



**Metropolitan Transportation Authority**

# **Capital Program Oversight Committee Meeting**

## **September 2016**

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### **Committee Members**

T. Prendergast, Chair

F. Ferrer

S. Metzger

J. Molloy

M. Pally

J. Samuels

L. Schwartz

P. Trottenberg

J. Vitiello

P. Ward

C. Wortendyke

N. Zuckerman

# **Capital Program Oversight Committee Meeting**

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

**Monday, 9/26/2016  
1:45 - 2:45 PM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES July 25, 2016**

*- Minutes from July '16 - Page 3*

## **3. COMMITTEE WORK PLAN**

*- 2016-2017 CPOC Committee Work Plan - Page 6*

## **4. UPDATE ON MINORITY, WOMEN AND DISADVANTAGED BUSINESS PARTICIPATION**

*- DBE Participation to CPOC January - June 2016 - Federal - Page 8*

*- MWBE Participation to CPOC January - June 2016 - State - Page 9*

## **5. UPDATE ON SMALL BUSINESS DEVELOPMENT PROGRAMS**

*- MTA Small Business Development Program - Page 10*

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

*- Progress Report on Cortlandt Street #1 - Page 46*

*- IEC Project Review on Cortlandt Street #1 - Page 55*

*- Progress Report on East Side Access - Page 59*

*- IEC Project Review on East Side Access - Page 67*

*- IEC East Side Access Appendix - Page 73*

*- Progress Report on Second Avenue Subway - Page 74*

*- IEC Project Review on Second Avenue Subway - Page 90*

## **7. IEC REVIEW 34th STREET- HUDSON YARDS STATION (materials to be distributed at meeting)**

## **8. CAPITAL PROGRAM STATUS**

*- Commitments, Completions, and Funding Report - Page 96*

## **9. QUARTERLY TRAFFIC LIGHT REPORTS**

*- Second Quarter Core & Sandy Traffic Light Reports - Page 108*

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

*- CPOC Change Order Report - All Agencies - Page 168*

Date of next meeting: Wednesday, October 26, 2016 at 1:15 PM

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**July 25, 2016**  
**New York, New York**  
**1:45 P.M.**

MTA CPOC members present:

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

MTA CPOC members not present:

Hon. Robert Bickford  
Hon. Alan Cappelli  
Hon. John Molloy  
Hon. James Sedore  
Hon. Vincent Tessitore  
Hon. Ed Watt  
Hon. Neal Zuckerman

MTA Board members present:

Hon. Andrew Albert  
Hon. Veronica Vanterpool

MTA Staff Present:

Craig Stewart  
Michael Wetherell

MTACC Staff Present:

Michael Horodniceanu  
Anil Parikh

NYCT Staff Present:

John O'Grady  
Nidhish Patel

Independent Engineering Consultant Staff Present:

Joe DeVito  
Nabil Ghaly  
Kent Haggas

\* \* \*

Chairman Prendergast called the July 25, 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 June 20, 2016.

### **Committee Work Plan**

Mr. Stewart announced one change to the Work Plan: at the September CPOC Meeting there will be an IEC presentation on the water leaks at the 34<sup>th</sup> Street - Hudson Yards Station. Chairman Prendergast added that the waterproofing expert who contributed to the IEC review is not available until that time.

### **NYCT Capital Program Overview**

Mr. O'Grady provided an overview of NYCT's 2015 - 2019 Capital Program, including planned Program-wide Commitments by year, as well as Sandy Commitments by year. He then cited high-priority projects, including Bushwick Cut, Canarsie Tube and CBTC, as significantly constraining track access opportunities for the 2015 – 2019 Program. Mr. O'Grady then provided details on the Canarsie Tunnels Program of Projects and outlined initiatives to bring transformative change through project delivery, examples being 31 Enhanced Stations across 5 Boroughs and Re-imagined and Enhanced Subway Cars. Further details of the presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting maintained in MTA's records.

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

Mr. Patel first provided an overview of the Signals and Train Control Division Projects, and then reviewed progress on the CBTC Flushing Line, Culver Line CBTC Integrated Test Facility, CBTC Equipment Supplier Interoperability, CBTC Queens Boulevard Line, various interlockings, as well as progress on ISIM-B, Modules 1 and 3. In its Project Review, with respect to the CBTC Flushing Line, the IEC stated that based on current performance of the system testing, meeting the projected in-service dates for sections 1 and 2 will be challenging. In addition, the IEC expressed concern that NYCT's reported status of additional slippage at the Union Turnpike & 71<sup>st</sup> Avenue interlockings could have an impact on the CBTC Queens Boulevard installation contract. 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 Second Avenue Subway Monthly Update**

Mr. Parikh outlined the status of various program issues/milestones since his report to the June 2016 CPOC. In its Monthly Update, the IEC noted that 2 of the 8 schedule milestones due in June will meet their target dates and that the overall schedule milestone completion through the end of June is 23 of 33, or 70%, which is less than the 80% reported last month. In addition, the IEC noted that the test program has slipped further behind the schedule for test completions. The IEC then noted that the project is not on schedule and has fallen further behind schedule since June. Finally, the IEC cited the following issues, which it believes pose a significant risk to project completion: pace of testing program; installation of the communication systems; backlog of final changes; and station room inspections. 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 reported that in 2016 agencies plan to commit a total of \$6.6 billion dollars, including 41 major commitments. He then stated that to date 16 major commitments were planned. Of these 16, 10 were achieved (6 on time, 2 early and 2 delayed); 6 others remain delayed. By year end, the MTA forecasts meeting its annual commitment goal of \$6.6 billion. With respect to completions, the agencies plan a total of \$4.6 billion in 2016, including 43 major completions. To date, 14 major completions were planned. Of these 14, 11 were completed on time and 3 were delayed, but have since been completed. Year to date, agencies completed \$1.4 billion versus a \$1.2 billion goal. By year end, the MTA forecasts meeting its annual completion goal of \$4.6 billion.

### **Adjournment**

Upon motion duly made and seconded, Chairman Prendergast adjourned the July 25, 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**

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I. Recurring Agenda Items

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

II. Specific Agenda Items

October 2016

LIRR Capital Program Update

- Jamaica Capacity Improvements
- Main Line Double Track

MNR Capital Program Update

- Harmon Shop Replacement
- Hudson Line Sandy Restoration

LIRR and MNR Joint Update on Rolling Stock

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

- Stations Program Update
- Systems & Security Division Update

NYCT, LIRR, MNR Update on New Fare Payment System

MTACC Monthly Second Avenue Subway Update

December 2016

Quarterly MTACC Capital Program Update

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

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

September 2017

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

**DBE AWARDS ON MTA CAPITAL PROJECTS with GOALS**  
**JANUARY 2016 - JUNE 2016**  
**FEDERALLY FUNDED**

<b>FEDERALLY FUNDED</b>	<b>FIRST QUARTER (JANUARY-MARCH) (in millions)</b>			<b>SECOND QUARTER (APRIL-JUNE) (in millions)</b>			<b>2016 TOTALS (JANUARY- JUNE 2016) (in millions)</b>		
<b>DBE Participation Goal: 17%</b>	<b>Total Awards</b>	<b>Total DBE Awards</b>	<b>DBE Participation (%)</b>	<b>Total Awards</b>	<b>Total DBE Awards</b>	<b>DBE Participation (%)</b>	<b>Total Awards</b>	<b>Total DBE Awards</b>	<b>DBE Participation (%)</b>
Construction	\$ 219	\$ 9	4%	\$ 636	\$ 127	20%	\$ 855	\$ 136	16%
Professional Services	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%
Other									
<b>TOTAL</b>	<b>\$ 219</b>	<b>\$ 9</b>	<b>4%</b>	<b>\$ 636</b>	<b>\$ 127</b>	<b>20%</b>	<b>\$ 855</b>	<b>\$ 136</b>	<b>16%</b>
<b>Additional MWBE Participation:</b>	<b>Total Awards</b>	<b>Total MWBE Awards</b>		<b>Total Awards</b>	<b>Total MWBE Awards</b>		<b>Total Awards</b>	<b>Total MWBE Awards</b>	
Construction	\$ 219	\$ 5		\$ 637	\$ 77		\$ 856	\$ 82	
Professional Services	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
<b>Total</b>	<b>\$ 219</b>	<b>\$ 5</b>		<b>\$ 637</b>	<b>\$ 77</b>		<b>\$ 856</b>	<b>\$ 82</b>	



**MWBE AWARDS ON MTA CAPITAL PROJECTS with GOALS**  
**JANUARY 2016 - JUNE 2016**  
**STATE FUNDED**

STATE FUNDED	FIRST QUARTER (JANUARY-MARCH) (in millions)			SECOND QUARTER (APRIL-JUNE) (in millions)			2016 TOTALS (JANUARY-JUNE 2016) (in millions)		
MBE Participation Goal: 15%	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)	Total Awards	Total MBE Awards	MBE Participation (%)
Construction	\$ 46	\$ 7	15%	\$ 122	\$ 14	11%	\$ 167	\$ 21	12%
Professional Services	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%
Other	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%
MBE Participation on FTA-funded projects									
<b>TOTAL</b>	<b>\$ 46</b>	<b>\$ 7</b>	<b>15%</b>	<b>\$ 122</b>	<b>\$ 14</b>	<b>11%</b>	<b>\$ 167</b>	<b>\$ 21</b>	<b>12%</b>
WBE Participation Goal: 15%	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)	Total Awards	Total WBE Awards	WBE Participation (%)
Construction	\$ 46	\$ 6	13%	\$ 122	\$ 16	13%	\$ 167	\$ 22	13%
Professional Services	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%
Other	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%
WBE Participation on FTA-funded projects									
<b>TOTAL</b>	<b>\$ 46</b>	<b>\$ 6</b>	<b>13%</b>	<b>\$ 122</b>	<b>\$ 16</b>	<b>13%</b>	<b>\$ 167</b>	<b>\$ 22</b>	<b>13%</b>
Additional DBE Participation:	Total Awards	Total DBE Awards		Total Awards	Total DBE Awards		Total Awards	Total DBE Awards	
Construction	\$ 46	\$ 8		\$ 122	\$ 29		\$ 168	\$ 37	
Professional Services	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
Other	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	
<b>Additional DBE Participation Total</b>	<b>\$ 46</b>	<b>\$ 8</b>		<b>\$ 122</b>	<b>\$ 29</b>		<b>\$ 168</b>	<b>\$ 37</b>	

# **Annual Update of MTA Small Business Development Program**

**Small Business Mentoring Program-Tier 1 (SBMP-Tier 1)**

**Small Business Mentoring Program-Tier 2 (SBMP-Tier 2)**

**Small Business Federal Program (SBFP)**

**September 26, 2016 CPOC Meeting**



**Amil Patel, P.E.**  
Deputy Director  
Office of Construction Oversight  
Department of Capital Programs

**George Cleary**  
Deputy Director  
Small Business Development Program  
Department of Diversity and Civil Rights

# **Small Business Development Program**

## **Mission Statement**

To develop and grow small contractors through on-the-job and classroom training, and technical assistance in prime contracts with MTA Agencies, thereby creating a larger pool of diverse qualified contractors who can compete for, and complete MTA construction projects safely, timely and within budget.



# SBMP-Tier 1 Status

## Program Year (PY) – July 15<sup>th</sup> to July 14<sup>th</sup>

- New York State and local funding
- Prime contracts up to \$1 million
- 132 prequalified firms
- Contractors participate for a maximum of 4 years
- Bond requirements waived



# SBMP-Tier 1 Status

## Typical SBMP-Tier 1 Projects

- Stair replacements and station improvements
- Roofing
- HVAC and electrical upgrades
- Installation of bus chassis wash lift equipment
- Bridge and parking structure painting projects
- Masonry, asphalt, concrete paving, roofing and site work
- Elevator projects
- Help Point intercom systems



# SBMP-Tier 1 Status

## PY '11 – PY '16 Awards

	<b>Projects</b>	<b>Amount</b>
Awarded to 131 Firms	189	\$114.4M
Substantially Completed	149	\$87.0M

**PY '17 Award Goal for SBMP-Tier 1 is \$37 Million**

## Process Metrics

	<b>Goal</b> (in Days)	<b>Actual</b> (in Days)
Payments	10	10.5
Awards	22	17.0
Closeouts	20	44.4
Change Orders	15	24.5



## SBMP-Tier 1 Achievements

- 301 firms prequalified since program inception
- 131 firms awarded projects since program inception
- 45 of the 131 firms were awarded 2 or more projects
- Several participants obtained MTA contracts outside of the SBDP



# SBMP-Tier 1 Project



**In Progress**



**Final**

S & P Construction Management, a NYS certified MBE firm, completed the installation of the Vertical Platform Lift at East New York Bus Depot project at a total cost of \$435,786. Project was completed safely, on time and within budget.





## SBMP-Tier 1 Project



**In Progress**



**Final**

PETK, Inc., a NYS certified MBE and a MTA certified DBE firm, completed the stair replacement @ 23<sup>rd</sup> Street & 8<sup>th</sup> Avenue (S1/P1, S2/P2) project at a total cost of \$732,000. Project was completed safely, on time and within budget.



## SBMP-Tier 2 Program

- Program in existence for two years
- State funded prime contracts from \$1M to \$3M
- Participation for up to 4 years
- Payment and performance bonds required
- 41 prequalified firms, which are all graduates from SBMP-Tier 1

### **PY '15 – PY '16 Awards**

	<b>Projects</b>	<b>Amount</b>
Awarded to 15 Firms	17	\$32.2M
Substantially Completed	8	\$15.8M

**PY '17 Award Goal is \$29 Million**



## SBMP Tier 2 Project



**In Progress**



**Final**

SH5 Construction Corporation, a NYS certified M/WBE and a MTA certified DBE firm, completed a multiple Stairs Replacement project at Grand Street Station at a total cost of \$2,525,000. Project was completed safely, on time and within budget.





## SBMP Tier 2 Project



**In Progress**



**Final**

Kapris, Inc., a NYS certified MBE firm completed the Croton Harmon Station Overpass Renovation Project at a total cost of \$2,436,000. Project was completed safely, on time and within budget.



# Small Business Federal Program

- Federally funded prime contracts up to \$3 million
- Participation for a maximum of 4 years
- Payment and performance bonds required
- 37 prequalified firms; 21 graduated from SBMP-Tier 1
- 19 firms awarded projects since inception
- 11 of the 19 firms were awarded 2 or more projects

## **PY '13 – PY '16 Awards**

	<b>Projects</b>	<b>Amount</b>
Awarded to 19 Firms	34	\$65.6M
Substantially Completed	29	\$56M

**PY '17 Award Goal is \$29 Million**



# SBFP Project



**In Progress**



**Final**

Earth Construction Corp., a NYS certified WBE and a MTA certified DBE firm, completed the furnishing and installation of the under grating mechanical closure devices and access hatches at various locations at a total cost of \$1,938,131 in support of Hurricane Sandy Resiliency Program. Project was completed safely, on time and within budget.





