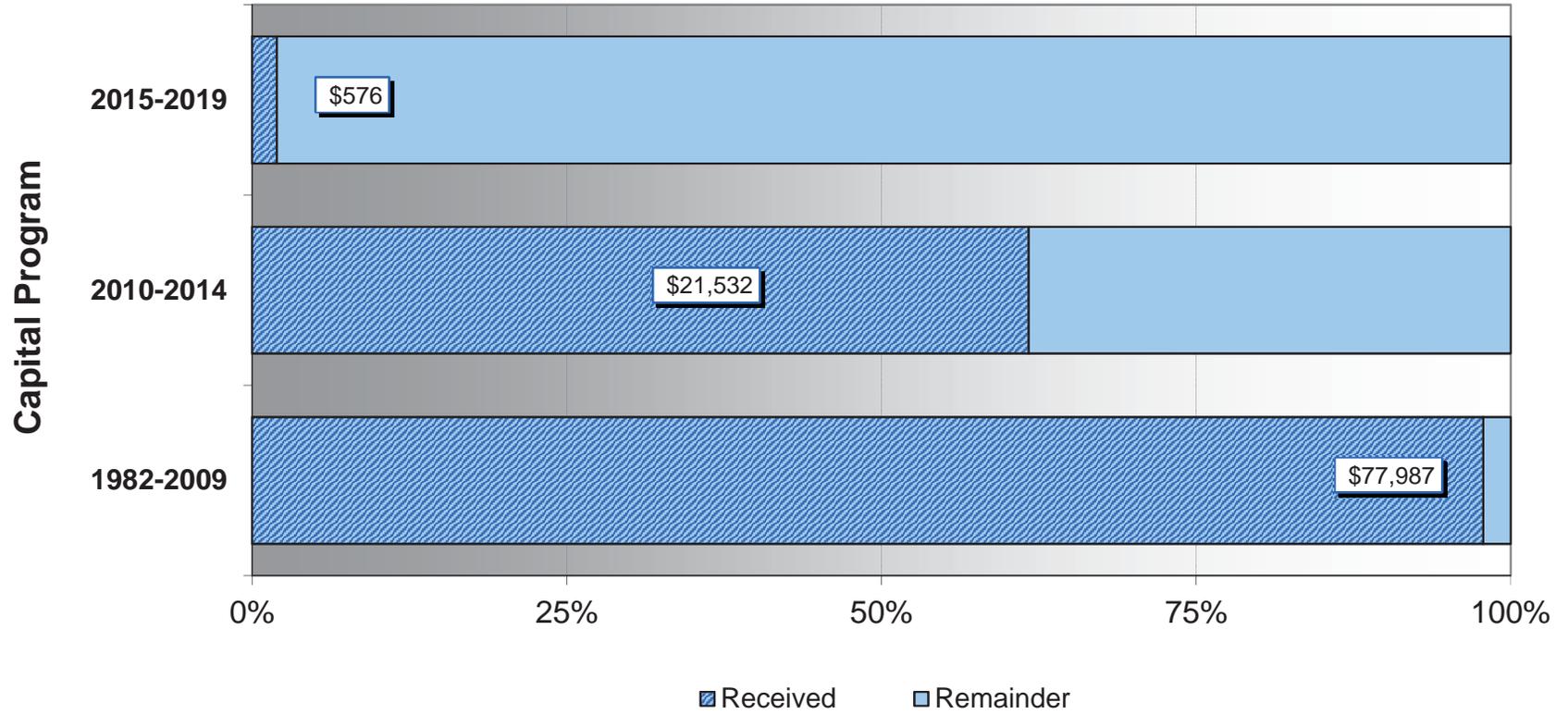
Project	Completion	Goal	Forecast
LIRR			
<i>Power</i>			
F Circuit Breaker House	Construction Completion	Oct-14 \$7.2M	Feb-17 \$7.2M
Delay due to a reevaluation of the project's need to be informed by a power load study.			
<i>Signals and Communications</i>			
Centralized Traffic Control	Construction Completion	Jun-15 \$12.9M	May-17 \$12.9M
Delay due a redesign of the theater as a result of a reevaluation of theater operations.			
MNR			
<i>Track and Structures / Power</i>			
Harlem River Lift Bridge Cable/Breaker House /Controls	Construction Completion	Aug-15 \$25.4M	Aug-16 \$25.4M
Prior delay was due to performance issues with the elevator subcontractor. Subsequent delay was due to additional testing of the motor control system.			
MTACC			
<i>East Side Access</i>			
GCT Concourse Finishes Early Work (CM014A)	Construction Completion	Apr-14 \$56.7M	Jul-16 \$58.0M
Current delay due to productivity being lower than expected.			
<i>Second Avenue Subway</i>			
63rd St Station Upgrade (C3)	Construction Completion	Dec-15 \$208.9M	Sep-16 \$225.3M
Delay is due to contractor productivity rate.			