## SBFP Project



**In Progress**

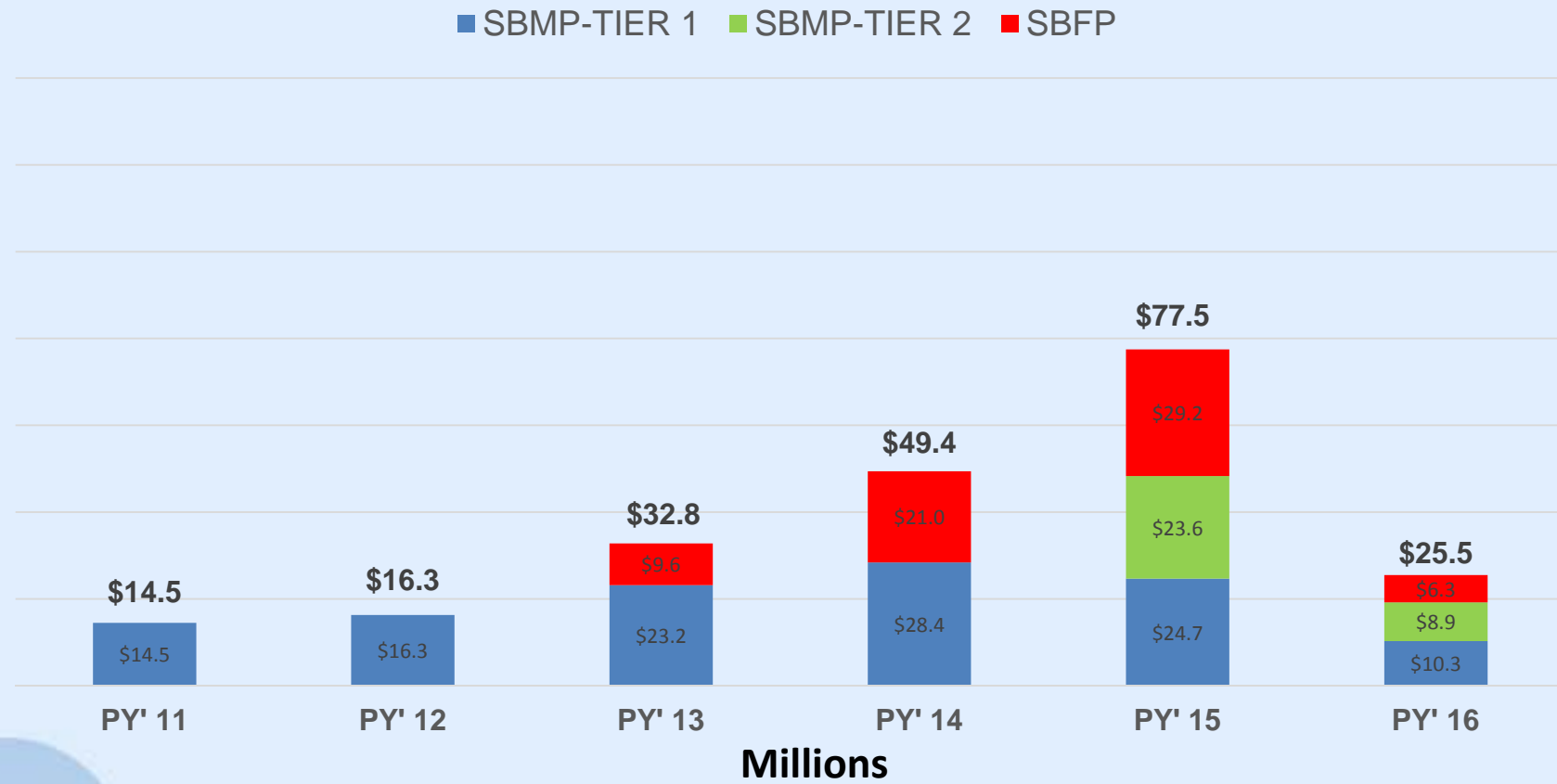


**Final**

Hibuild Limited Liability Company, a NYS certified WBE and a MTA certified DBE firm, completed the Crew Facilities Rehabilitation Project at South Street Ferry Terminal and Whitehall Street Station at a total cost of \$2,249,109 in support of Hurricane Sandy Recovery Program. Project was completed safely, on time and within budget.



# SBDP Contract Value Exceeds \$200 Million Over Six Years





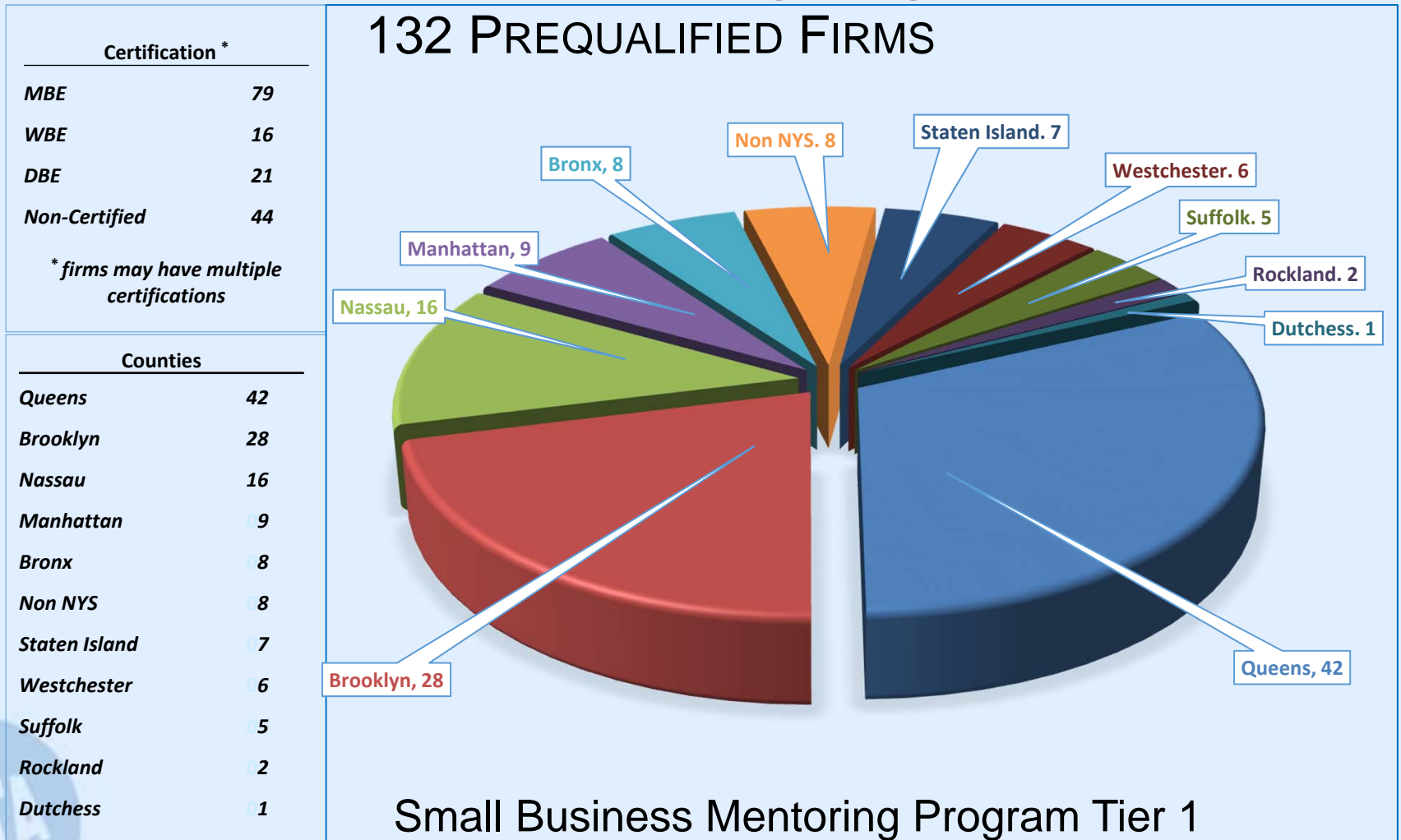
# Business Development



# SBDP Outreach





## Small Business Mentoring Program Tier 1

132 PREQUALIFIED FIRMS

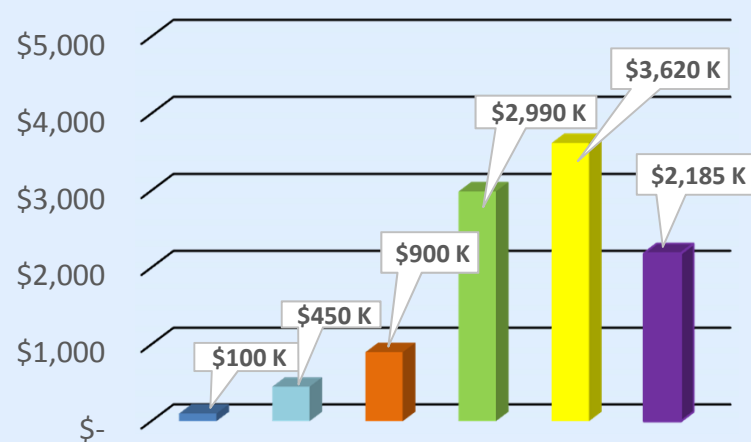
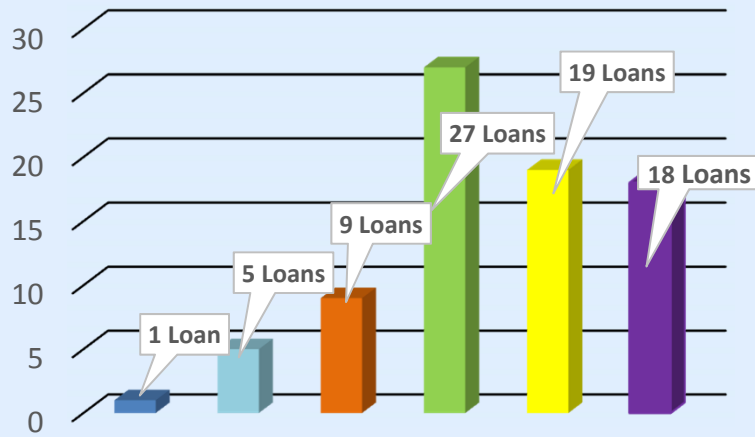


# SBDP Loan Program

## Loans

	Year 1	-	1 Loan	totaling	\$100,000
	Year 2	-	5 Loans	totaling	\$450,000
	Year 3	-	9 Loans	totaling	\$900,000
	Year 4	-	27 Loans	totaling	\$2,990,000
	Year 5	-	19 Loans	totaling	\$3,620,000
	Year 6	-	18 Loans	totaling	\$2,185,000
	<b>Total</b>		<b>79 Loans</b>	<b>Totals</b>	<b>\$10,245,000</b>

*Maximum Loan Available:  
SBMP up to \$150,000  
SBFP up to \$900,000*



# SMALL BUSINESS DEVELOPMENT PROGRAM

## **SBMP-Tier 1 MWBE Accomplishments**

- **MTA 30% MWBE Goal**
- **71%** of all contracts were awarded to NYS Certified MWBEs
- **70%** of all contract dollars were awarded to NYS Certified MWBEs

## **SBMP-Tier 2 MWBE Accomplishments**

- **MTA 30% MWBE Goal**
- **71%** of all contracts were awarded to NYS Certified MWBEs
- **74%** of all contracts dollars were awarded to NYS Certified MWBEs

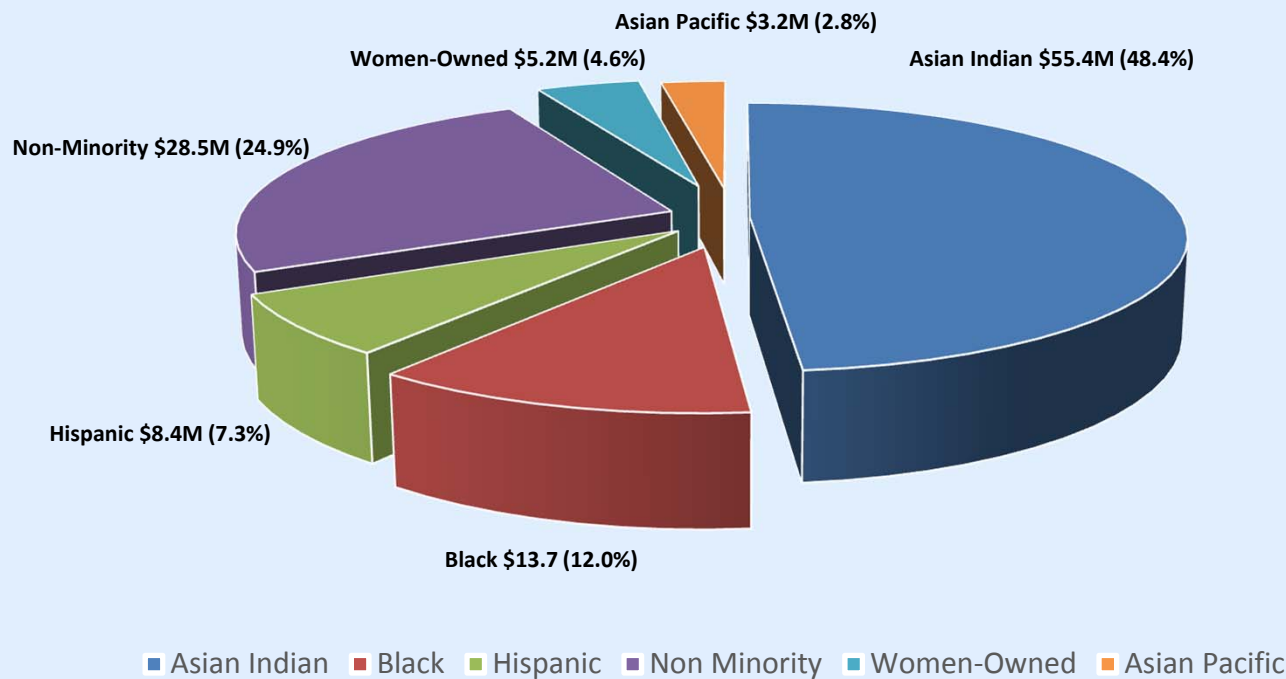
## **SBFP DBE Accomplishments**

- **MTA 17% DBE Goal**
- **47%** of all contracts were awarded to Certified DBEs
- **45%** of all contracts dollars were awarded to Certified DBEs



# SBDP Contract Awards

## Contract Awards in SBMP-Tier 1 by Ethnic/Gender Category



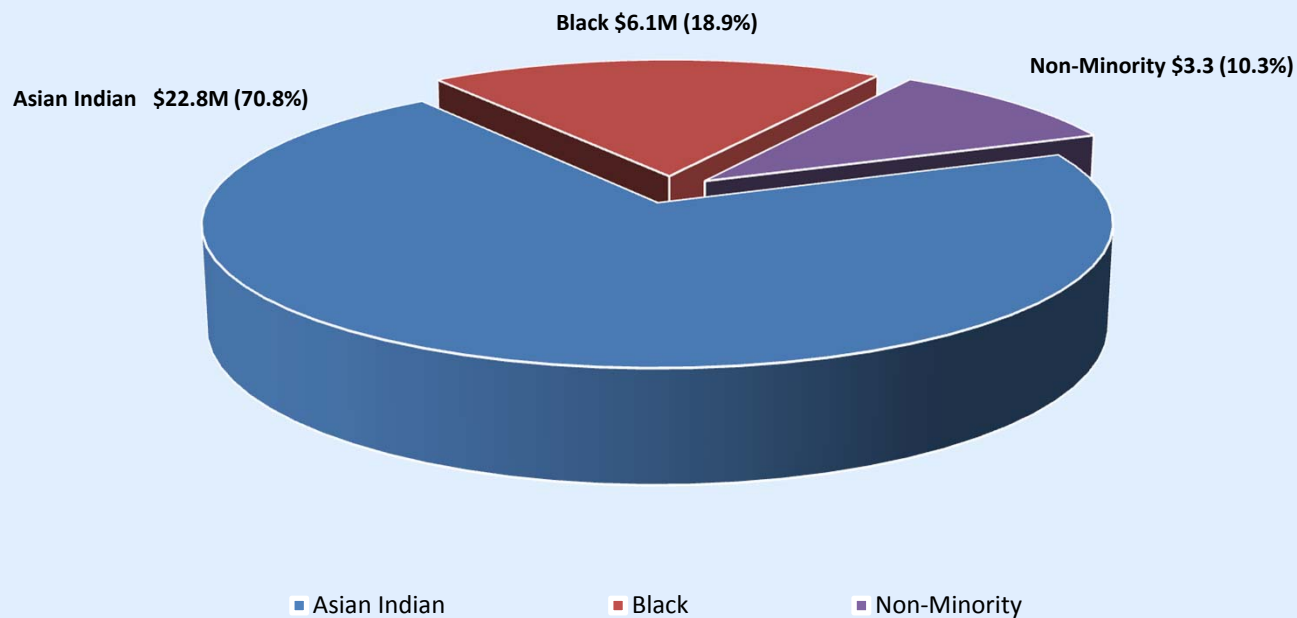
Category	Awards
Asian Indian	\$55.4M
Non-Minority	\$28.5M
Black	\$13.7M
Hispanic	\$ 8.4M
Women-Owned *	\$ 5.2M
Asian Pacific	\$ 3.2M
<b>Total SBMP Awards</b>	<b>\$114.4M</b>

\* All ethnic owned WBEs are categorized within their respective ethnic group.



# SBDP Contract Awards

## Contract Awards in SBMP-Tier 2 by Ethnic/Gender Category



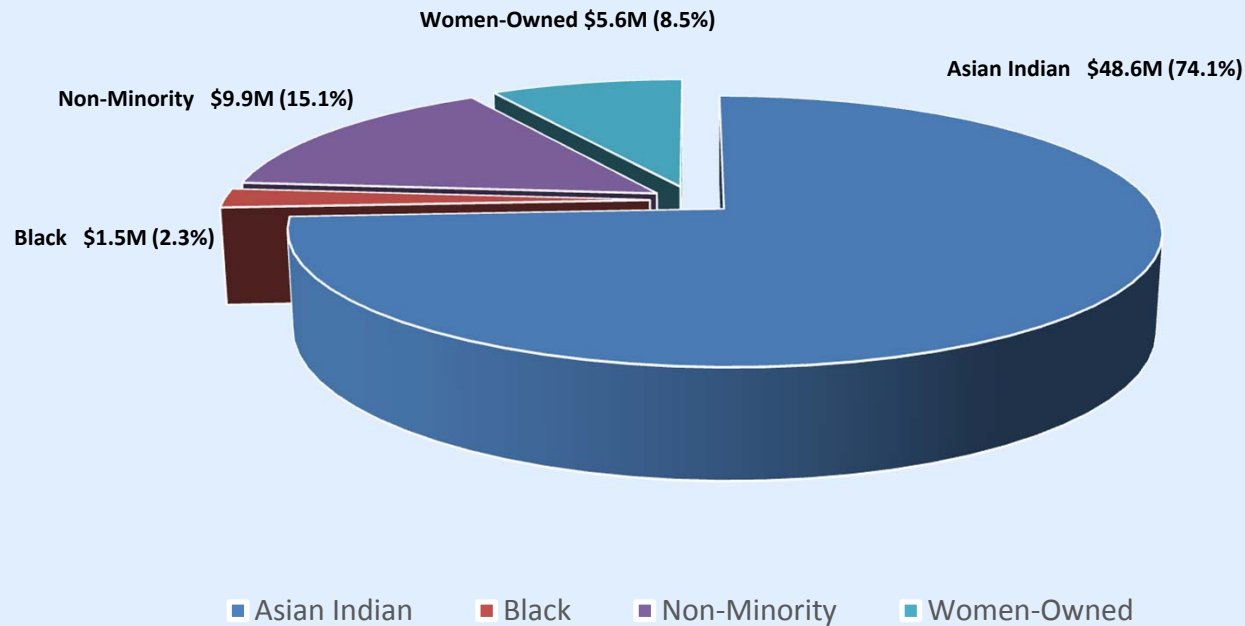
Category	Awards
Asian Indian	\$22.8M
Black	\$ 6.1M
Non-Minority	\$ 3.3M
Women-Owned *	\$ -0- M
Hispanic	\$ -0- M
Asian Pacific	\$ -0- M
<b>Total TIER 2 Awards</b>	<b>\$32.2M</b>

\* All ethnic owned WBEs are categorized within their respective ethnic group.



# SBDP Contract Awards

## Contract Awards in SBFP by Ethnic/Gender Category



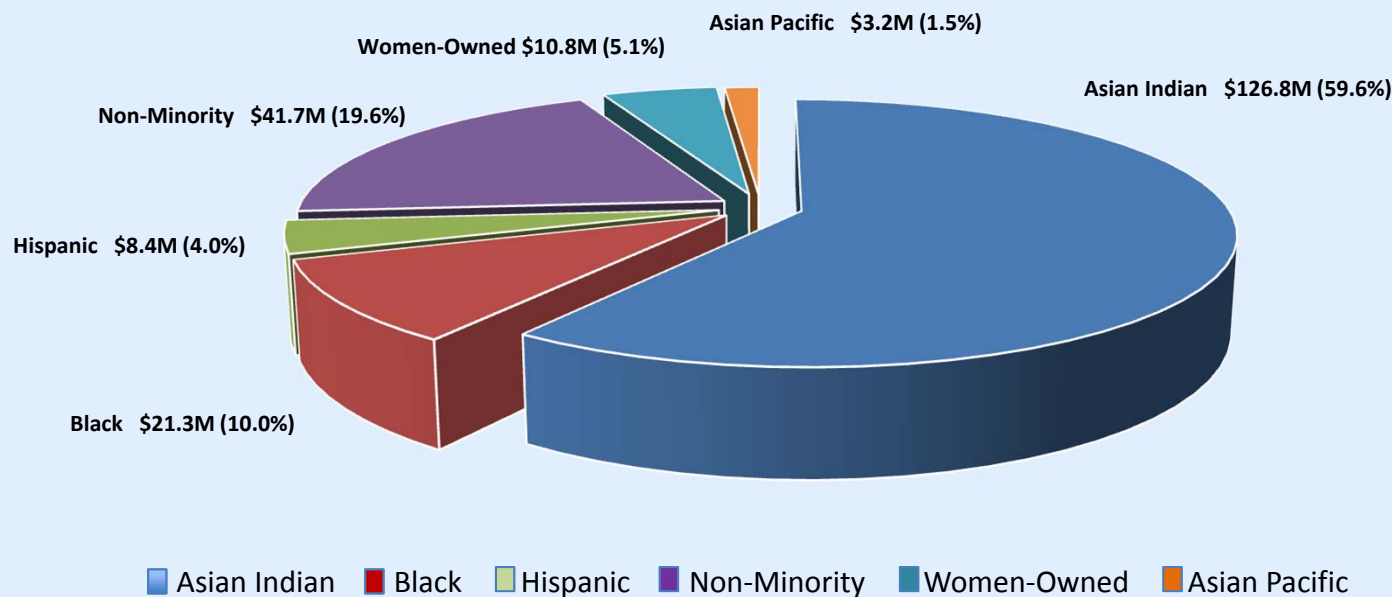
Category	Awards
Asian Indian	\$48.6M
Non-Minority	\$ 9.9M
Women-Owned *	\$ 5.6M
Black	\$ 1.5M
Hispanic	\$ -0-M
Asian Pacific	\$ -0-M
<b>Total SBFP Awards</b>	<b>\$65.6M</b>

\* All ethnic owned WBEs are categorized within their respective ethnic group.



# SBDP Contract Awards

## Total SBDP Contract Awards by Ethnic/Gender Categories



Category	Awards
Asian Indian	\$126.8M
Non-Minority	\$ 41.7M
Black	\$ 21.3M
Women-Owned *	\$ 10.8M
Hispanic	\$ 8.4M
Asian Pacific	\$ 3.2M
<b>Total SBDP Awards</b>	<b>\$212.2M</b>

\* All ethnic owned WBEs are categorized within their respective ethnic group.





# SMALL BUSINESS DEVELOPMENT PROGRAM

## Emerging Contractors Program

- ❑ The Emerging Contractors Program will be offered to all small businesses, with special attention to recruiting small businesses with Black, Hispanic, and Asian Pacific owners, and provide intensive first-year mentoring of smaller firms that may have one or more areas needing improvement related to program qualification.
- ❑ By signing a participation agreement, they will be put through an intense process to help them learn how to be a better contractor and correct their deficiencies that would prevent their approval.
- ❑ If they fulfill the requirements of the Emerging Contractors Program, the firms will continue prequalification in Tier 1.



# SMALL BUSINESS DEVELOPMENT PROGRAM

## Emerging Contractors Program

### ❑ The Elements of the Program

- **Participation Agreement** - ECs sign an agreement to participate in all aspects of the Program
- **Orientation** - a seminar to provide clarity to ECs on how the SBMP works and to emphasize expectations
- **Assessments** - MTA will assess & provide action items to ECs to Help them improve administratively, financially, etc.
- **Financial Training/Planning** - understanding financial statements its importance for growth
- **Legal Assistance** – training on understanding Terms and Conditions of contracts
- **Networking Session** - construction accountants, back office support, and college internship for ECs
- **Training** - ECs are to complete all 13 training session classes offered to mainstream Prequalified Firms
- **Referrals to outside work** - Program will introduce EC's to opportunities outside the SBDP offerings.
- **Bidding Opportunities** - Firms are eligible to bid on contracts under \$100,000
- **Access to Capital** - Firms are eligible to apply for 30% loans on contracts under \$100,000



# SMALL BUSINESS DEVELOPMENT PROGRAM

## Prequalified Emerging Contractors

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<input type="checkbox"/> Prequalified	17 firms	<input checked="" type="checkbox"/> 7 Black
		<input checked="" type="checkbox"/> 5 Asian Indian
		<input checked="" type="checkbox"/> 4 Hispanic
		<input checked="" type="checkbox"/> 1 Non-Minority
		<input checked="" type="checkbox"/> 0 Asian Pacific
		<input type="checkbox"/> 0

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<input type="checkbox"/> Pending	12 firms	<input checked="" type="checkbox"/> 3 Black
		<input checked="" type="checkbox"/> 3 Hispanic
		<input checked="" type="checkbox"/> 3 Asian Indian
		<input checked="" type="checkbox"/> 3 Non-Minority
		<input checked="" type="checkbox"/> 0 Asian Pacific
		<input type="checkbox"/> 0

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# SMALL BUSINESS DEVELOPMENT PROGRAM

## SERVICE DISABLED VETERAN-OWNED BUSINESSES (SDVOB)

- SDVOB Outreach Event on April 5, 2016
- 56 SDVOBs Contractor RSVP
- 26 contractors attended
- All received SBMP prequalification applications
- 13 firms submitted applications
- 2 firms prequalified into SBM Tier 1



# SMALL BUSINESS DEVELOPMENT PROGRAM

## MWDBE / Small Business Contractors

### MTA SBMP Prequalified Firms Awarded Prime Contracts Outside of SBDP

Voltamp	\$ 15,564,000	NYCT	Asian Indian
Zion Contracting	\$ 2,005,000	NYCT	Hispanic
	\$ 2,145,000	NYCT	
	\$ 7,045,000	NYCT	
Minhas Co.	\$ 1,736,899	B&T	Asian Indian
	\$ 39,898,412*	NYCT	
Masterpiece	\$ 7,091,623	B&T	Non-minority
	\$ 5,829,471	MNR	
	\$ 3,216,000	NYCT	
<b>TOTALS</b>	<b>\$ 84,531,405</b>		

\* Joint-Venture Zafrá Minhas Construction LLC



# SMALL BUSINESS DEVELOPMENT PROGRAM

## MWDBE / Small Business Contractors

### MTA SBMP Prequalified Firms Awarded Prime Contracts Outside of MTA

SBDP Firm	Agency	Award Amount	Awarded	MWDBE	Ethnicity	SBDP Firm	Agency	Award Amount	Awarded	MWDBE	Ethnicity
Ace Contracting Inc	DASNY	\$1,000,000	2010			Mar-Sal Plumbing & Heating, Inc.	SCA	\$2,900	2010		
Ace Contracting Inc	SCA	\$33,400	2012			MILL & MILL CONSTRUCTION INC.	DASNY	\$240,000	2013	MBE	
Alkem Electrical Corp	OGS	\$250,000	on-going	MDBE	Black	Minhas General Contractor	NYCHA	\$2,200,000	2015	MDBE	
Arch Builders and Developers	SCA	\$92,683	2013	MWDBE		Monpat Construction, Inc.	DASNY	\$120,000	2012		
A.S.M. CONSTRUCTION CORP.	DASNY	\$7,684,027	2012	MBE	Subcontinent Asian	MSR Electrical Construction Corp.	OGS	\$107,300	2015	WBE	
B&R Construction Services Corp.	SCA	\$37,743	2011			MSR Electrical Construction Corp.	SCA	\$432,693	2015	WBE	
Bitu Inc	DASNY	\$1,000,000	2010		Woman	On Demand Electrical Services	SCA	\$220,350	2015		Woman
Bobtek Electrical	SCA	\$371,595	2012	MDBE		PALANTE ELECTRICAL CONTRACTING CORP.	SCA	\$633,282	2013		
Casabella Construction Corporation	SCA	\$97,440	2013			PMY Construction Corp.	SCA	\$337,350	2013		
Champion Construction Services Corp	SCA	\$686,726	2012	MDBE	Black	Raw Power Electrical Corp	OGS	\$30,000	2011	MWBE	
Commerce Electrical Contracting	NYCHA	\$15,000	2014		Non-minority	Robert Parchment Plumbing and Heating Inc.	SCA	\$841,795	2015	MDBE	
Core Electric & Communciation Corp	SCA	\$8,283	2011			Rodel Electrical Contractors, Inc.	OGS	\$65,000	2011		
Creative Construction & Resotoration Inc	OGS	\$850,000	on-going			Rodel Electrical Contractors, Inc.	SCA	\$200,913	2011		
Donald McGeachy Inc	SCA	\$805,192	2012	MBE		S&L INDUSTRIES, INC.	SCA	\$16,207	2010	MWDBE	
Double M. Construction	SCA	\$14,498	2010			Sharan Builders	NYCHA	\$22,000,000	2016	MBE	
Dynamic Construction Company	SCA	\$215,707	2014	MBE	Subcontinent Asian	Skyline Industries LLC	OGS	\$1,100,000	on-going	MDBE	
Ensome Builders	SCA	\$31,710	2012	MBE		Skyline Industries LLC	OGS	\$250,000	2015	MDBE	
Falcon Builder Inc.	DASNY	\$25,000	2015			Skyline Industries LLC	DASNY	\$300,000	2012	MDBE	
GMDV TRANS, INC.	HHC	\$1,500,000	2012/2013		Non-minority	Skyline Industries LLC	SCA	\$4,829,609	2015	MDBE	
IDL Communications and Electric	SCA	\$473,882	2015	MBE		Stanco Electrical Contractors Inc	SCA	\$899,190	2015	MDBE	Hispanic
Innovative Electric of New York, Inc	OGS	\$1,600,000	2012	WBE		Taru Associates Corp.	DASNY	\$305,000	2015	MDBE	
Innovative Electric of New York, Inc	SCA	\$290,370	2015	WBE		The Urban Group	HHC	\$3,500,000	2012	MDBE	
J & Y Electric and Intercom Company Inc.	SCA	\$204,972	2015	MBE	Asian Pacific	The Urban Group	DASNY	\$3,000,000	2012	MDBE	
KW Tech Corp	SCA	\$7,319	2012	MBE		The Urban Group	SCA	\$6,025	2011	MDBE	
Laconia Contracting Corp	SCA	\$161,866	2012			Thorn Electric Inc	SCA	\$1,657,442	2013		
Lashay's Construction & Development Co., Inc.	CUMC	\$1,500,000	2015/2016	MDBE		Tredent Contracting Services Inc	OGS	\$5,000	2015		Non-minority
Lashay's Construction & Development Co., Inc.	SCA	\$63,365	2012	MDBE		Unique Woodworking Inc.	CFTC	\$140,000	2013	MDBE	
Litehouse Builders, Inc.	SCA	\$2,365	2011			Urban Electrical	NYCHA	\$48,000	2014	MBE	Subcontinent Asian
Mar-Sal Plumbing & Heating, Inc.	DASNY	\$250,000	2015			<b>Total Value of Contracts</b>		<b>\$ 62,761,199</b>			