Prior Year Major Completions – June 2016 – Schedule Variances				Actual Results Shaded			
Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
MTAPD				4 All-Agency Yellow Completions (2 new this quarter)			
<i>Security</i>				NYCT			
MTAPD K-9	Construction Completion	Jul-14 \$15.0M	Jul-16 \$15.8M	Buses			
Original delay was due to unforeseen field conditions, which also increased the cost. The contractor has yet to achieve substantial completion, as contract deliverables have not been provided, including operation and maintenance manuals, and as-built drawings.				Purchase 72 Standard Diesel Buses Purchase Dec-15 Jan-16 (A) \$41.8M \$39.2M			
				All buses have been delivered and accepted. The last bus was damaged during transport and is being repaired. Project cost decreased due to lower negotiated price.			
				MTACC			
				East Side Access			
				Harold Structures (Part 1) (CH053) Construction Completion Aug-14 Feb-16 (A) \$326.1M \$311.5M			
				The project has been completed. The previous delays were due to a cutover of the new duct bank, resource issues, and Amtrak's request for additional time.			
				7 Line Extension			
				Systems, Finishes, and Core & Shell (New Item) Construction Completion Oct-14 May-16 (A) \$580.1M \$596.3M			
				The project has been completed. While revenue Service began September 13, 2015, the previous delay was due to remaining punchlist items required for substantial completion.			
				LIRR			
				Sandy Mitigation: Line Structures			
				Atlantic Ave Tunnel Lighting Construction Completion Nov-14 Jun-16 (A) (New Item) \$7.0M \$7.0M			
				The project has been completed. The previous delay was due to asbestos concerns resulting in investigations, clearances, and requirements for high tension cable installation.			

Status of MTA Capital Program Funding

Capital Funding (June 30, 2016)

\$ in millions



Capital Funding Detail (June 30, 2016)

\$ in millions

2005-2009 Program	Funding Plan	Receipts		
	Current	Thru May	This month	Received to date
	24,504	22,667	\$104	22,771

2010-2014 Program	Funding Plan	Receipts		
	Current	Thru May	This month	Received to date
Federal Formula, Flexible, Misc	\$5,839	\$5,614	\$ -	\$5,614
Federal High Speed Rail	295	295	-	295
Federal Security	206	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	774	575	-	575
State Assistance	770	150	-	150
MTA Bus Federal and City Match	132	69	-	69
MTA Bonds (Payroll Mobility Tax)	12,703	9,150	(0)	9,150
Other (Including Operating to Capital)	1,538	642	4	646
B&T Bonds	2,111	1,292	-	1,292
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	9,376	3,423	-	3,423
PAYGO	160	160	-	160
<i>Sandy Recovery MTA Bonds</i>	758	-	-	-
<i>Sandy Recovery B&T Bonds</i>	230	59	-	59
Total	34,892	21,529	4	21,532

2015-2019 Program	Funding Plan	Receipts		
	Current	Thru May	This month	Received to date
Federal Formula, Flexible, Misc	\$6,275	\$ -	\$ -	\$ -
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
State Assistance	8,336	-	-	-
City Capital Funds	2,492	40	-	40
MTA Bonds	5,889	-	-	-
Asset Sales/Leases	600	-	-	-
Pay-as-you-go (PAYGO)	1,846	500	-	500
Other	562	36	-	36
B&T Bonds & PAYGO	2,856	-	-	-
Total	29,456	576	-	576