# SBDP Jobs Created

- |                 |             |                            |
|-----------------|-------------|----------------------------|
| • PY'10 – PY'16 | SBMP-Tier 1 | Awards total \$113 Million |
| • PY'15 – PY'16 | SBMP-Tier 2 | Awards total \$28 Million  |
| • PY'13 – PY'16 | SBFP        | Awards total \$65 Million  |

4,944\* jobs Created within the Small Business and MWDBE Community

\*Source: New York State Department of Transportation (NYSDOT)

As an average statewide estimate, the Department uses 24 jobs per \$1 million dollars (\$1M) of construction value to calculate the estimated number of direct, indirect and induced jobs created or saved.  
**Jobs Created and Employment Reporting** ( <https://www.dot.ny.gov/recovery/jobs?nd=nysdot> )



# SBDP Training Program

- As of Spring 2016, 318 firms participated in the training program
- 13-Session Technical & Business Development Classroom Training:
  - Estimating and Bidding Strategies at the MTA
  - Project Scheduling at the MTA
  - Safety & Quality Planning at the MTA
  - Requisition and Change Order Process
  - Doing Business with the MTA
  - Construction Law and Contract Review
  - Marketing Your Business to the NY Construction Industry
  - Cash Flow and Financial Management
  - Developing a Profitable Business in the MTA Region
  - How to Acquire Surety Bonding and Access to Capital
  - How to be a Prime Contractor
  - Prevailing Wages
  - Navigating MTA Contracts and MWBE Compliance

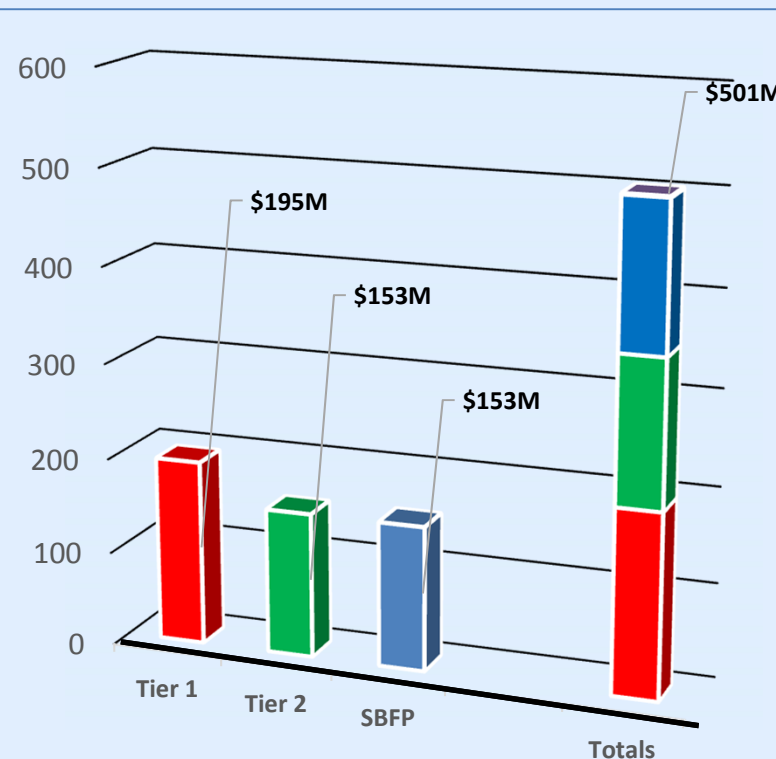




# SBDP Projections

## 2015 – 2019 Five Year Capital Program Estimated Project Awards

Small Business Mentoring Program			# of Projects
<span style="color: red;">■</span>	Tier 1	\$195M	280
<span style="color: green;">■</span>	Tier 2	\$153M	75
Small Business Federal Program			
<span style="color: blue;">■</span>	SBFP	\$153M	75
Totals			
<span style="color: blue;">■</span>	All Programs	\$501M	430
<span style="color: blue;">■</span>	Estimated Job Creation of over 12,000 jobs *		



\*Source: New York State Department of Transportation (NYSDOT)

As an average statewide estimate, the Department uses 24 jobs per \$1 million dollars (\$1M) of construction value to calculate the estimated number of direct, indirect and induced jobs created or saved.

Jobs Created and Employment Reporting ( <https://www.dot.ny.gov/recovery/jobs?nd=nysdot> )

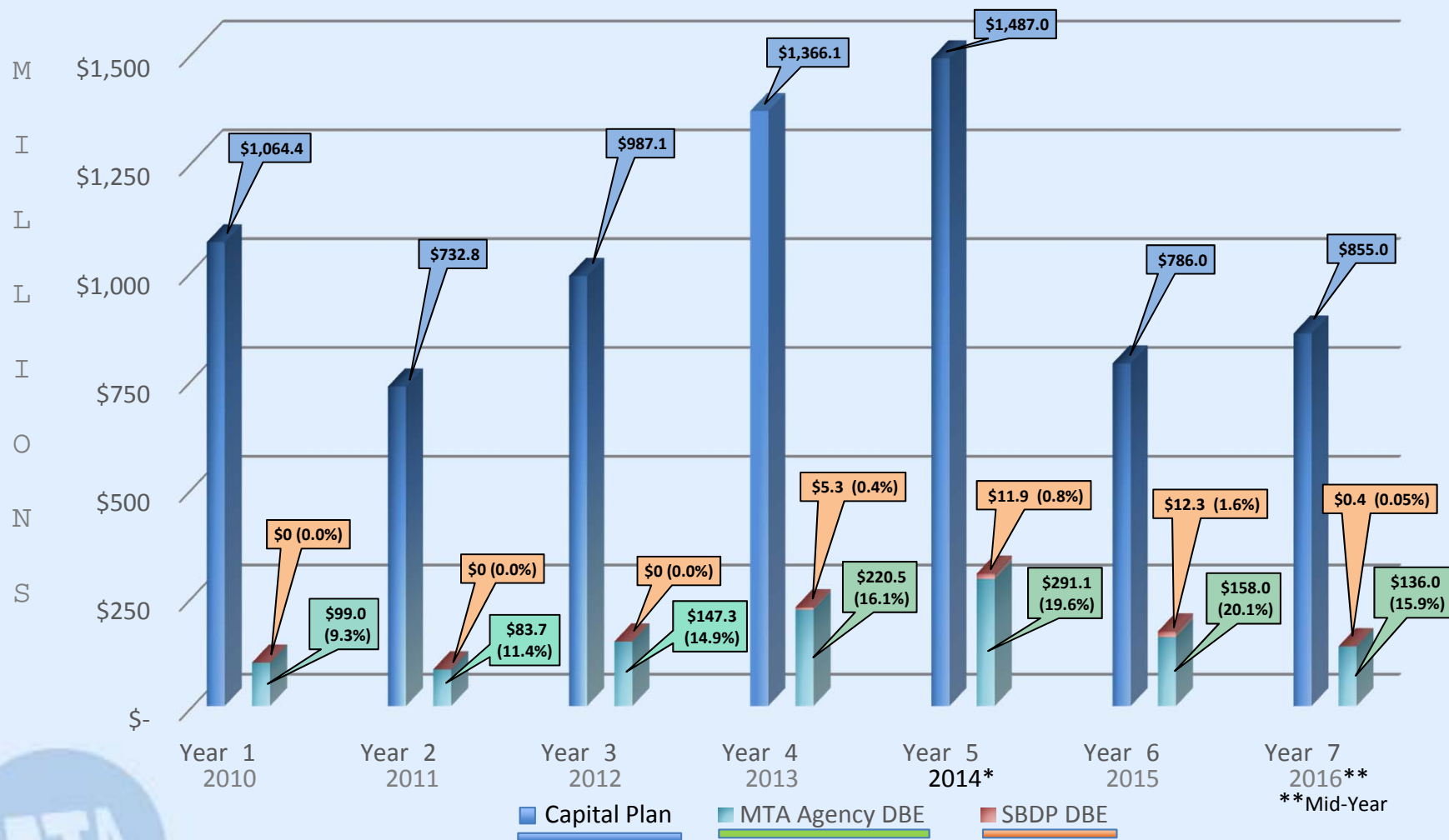


# **Business Development**

## **Milestones/ Next Steps**

- Awarded a New Business Development Contract
- Hired Business Plan Consultant
- Hired Back-Office Support Consultant
- Hired the Nation's largest construction Law Firm (Pekar & Abramson) to conduct legal services training
- Hired the Nation's largest minority owned CPA firm (Mitchell Titus) to conduct financial training
- Retained the services of a bank to manage the MTA's Small Business Loan Program
- Recruit a more diverse pool (Black, Hispanic, Asian Pacific) of contractors

# MTA-Wide DBE Awards Through Subcontracts and SBDP



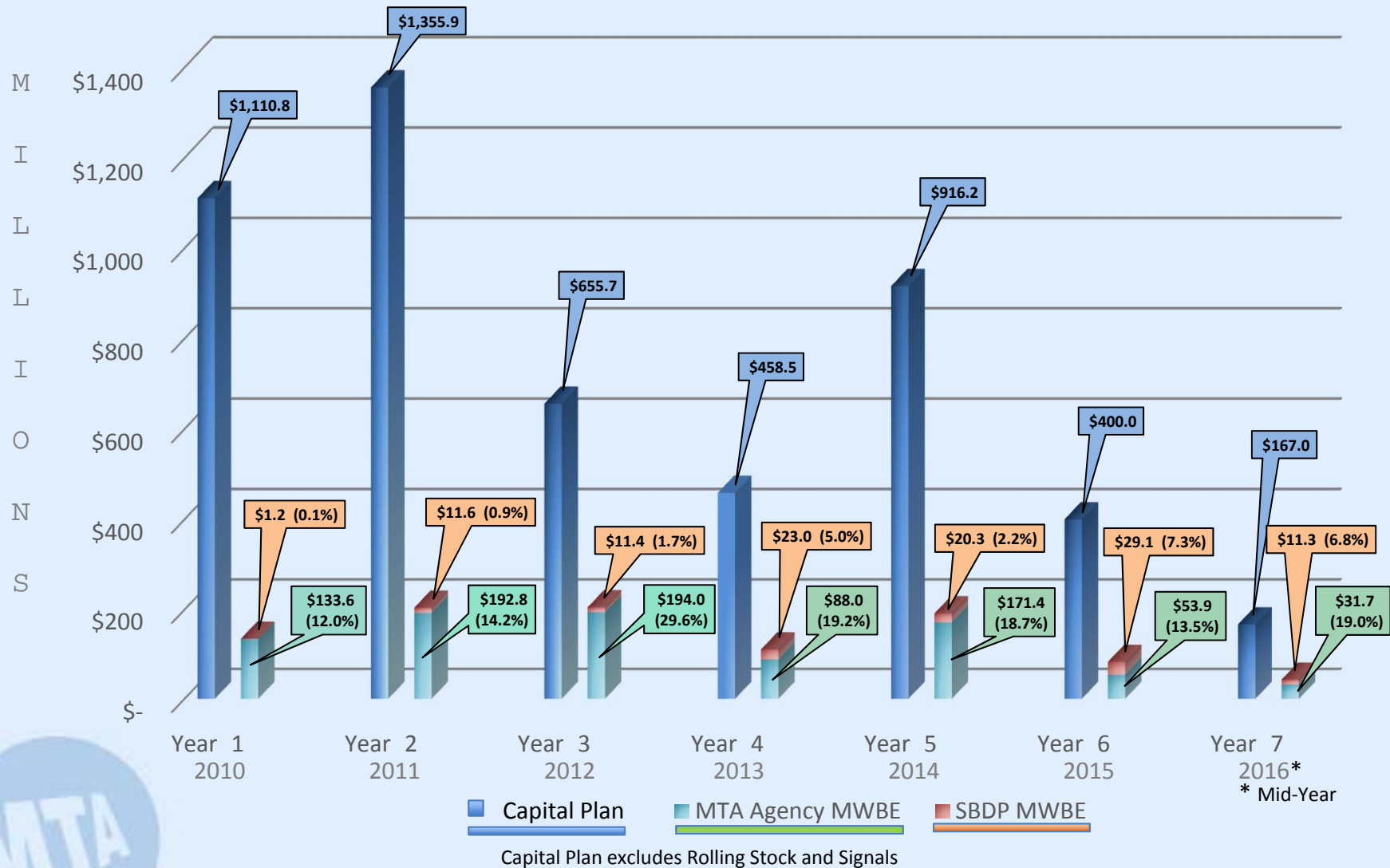
Capital Plan excludes Rolling Stock and Signals

\*SBFP started in Year 4

\*\*Mid-Year



# MTA-Wide MWBE Awards Through Subcontracts and SBDP



**Thanks to All MTA Agency Personnel  
and Our External Partners  
Who Worked Hard to Continue  
the Success of the  
SBMP and SBFP!**



# **MTACC Quarterly Progress Report to CPOC**

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

September 26, 2016

## Project Overview

### Overall Status

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

### Highlights

#### Progress

- Completed architectural, communications, electrical, and MEP design changes
- Completed centerline column removals and began intumescent painting (Fireproof coating)
- Completed track centerline utility relocation and new cable trough installation
- Completed testing of all new fiber optic cables
- Completed 5% of electrical service duct bank installation on southbound platform
- Performed new signal wiring and completed 95% of testing. The remaining signal in-service testing is required at substantial completion.
- Chemical grouted north and south of Cortlandt Street Station
- Completed initial test pits for new Con Edison service
- Completed contract trackway punch list, however additional trackway work will be necessary due to design changes

#### 90 Day Look Ahead

- Complete additional test pits on Liberty Street for new Con Edison service
- Complete new electrical service duct bank installation at southbound platform
- Finalize negotiation of communication and electrical design changes (contractor still reviewing documents, prioritizing negotiations)
- Continue northbound and southbound platform completion where impacted by design changes

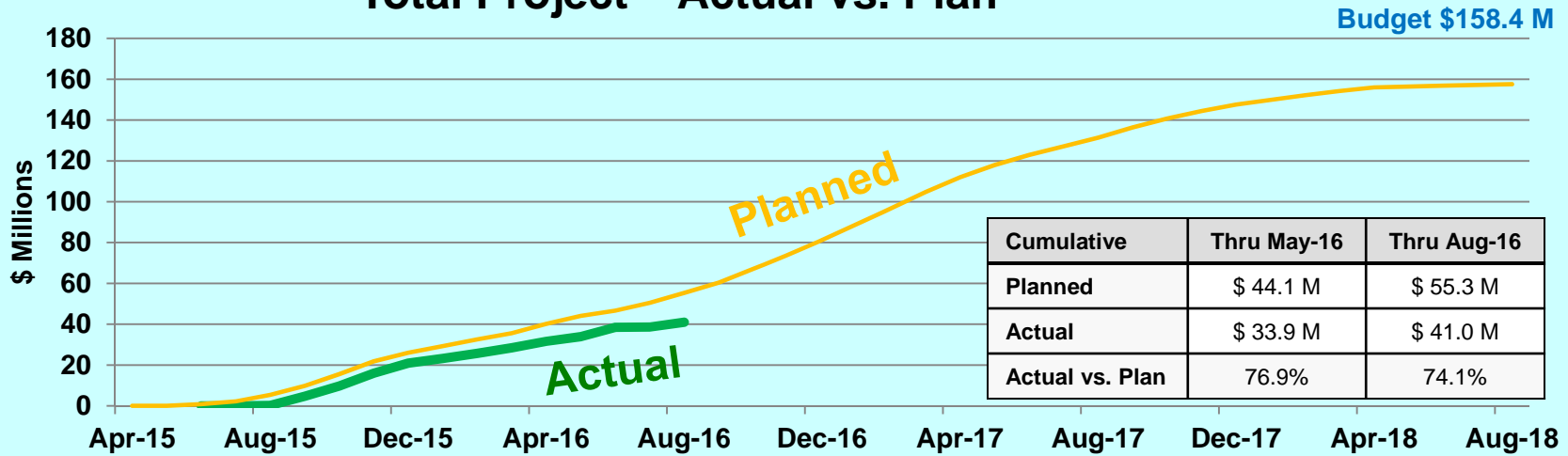


# Cortlandt

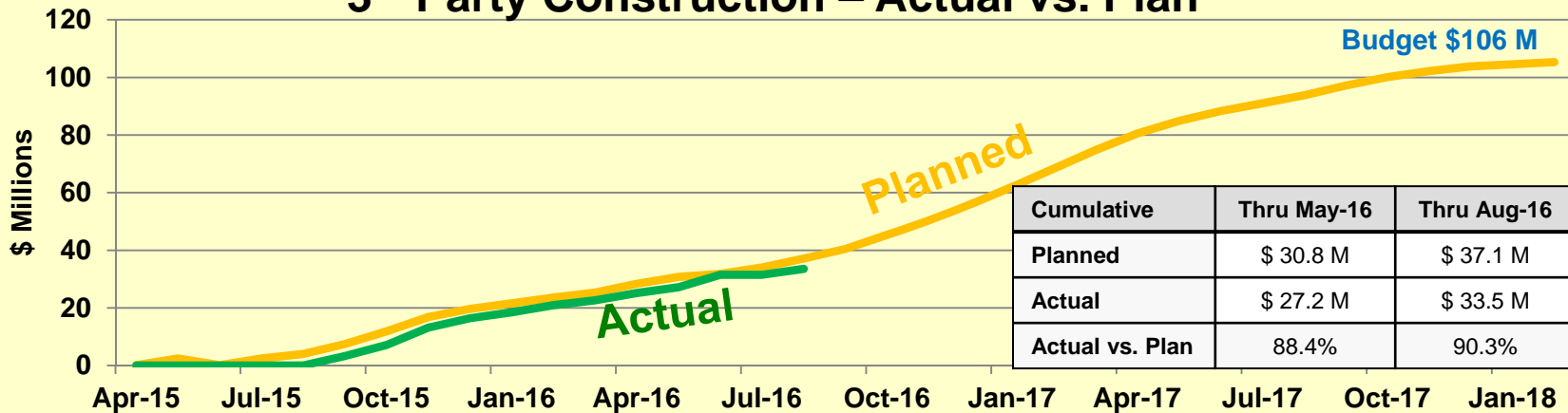


## Cost & Schedule Performance

### Total Project – Actual vs. Plan



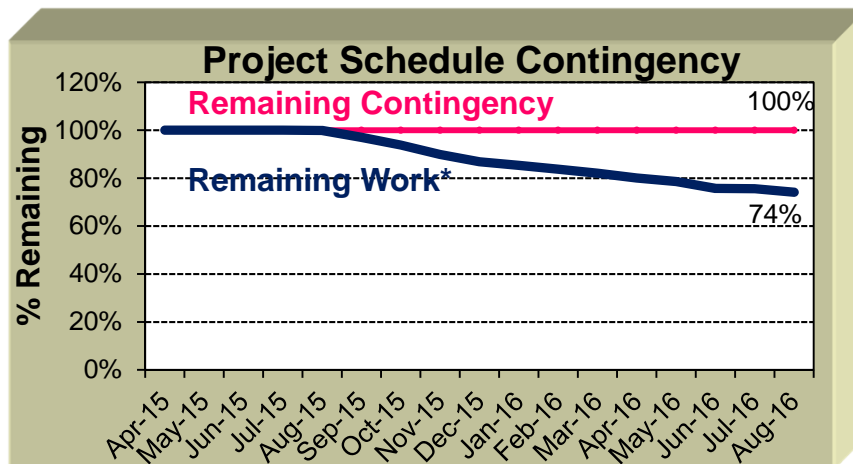
### 3<sup>rd</sup> Party Construction – Actual vs. Plan



## Cortlandt

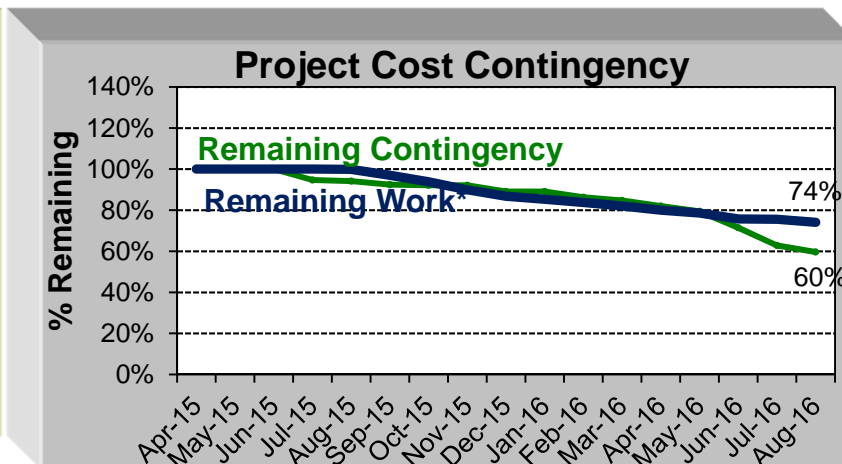


## Cost & Schedule Contingency Status



\* Remaining work starts in 2015

- 2015 schedule contingency: 181 days (6 months)
- Current schedule contingency remains 181 days (6 months)
- Communication and electrical changes (Bulletin 2) will have an impact on schedule contingency – magnitude is being evaluated




\* Remaining work starts in 2015

- Original Budget contingency was established at \$5.6 million
- Current contingency is \$3.3 million, \$1.2 million less than last report (\$4.5 million).
- \$10.9 million of the project budget is allocated for known anticipated change orders.
- Unmitigated risk reserve of \$16.9 million is not included in the current project budget.




September 26, 2016

## Cortlandt

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Demolition of the Existing PATH Station North Temporary Access (NTA) and Construction of West Bathtub Vehicle Access (WBVA) Foundation by PANYNJ for Installation of Vesey Street Entrances</b>	<b>June 2017</b>	<p><b><u>Issue:</u></b> Potential delays by the Port Authority of New York and New Jersey (PANYNJ) to demolish the PATH Station North Temporary Access and construction of the West Bathtub Vehicle Access (WBVA) foundation. PANYNJ has recently indicated that access to construct the Vesey Street entrances (stair and ADA elevator) will be provided in June 2017.</p> <p><b><u>Impact:</u></b> If full access, including installation of the foundation (WBVA), is not provided by PANYNJ by June 2017, the contract completion could be delayed.</p> <p><b><u>Mitigation:</u></b> Accelerate construction of the stair and elevator as soon as access is provided by PANYNJ in order to complete by February 2018. PANYNJ has commenced deconstruction of some mechanical equipment. MTACC will continue to monitor progress and discuss opportunities for resequencing areas needed for the Cortlandt Street Project.</p>

## Legend


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

September 26, 2016




## Cortlandt



## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Completion of All Right of Way Work	Resolved June 2016	<p><b><u>Issue:</u></b> Contractual milestone requires all Right-of-Way work to be completed by June 2016 due to General Orders (GO's) scheduling conflicts with other high priority work.</p> <p><b><u>Impact:</u></b> Delay in completing all Right-of Way work by June 2016 will impact the completion of the project.</p> <p><b><u>Mitigation:</u></b> NYCT has substantially completed the work within the right of way. Signal in service work and testing is still required just prior to opening of the station and will require an additional GO near project completion.</p>


## Legend

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September 26, 2016

## Cortlandt

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Relocation of PANYNJ Installed Utilities Located within MTA Allocated Space	October 2016	<p><b><u>Issue:</u></b> PANYNJ has installed various PANYNJ and Retail Tenant utilities within MTA allocated spaces.</p> <p><b><u>Impact:</u></b> Some of the PANYNJ installed utilities may interfere with the construction of the station rooms and systems installation.</p> <p><b><u>Mitigation:</u></b> PANYNJ is reviewing the interferences with the Designer of Record in order to relocate utilities that directly interfere with station construction. Other PANYNJ interferences may result in relocation of NYCT utilities, such as exhaust ducts, through other PANYNJ space. MTACC continues to coordinate resolution of interferences with PANYNJ. 60% of interferences have already been completed.</p>


### Legend

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September 26, 2016

## Cortlandt

## Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 Yellow	Construction of New Con Edison Service from Liberty Street	November 2016	<p><b>Issue:</b> New Property Line Boxes (PLB's) and conduit paths may not be able to be installed as designed due to utility congestion from Liberty Street to Greenwich Street. Initial test pits in Liberty street indicate substantial amount of existing utilities, including Empire City Subway (ECS), sewer, water and steam precluding the installation of PLB's and conduit as designed.</p> <p><b>Impact:</b> Inability to install PLB's and conduit as designed may result in schedule delays and increased cost.</p> <p><b>Mitigation:</b> Perform additional test pits and coordinate with Con Edison to relocate PLB's to a location that does not impact existing utilities. MTA has met with Con Edison, PANYNJ and NYC DOT to review several alternative locations for the PLB's and conduit routes.</p>

## Legend




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September 26, 2016

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	<b>Electrical, Communications, Mechanical and Plumbing Design Changes (Bulletin 2)</b>	<b>November 2016</b>	<p><b><u>Issue:</u></b> There were communications, electrical, mechanical, and plumbing changes necessary to operate a new station, which were not included in the original PANYNJ contract.</p> <p><b><u>Impact:</u></b> Design changes will impact both cost and schedule.</p> <p><b><u>Mitigation:</u></b> RFPs have been issued to the contractor and MTA is actively negotiating changes to minimize potential schedule and cost impacts.</p>

### Legend

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# September 2016 CPOC IEC Project Review



## Cortlandt Street # 1 Line Station Reconstruction



September 26, 2016



# Schedule Review

- The next significant schedule milestone is June 2017, when construction of the Vesey Street entrance is to begin.
- The IEC concurs that base contract Right-of-Way work is substantially complete.
- Design changes may necessitate additional Right-of-Way work.
- The contractor has submitted schedule updates that indicate delays that may eliminate the reported schedule contingency.
- MTACC has not accepted the contractor's schedule updates.

# Budget Review

- The current project budget is \$158.4M (excluding risk reserve).
- The IEC estimates a remaining construction contingency of \$2.8M, or 1.8% of the project budget.
- \$10.9M of the construction budget is reserved for several significant un-negotiated change orders including:
  - Station communication system changes.
  - Station electrical upgrades.
  - The Vesey Street entrance at the north end of the station.



# IEC Concerns & Issues

- There continues to be no formal commitment from the PANYNJ with regard to the June 2017 milestone.
- The current budgeted contingency and change order reserve may be inadequate to support the remaining construction budget and forthcoming change orders.
- Delays in incorporating significant change orders into the construction contract continue to pose a substantial risk to the project budget and revenue service date.



# **MTACC Quarterly Progress Report to CPOC**

## **East Side Access**

September 26, 2016

# 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

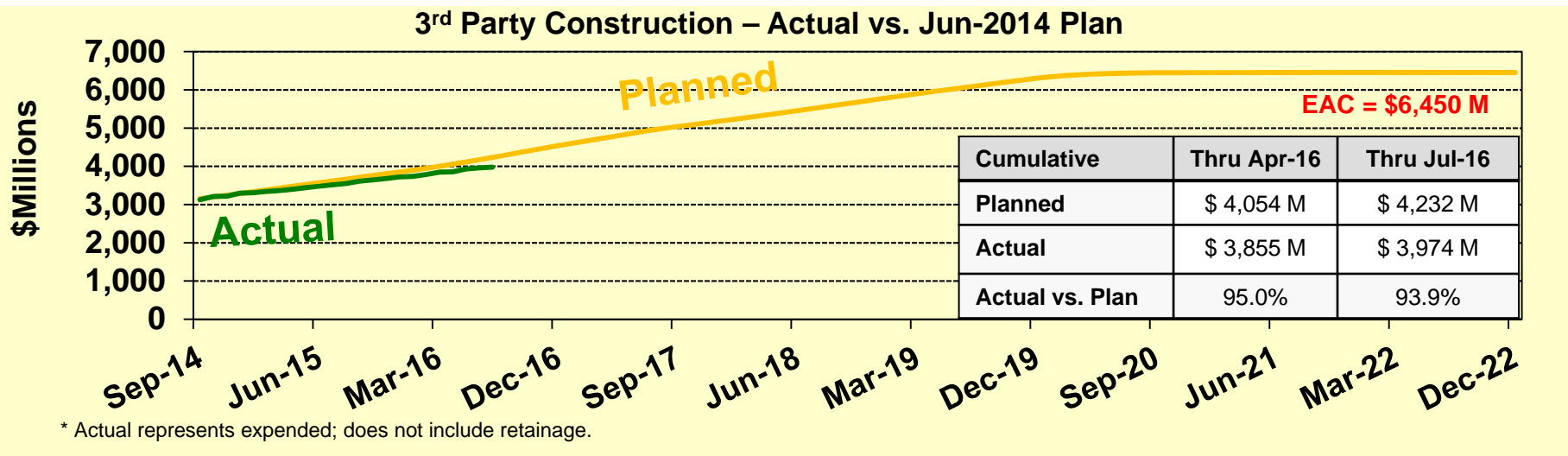
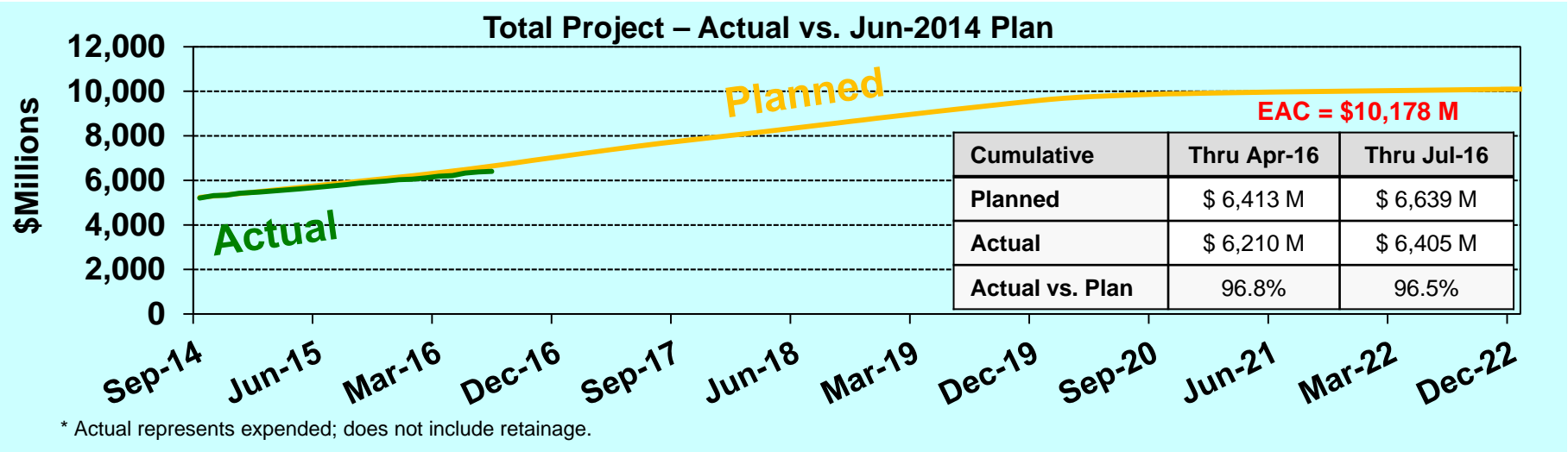
- Received bids within budget for Tunnel A Cut and Cover (CH061A) contract.
- Achieved Milestone #3 (2 Communication Rooms, 3 Communication Closets, and Backbone Communications System Conduit) of the GCT Concourse Facilities Fit Out (CM014B) contract, enabling access for the CS179 contract.
- Commenced field surveys for the GCT Caverns and Track (CM007) contract.
- Mined 54 out of 619 feet of the tunnel that is part of the Harold Structures Part 3—Westbound Bypass (CH057A) contract. Commenced field work on the Pump Station in July. Completed excavation of west approach to the tunnel in August.
- Completed installation of Main Line 2 Bridge over 48th Street as part of the Harold Structures—Part 3 (CH057) contract.

#### 90 Day Look Ahead

- Achieve Substantial Completion of Plaza Substation and Queens Structures contract (CQ032), 2 months later than previously reported.
- Advertise Mid-Day Storage Yard Facility (CQ033), 3 months later than previously reported.
- Advertise the final Manhattan contract, 48<sup>th</sup> Street Entrance (CM015).
- Advertise the final systems contract, Tunnel Systems Package 2—Signal Installation (CS086).

# ESA

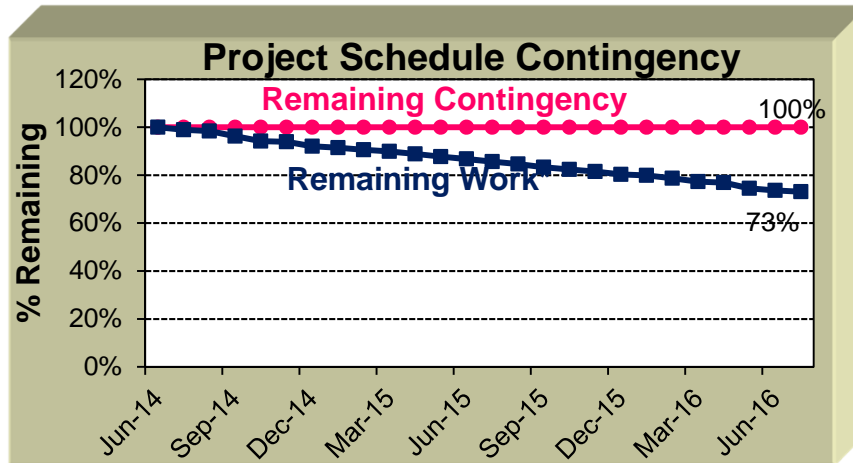
## Cost & Schedule Performance





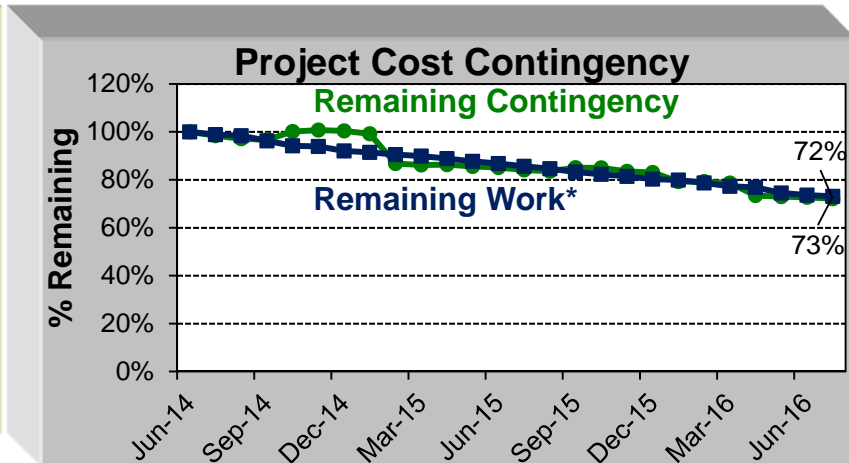
# ESA

## Cost & Schedule Contingency Status



\* Remaining work is re-planned in June 2014 and indexed to 100% remaining

- None of the June 2014 plan schedule contingency of 22 months (669 days) has been used.




\* 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: \$586 million (last reported \$601 million)
  - Unallocated contingency: \$329 million
  - Allocated contingency: \$209 million
  - Design development contingency (AFI): \$48 million
  - The \$15M decrease in contingency is driven by use of unallocated contingency to fund force account budget shortfalls.




September 26, 2016

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Substantial Completion of Concourse and Facilities Fit-Out (CM014B)	August 2018	<p><b>Issue:</b></p> <ul style="list-style-type: none"> <li>There are significant design changes (i.e. remediation of pre-existing leaks, wireless cellular/wifi, digital advertising) being considered for the CM014B contract.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>Significant design changes will cause cost increases and may cause schedule delays.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>ESA is repairing pre-existing leaks in the existing structure and utility systems, installing water-resistant coatings in equipment rooms, and adding leak detection systems to provide increased protection.</li> <li>MTA HQ has concurred with MTACC/LIRR to move ahead with strategic initiatives, such as wireless cellular/wifi and revenue generating digital advertising, and agreed to provide ESA with additional funding.</li> <li>Schedule impacts due to the strategic initiatives, if any, will be reviewed by ESA in connection with the leak remediation design work.</li> </ul>


### Legend

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




September 26, 2016

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Design Completion and IST Plan &amp; Schedule for Package 1 - Facilities Systems (CS179)</b>	<b>March 2016</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>The Contractor's design of the Control System is forecasted to be completed in December 2016, 9 months later than originally scheduled and 3 months later than last reported. It is forecasting a delay to Substantial Completion from July 2020 to September 2020.</li> <li>ESA believes that there may be a delay in installation activities, but the Substantial Completion date of July 2020 should still be met.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Delays to design completion and approval have the potential to delay subsequent installation work.</li> <li>Design delays will also have an impact on the production of an Integrated Systems Testing (IST) plan and schedule.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>The July 2020 Substantial Completion date includes an additional 7 months for IST activities.</li> <li>ESA is working to expedite the submittal/review process and the phased delivery of rack equipment.</li> <li>The Contractor is aware that the system equipment installation program will be highly resource intensive, but has assured ESA that adequate staff will be made available.</li> <li>ESA acknowledges that there will be numerous concurrent local testing activities and will develop a more detailed execution plan in order to reduce schedule risk.</li> </ul>


### Legend

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




September 26, 2016

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Central Instrument Location (CIL) Cutover Schedule in Harold Interlocking	May 2018	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>The final CIL cutover, which was scheduled for September 2018, can now be completed by May 2018, which allows for the timely completion of the track/switch work necessary to commence construction of the final Harold contract required for Revenue Service (Tunnel B/C Structure and Approach).</li> <li>The Harold CIL cutover program now defines the Harold Interlocking Critical Path.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>Delay to the CIL cutovers will delay the completion of the Harold program work required for Revenue Service.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>Upon approval by LIRR senior management, the schedule recommended by the MTACC-LIRR signal task force, which mitigates 4 months of delay to the Harold schedule, will be closely managed to ensure timely completion.</li> </ul>


### Legend

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




September 26, 2016

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Amtrak Resources Required for Harold Interlocking Work	Continuing Need; Per Project Schedule Requirements	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>The levels of Amtrak Electric Traction (ET), track foreman, and weekend resources are not sufficient to support ESA's schedule critical work.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>Harold Interlocking work has become the program critical path.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>ESA is regularly modifying the Harold Interlocking schedule to adjust to the level of resources available.</li> <li>The Project Team continues work with Amtrak on mitigation measures.</li> </ul>

### Legend

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# September 2016 CPOC IEC Project Review



## East Side Access

September 26, 2016



## BUDGET & SCHEDULE

- The ESA Budget remains at \$10.178B with \$586M contingency
- Risks to cost contingency
  - Increase to Owner Controlled Insurance Program (OCIP)
  - Rise in cost forecast for Force Account work
  - Contract settlement agreements resulting from claims
  - Design changes to Manhattan contract CM014B (GCT Concourse Fit-Out)
- The ESA Revenue Service Date December 2022
  - Harold Interlocking remains on the program critical path
  - Risk to program schedule contingency from Systems contract CS179



## IEC OBSERVATIONS – MANHATTAN

- CM014B (GCT Concourse & Facilities Fit-out):
  - Risk of cost increases and further schedule delays due to design changes (wireless cellular/Wi-Fi, digital advertising)
- CM007 (GCT Caverns and Track):
  - Delayed delivery and installation of pre-cast elements risks interference with installation of escalators by CM014B
- Complex interdependencies - Civil/Systems contracts
  - Delays to civil work at CM014B may cause follow-on delays to Systems contractor (CS179)





## IEC OBSERVATIONS – SYSTEMS (CS179)

- Facilities Systems Package 1 Status
  - The contractor schedule shows:
    - Milestone for completion of final design is pushed out 9 months
    - Start of Integrated Systems Testing (IST) 3 months delayed
- Schedule analysis identifies risks:
  - Aggressive equipment manufacturing schedule
  - Extensive and concurrent equipment installation activities - resource intensive
  - Numerous concurrent local testing activities
- This results in at least a 4-month risk to the 22-month Program Contingency – an additional 2 months from last report



## IEC OBSERVATIONS – HAROLD

- The Harold schedule remains on the program critical path – completes 3 months later than the Manhattan/Systems activities
- Increased delays at the start-up of CH057A (Westbound Bypass) tunnel mining - cost risk
- Proposed CIL cutover sequencing requires timely design modifications to control center software – schedule risk
- Potential shortage of signaling resources - phasing of competing projects (PTC, Jamaica Capacity Improvements, Main Line Double Track)



## **IEC OBSERVATIONS - SCHEDULE**

- Since June 2015 the IEC has provided recommendations to enhance the ESA Program Schedule
- MTACC has been working to develop a schedule to accurately monitor progress and forecast contingency consumption
  - Incorporate contract schedule updates and modifications
  - Connect remaining unlinked activities
  - Reduce the number of schedule constraints

## **IEC RECOMMENDATION**

- Develop outline of Integrated Systems Testing schedule, based on framework document, to demonstrate that IST durations as well as installation & local testing activities will not further impact CS179 substantial completion and remaining Program contingency



# Recommendations Log

Recommendation (June 2015)	Agency Response/Action	Status
The IEC recommends that the contractor provide a framework that shows proper logic and high level durations until a detailed integrated systems testing schedule is available.	MTACC agrees and committed to provide a framework by the end of preliminary design review for the ten control subsystems in September/October 2015. Comprehensive systems testing plan received in May 2016	Closed
A detailed schedule for Systems Package 1, which includes project-wide integrated systems testing (IST), agreed on by the contractor and MTACC has to be provided without further delay to allow tracking of progress.	MTACC has received a contractor baseline schedule and several updates. Full approval of the schedule will be included at the end of control system design in December 2016. The goal is to have a full IST detailed schedule by the end of January 2017.	Superseded (see Sept. 2016)
Recommendation (September 2015)	Agency Response/Action	Status
Facilities Systems Package 1 (CS179) Schedule: The IEC recommends that MTACC addresses the unattainable resource peaks for installation and local testing in the current contractor schedule, to improve schedule certainty.	ESA acknowledges the IEC's concerns and is working with the contractor to address resource peaks for fabrication, installation, and local testing within the schedule. This includes identifying additional fabrication resources.	Superseded (see Sept. 2016)
Recommendation (December 2015)	Agency Response/Action	Status
Revise the Integrated Project Schedule (IPS) to include recently accepted resource loaded contractor schedules for CS179 and CM014B.	A summarized version of the CM014B approved contractor's schedule will be incorporated in the 10/1/2016 IPS update. A summarized version of the CS179 contractor's schedule will be incorporated in the 11/1/2016 IPS to allow coordination with the CM007 schedule.	In Progress
Recommendation (March 2016)	Agency Response/Action	Status
The IPS needs to be revised to include accepted resource loaded contractor schedules to show the new completion dates for Manhattan/Systems and Harold work; this will allow proper monitoring of the ESA status.	ESA has recently incorporated summary schedules for CM006, CH057, CH057A, and CS084. For CM014B and CS179 see above.	In Progress
Recommendation (June 2016)	Agency Response/Action	Status
Develop key performance indicators and interim Milestones to allow accurate monitoring of the ESA status in lieu of early Milestones.	ESA resumed distribution of the Key Performance Indicators report	Closed
Recommendation (September 2016)	Agency Response/Action	Status
Develop outline of Integrated Systems Testing schedule, based on framework document, to demonstrate that IST durations as well as installation & local testing activities will not further impact CS179 substantial completion and remaining Program contingency	ESA has directed the CS179 Contractor to provide the outline of the IST schedule. It is due to ESA by the end of September 2016.	In Progress

# **MTACC Quarterly Progress Report to CPOC**

## **Second Avenue Subway**

September 26, 2016

**SAS**

## Project Overview

### Overall Status (as per 2009 Plan)

Item	Comments
Schedule	December 2016 Revenue Service Date
Cost	On budget

### Highlights

#### Progress

- Completed Inergen testing Level 3-4 testing for 63<sup>rd</sup> Street Station. Completed all elevator and escalator testing through Level 5 at 63<sup>rd</sup> Street Station.
- Completed 72<sup>nd</sup> Street station HVAC installation in June.
- Completed 72<sup>nd</sup> Street station Tunnel Vent Fan installation in June.
- Completed all signal system installation.
- 96<sup>th</sup> Street Station contractor completed street restoration work on Second Avenue from 88<sup>th</sup> Street to 105<sup>th</sup> Street.
- 3<sup>rd</sup> Rail has been energized throughout.

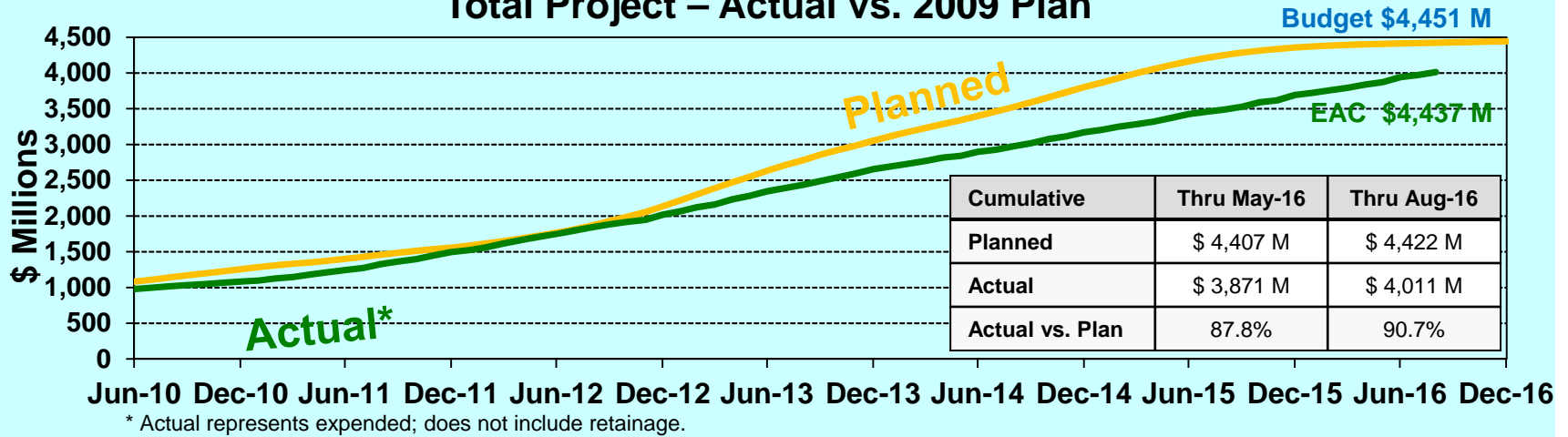
#### 90 Day Look Ahead

- Complete all testing required for start of Train Crew Training.
- Complete all traction power energization.
- Complete all in service signal testing.
- Complete Train Crew Training.
- Complete all testing required for Revenue Service.

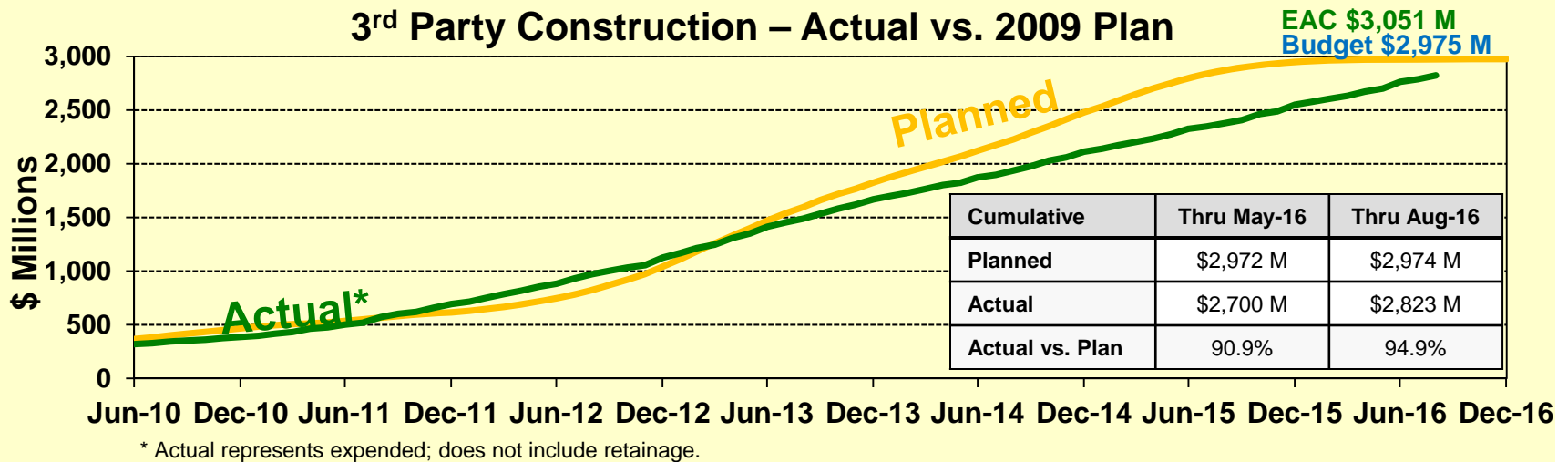
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## Cost & Schedule Performance

### Total Project – Actual vs. 2009 Plan



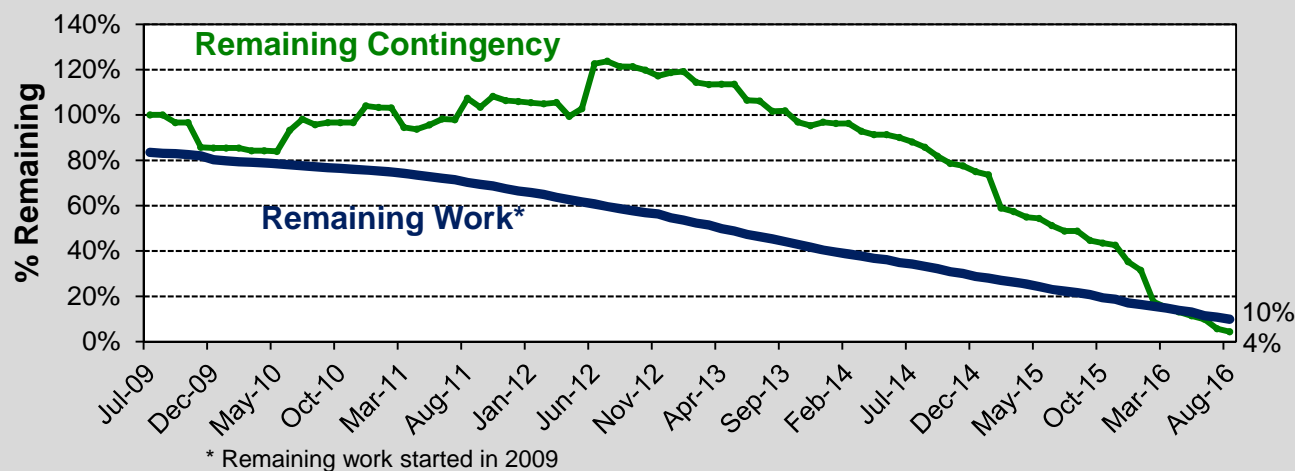
### 3<sup>rd</sup> Party Construction – Actual vs. 2009 Plan



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## Cost Contingency Status







- 2009 budget contingency: \$322 million
- Current budget contingency is \$14 million, \$28 million less than the last quarterly report (\$42 million).
- This reduction in contingency is due primarily to increase in soft cost and AWO exposure.



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## Critical Milestones and Issues

Lexington/63 <sup>rd</sup> Street Station Upgrade (Contract 3) – 99% complete as of 9/1/16 <sup>*</sup>				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Green	Level 3-4 Testing	5/31/2016	Completed 9/7/2016	
 Green	Tunnel Station Smoke Mgmt Testing Level 5 Testing	8/15/2016	Completed 9/15/2016	
 Yellow	Fire-Life Safety Level 5 Testing	8/15/2016	9/30/2016	No Impact to RSD.
 Green	Elevators & Escalators Level 5 Testing	8/15/2016	Completed 9/8/2016	

\* Does not include communication systems







### Legend

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

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## Critical Milestones and Issues

<b>72<sup>nd</sup> Street Station Finishes (Contract 4C) – 92% complete as of 9/1/16*</b>				
<b>Status</b>	<b>Critical Milestone</b>	<b>Target Date (Apr 2016)</b>	<b>Current Forecast Date</b>	<b>Potential Impact on Revenue Service Date</b>
 <b>Yellow</b>	Escalators Installation & Testing except Entrance 1	9/30/2016	10/30/2016	Escalators installation is complete, except for entrance 1. No Impact to RSD.
 <b>Yellow</b>	Entrance 1 Escalators Installation	10/28/2016	10/28/2016	
 <b>Red</b>	Entrance 1 Escalators Level 3-5 Testing	11/30/2016	11/30/2016	Potential impact to RSD.
 <b>Yellow</b>	Elevators Installation & Testing except Entrance 3	9/30/2016	10/30/2016	Elevators installation is complete, except entrance 3. No impact to RSD.
 <b>Yellow</b>	Entrance 3 Elevators Installation	9/1/2016	10/15/2016	Elevator cabs were delivered and installation is scheduled to be completed by 10/15/2016. No impact to RSD.
 <b>Red</b>	Entrance 3 Elevators Level 3-5 Testing	11/30/2016	11/30/2016	Potential impact to RSD.

\* Does not include communication systems





### Legend

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




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## Critical Milestones and Issues

72 <sup>nd</sup> Street Station Finishes (Contract 4C)				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Green	Fire Life Safety Watermist Installation	5/31/2016	Completed 9/7/2016	
 Yellow	Tunnel Station Smoke Mgmt Testing	Level 3-4: 8/31/2016 Level 5: 9/30/2016	Level 3-4: 10/15/2016 Level 5: 10/30/2016	No impact to RSD.
 Yellow	HVAC Testing	Level 3-4: 8/31/2016 Level 5: 9/30/2016	Level 3-4: 10/30/2016 Level 5: 11/15/2016	No impact to RSD.
 Yellow	Fire Life Safety Testing	Level 3-4: 8/31/2016 Level 5: 9/30/2016	Level 3-4: 10/30/2016 Level 5: 11/15/2016	No impact to RSD.





### 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.
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## Critical Milestones and Issues

86 <sup>th</sup> Street Station Finishes (Contract 5C) – 93% complete as of 9/1/16 <sup>*</sup>				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Yellow	Escalators Installation	6/21/2016	10/9/2016	Completed installation of 10 out of 13 escalators. No impact to RSD.
 Yellow	Escalators Testing	Level 3-4: 8/1/2016 Level 5: 9/1/2016	Level 3-4: 10/29/2016 Level 5: 11/15/2016	Level 3-4 Testing is underway at 10 of 13 escalators. The remaining 3 escalators at entrance 1 will be completed by October 29, 2016. No impact to RSD.
 Yellow	Elevators Installation	6/21/2016	10/5/2016	Platform elevator installation is complete. Street to mezzanine elevator to be installed by October 5, 2016. No impact to RSD.
 Yellow	Elevators Testing	Level 3-4: 8/1/2016 Level 5: 9/1/2016	Level 3-4: 10/15/2016 Level 5: 10/30/2016	No impact to RSD.

\* Does not include communication systems




### Legend

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




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## Critical Milestones and Issues

86 <sup>th</sup> Street Station Finishes (Contract 5C)				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Yellow	Tunnel Station Smoke Mgmt Testing	Level 3-4: 8/1/2016 Level 5: 9/1/2016	Level 3-4: 10/10/2016 Level 5: 10/30/2016	No impact to RSD.
 Yellow	HVAC Testing	Level 3-4: 8/1/2016 Level 5: 9/1/2016	Level 3-4: 10/5/2016 Level 5: 10/30/2016	No impact to RSD.
 Yellow	Fire Life Safety Testing	Level 3-4: 8/1/2016 Level 5: 9/1/2016	Level 3-4: 10/30/2016 Level 5: 11/15/2016	No impact to RSD.





### Legend

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

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## Critical Milestones and Issues

96 <sup>th</sup> Street Station Finishes (Contract 2B) – 96% complete as of 9/1/16 <sup>*</sup>				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Green	Escalators Installation	6/30/2016	Completed 9/8/2016	
 Yellow	Escalators Testing	Level 3-4: 8/1/2016 Level 5: 9/1/2016	Level 3-4: 9/30/2016 Level 5: 10/30/2016	No impact to RSD.
 Yellow	Elevators Installation	7/31/2016	9/30/2016	No impact to RSD.
 Yellow	Elevators Testing	Level 3-4: 8/1/2016 Level 5: 9/1/2016	Level 3-4: 10/15/2016 Level 5: 10/30/2016	No impact to RSD.

\* Does not include communication systems




### Legend

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




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## Critical Milestones and Issues

96 <sup>th</sup> Street Station Finishes (Contract 2B)				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Yellow	Tunnel Station Smoke Mgmt Testing	Level 3-4: 8/1/2016 Level 5: 9/1/2016	Level 3-4: 9/30/2016 Level 5: 10/15/2016	No impact to RSD.
 Yellow	HVAC Testing	Level 3-4: 8/1/2016 Level 5: 9/1/2016	Level 3-4: 10/15/2016 Level 5: 10/30/2016	No impact to RSD.
 Yellow	Fire Life Safety Testing	Level 3-4: 8/1/2016 Level 5: 9/1/2016	Level 3-4: 9/30/2016 Level 5: 10/15/2016	Level 3-4 testing of watermist and sprinklers is complete. Level 3-4 testing for fire stand pipe and Inergen will be completed by 9/30/2016. No impact to RSD.



### Legend

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




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## Critical Milestones and Issues

Systems (Contract 6) – 91% complete as of 9/1/16				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Green	Traction Power Energization	7/11/2016	9/30/2016	63 <sup>rd</sup> and 96 <sup>th</sup> Street Station energization is complete. NYCT can start Train Crew Training with Traction Power energization for 63 <sup>rd</sup> and 96 <sup>th</sup> Street Stations. No impact to RSD.
 Green	Signals In-Service		9/30/2016	Signal installation is complete and final in-service testing will be completed by 9/30/2016.





### Legend

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






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## Critical Milestones and Issues

Systems (Contract 6)							
Status	Critical Milestone	Target Date (Apr 2016)	63 <sup>rd</sup> St	72 <sup>nd</sup> St	86 <sup>th</sup> St	96 <sup>th</sup> St	Potential Impacts
 Red	Fire Alarm Testing	9/30/2016	10/15/2016	11/20/2016	11/13/2016	10/20/2016	Conduit installation delayed Fire Alarm installation at all stations. Systems contractor is completing the conduit. Key areas at 63 <sup>rd</sup> and 96 <sup>th</sup> Street Stations necessary to protect Train Crew Training will be completed by 9/30/2016. Potential impact to RSD.
 Yellow	Emergency Alarm Testing	9/30/2016	9/30/2016	9/30/2016	9/30/2016	9/30/2016	
 Yellow	Sound Powered Phone Testing	9/30/2016	9/30/2016	9/30/2016	10/2/2016	10/1/2016	No impact to RSD.
 Yellow	Radio VHF/RTO Testing	9/30/2016	Complete	9/30/2016	9/30/2016	9/30/2016	






## Legend

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




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## Critical Milestones and Issues

Systems (Contract 6)							
Status	Critical Milestone	Target Date (Apr 2016)	63 <sup>rd</sup> St	72 <sup>nd</sup> St	86 <sup>th</sup> St	96 <sup>th</sup> St	Potential Impacts
 Yellow	LAN/WAN Testing	9/30/2016	Complete	9/30/2016	10/8/2016	Complete	No impact to RSD.
 Yellow	PACIS Testing	9/30/2016	9/30/2016	10/23/2016	10/23/2016	10/13/2016	No impact to RSD.
 Yellow	CCTV Testing	9/30/2016	9/30/2016	10/28/2016	10/28/2016	10/19/2016	No impact to RSD.
 Yellow	HPI/SPI Testing	9/30/2016	9/30/2016	10/14/2016	10/24/2016	10/14/2016	No impact to RSD.
 Yellow	Radio UHF/Police Testing	9/30/2016	Complete	10/15/2016	10/15/2016	10/15/2016	No impact to RSD.

### 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.

# SAS

## Summary of Critical Items for Train Crew Training

- A minimum of 40 days of Train Crew Training is required before the start of Revenue Service. Training is currently scheduled to begin in mid-October 2016.
- Pre-requisites for starting Train Crew Training include track, traction power, and signal systems. They are on target for completion by early October 2016.
- Other critical communications systems (RTO radio, emergency alarm, and sound powered phones) and fire life safety items (Dry Fire Standpipe) are also on target to be completed by early October 2016.
- Rooms to safely house train crews and operating staff at 96<sup>th</sup> Street will be ready by the end of September 2016.

# SAS

## Summary of Building Code Verification Items

- All critical Building Code Verification items must be addressed before Revenue Service.
- 85% of rooms have been inspected for Building Code Verification items.
- Major Code issues have been identified and are in the process of being resolved.

# **September 2016 CPOC IEC Project Review**



## **Second Avenue Subway**

**September 26, 2016**



# Topics

- Station Completion
- Pre-Revenue Training
- Systems Testing
- Building Code Verification



# Station Completion

Stations will be completed by a combined effort of the individual Station Finish Contractor and the Projectwide Systems Contractor. In reviewing the Project's reported percent completions, the IEC takes no exception and notes the following:

- **Lexington Ave/63<sup>rd</sup> Street Station Upgrade**
  - Expected to be ready for operation by end of October 2016
- **96<sup>th</sup> Street Station**
  - Tracking for completion by December
- **86<sup>th</sup> Street Station**
  - Progress on station mechanical/electrical equipment and on elevators and escalators needs to improve to assure completion in December
- **72<sup>nd</sup> Street Station**
  - The finish of elevators and escalators and their integration into the station fire alarm system by the end of December remains a concern

# Pre-Revenue Training

- The Project Team will complete the testing of the trackway systems which will enable NYCT to commence Train Crew Training by mid-October.
- Key rooms and control equipment at the 96<sup>th</sup> Street Station terminal are to be ready for occupancy by NYCT operations staff by the end of September.
- The Project Team is prioritizing the remaining tests and construction activities in order to keep the trackway available around the clock for NYCT operations training.





# Systems Testing

- The test program is not meeting the completion rate required to finish the testing of all key systems needed for a start of revenue service in December.
- As of mid-September, key tests were being completed at a rate of 8-10 per week.
- The rate of test completions will need to increase to average 25 per week to finish by mid-December.



# Building Code Verification

- NYCT's Code Compliance group has completed inspections of 85% of the rooms and spaces in the Project. This includes all rooms critical to commencing revenue service.
- The critical compliance items necessary for final finish of station rooms have been identified and the Project Team is now focusing their contractors on closing these items out.



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# **MTA Capital Program Commitments & Completions**

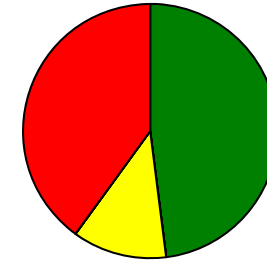
## **through August 31, 2016**

## Capital Projects – Major Commitments – August 2016

Through August, 24 major commitments were planned and 15 have been committed: 11 were on time, three were late but have since been committed, ten remain delayed. One additional commitment has been made early. All delayed projects are explained on the following pages.

Year to date, agencies have committed \$2.8 billion versus a \$3.9 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.

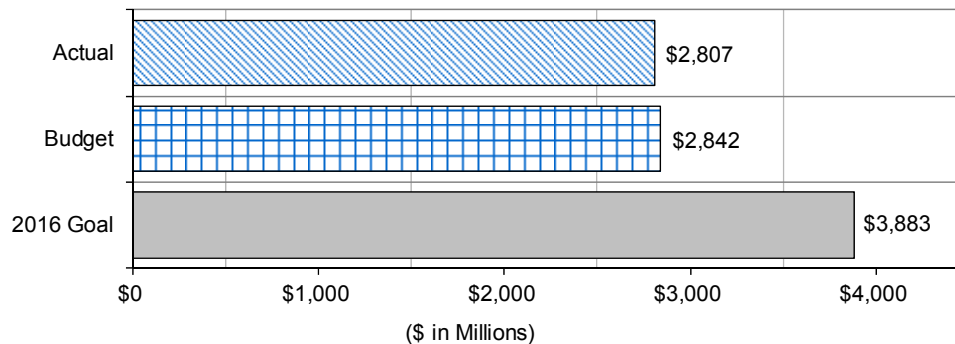
## Year-to-Date Major Commitments



<b>GREEN</b>	=Commitments made/forecast within Goal	<b>12</b>	<b>48%</b>	Change from Prior Month ↑ 1
<b>YELLOW</b>	= Commitments delayed beyond Goal (already achieved)	<b>3</b>	<b>12%</b>	↑ 1
<b>RED</b>	= Commitments delayed beyond Goal (not yet achieved)	<b>10</b>	<b>40%</b>	↑ 4
		<b>25</b>	<b>100%</b>	↑ 6

## Budget Analysis

2016 Annual Goal	\$6,597	(\$ in millions)
2016 Forecast	101%	of Annual Goal
Forecast left to Commit	58%	(\$3,823)



## Year-to-Date Agency Breakdown

2016 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
5 GREEN 1 YELLOW 6 RED	—	—	+1 RED
<b>Long Island Rail Road</b>			
6 GREEN 1 YELLOW	—	+1 YELLOW	-1 RED
<b>Metro-North Railroad</b>			
1 RED	—	—	+1 RED
<b>Bridges and Tunnels</b>			
1 GREEN	+1 GREEN	—	—
<b>Capital Construction Company</b>			
1 YELLOW 3 RED	—	—	+3 RED
<b>MTA Bus Company</b>			
	—	—	—
<b>MTA Police Department</b>			
	—	—	—

## Capital Projects – Major Commitments – August 2016 – Schedule Variances

## Actual Results Shaded

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>10 All-Agency Red Commitments (5 new this month)</b>							
<b>NYCT</b>				<b>MNR</b>			
<i>Sandy Recovery &amp; Mitigation</i>				<i>Track</i>			
Sandy Mitigation: 7 Stations (8 Stns M/Q/Bx Initiative)	Construction Award	May-16	Nov-16	<b>Cyclical Track Program</b> <b>(New Item)</b>	Construction Award	Aug-16	Dec-16
		\$96.3M	\$96.3M			\$22.0M	\$22.0M
The mitigation solution for a staircase at 155 St on the Concourse Line had to be revised due to maintainability concerns.				Due to the reprioritization of track maintenance projects, some planned 2016 cyclical track work has been delayed until December 2016.			
Sandy Mitigation: 13 Fan Plants, Long-Term - 5 Locations	Construction Award	Jun-16	Oct-16				
		\$46.2M	\$41.6M	<b>MTACC</b>			
Project award delayed due to extended advertisement period. Further delay due to bid postponements. Recent estimate is based refined drawings and reflects reductions of bid and support costs.				<i>East Side Access</i>			
Sandy Mitigation: 9 Stations (Brooklyn/Queens Initiative)	Construction Award	Jun-16	Nov-16	<b>Harold Tunnel A Construction</b> <b>(CH061A) (New Item)</b>	Construction Award	Jul-16	Oct-16
		\$100.7M	\$56.2M			\$56.6M	\$56.6M
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.				Additional time required for extended review processes prior to advertisement and during procurement.			
<i>Signals &amp; Communications</i>				<i>Second Avenue Subway Phase 2</i>			
CBTC Queens Boulevard West - 50 St to Union Tpke: Phase 2	Construction Award	Jun-16	Oct-16	<b>Preliminary Engineering</b> <b>Design Contract (New Item)</b>	Design Award	Jul-16	Oct-16
		\$143.7M	\$333.7M			\$100.0M	\$100.0M
Project award delayed due to several bid opening postponements. The current estimate reflects the full cost of the project including support costs for the duration of the contract. The goal budget assumed only partial support costs due to limited funding availability prior to capital plan approval.				Additional review, outreach consultant, design and environmental issues have resulted in a delay in the award. The design and environmental issues are on the October Board agenda.			
Kings Hwy Interlocking / Culver	Construction Award	Jun-16	Oct-16	<b>Environmental Assessment</b> <b>(New Item)</b>	Design Award	Jul-16	Oct-16
		\$150.0M	\$177.2M			\$10.0M	\$10.0M
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 availability prior to capital plan approval.				Pending identification of funding, outreach consultant, design and environmental issues have resulted in a delay of the award. The design and environmental issues are on the October Board agenda.			
<i>Power</i>							
<b>Power Upgrade: RCC, PCC</b> <b>(New Item)</b>	Construction Award	Jul-16	Nov-16				
		\$50.2M	\$50.2M				
Project delayed to November due to late advertisement approval.							

## Capital Projects – Major Commitments – August 2016 – Schedule Variances

*Actual Results Shaded*

Project	Commitment	Goal	Forecast
<b>3 All Agency Yellow Commitments (1 new this month)</b>			
<b>NYCT</b>			
<i>Signals &amp; Communications</i>			
Passenger Station LAN: 188 Stations	Construction Award	Feb-16	Mar-16 (A)
		\$50.0M	\$50.0M
Award was delayed because of additional time required to secure necessary approvals for budget changes and authorizations to approve the commitment.			
<b>MTACC</b>			
<i>East Side Access</i>			
Grand Central Terminal Station	Construction Award	Feb-16	Apr-16 (A)
Caverns & Track		\$777.4M	\$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.			
<b>LIRR</b>			
<i>Track</i>			
<b>Amtrak Territory Projects</b>	Construction Award	Jun-16	Jul-16 (A)
<b>(New Item)</b>		\$17.0M	\$17.0M
Award delayed due to additional time required by the Procurement Department to perform audit of the bidders.			

## Capital Projects – Major Commitments – August 2016 – Budget Only\* Variances

*Actual Results Shaded*

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

Project	Commitment	Goal	Forecast
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### 3 All-Agency Budget Only Commitments (0 new this month)

#### NYCT

##### *Sandy Resiliency & Restoration*

Sandy Mitigation: 17 Fan Plants & Adjacent Tunnels	Construction Award	Jul-16	May-16 (A)
		\$45.7M	\$39.2M
Awarded in May 2016.			

##### *Track*

Mainline Track Replacement 2016 / 63rd St	Construction Award	Mar-16	Feb-16 (A)
		\$40.0M	\$29.2M
Awarded in February with savings reflecting a favorable bid.			

#### LIRR

##### *Track*

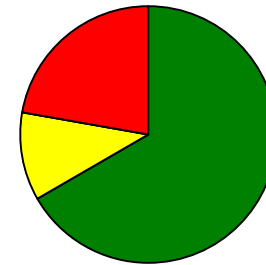
2016 Track Program	Construction Award	Mar-16	Feb-16 (A)
		\$17.8M	\$59.7M
Originally committed in February 2016. The actual value was increased in June following the approval of the 2015- 19 Capital Plan.			

## Capital Projects – Major Completions – August 2016

Through August, 25 major completions were planned: 16 were on time, six are delayed and three were delayed but have since been completed. Two additional completions were achieved early. All delays are reported on the following pages.

To date, the MTA has completed \$1.8 billion of its \$2.4 billion year-to-date goal. The shortfall is due to delays which are expected to be achieved later in 2016. By year-end, the MTA forecasts meeting or exceeding its \$4.6 billion goal.

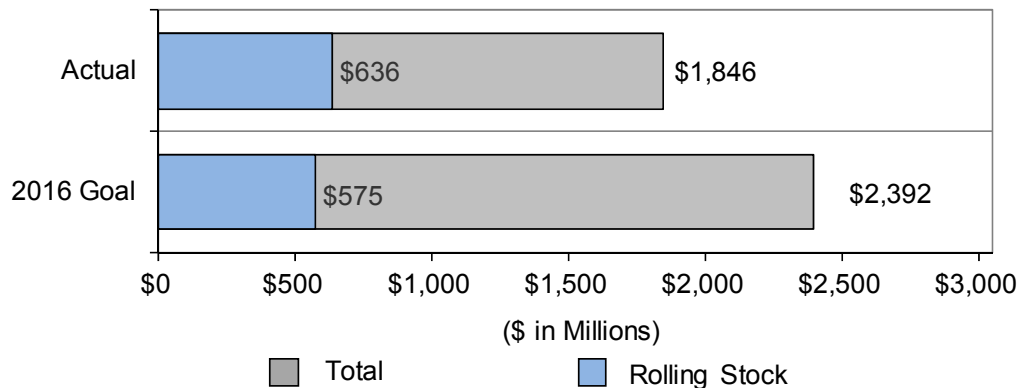
## Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Completions made/forecast within Goal	18	67%	↑ 5
<b>YELLOW</b> = Completions delayed beyond Goal (already achieved)	3	11%	-
<b>RED</b> = Completions delayed beyond Goal (not yet achieved)	6	22%	↑ 6
	27	100%	↑ 11

## Budget Analysis

2016 Annual Goal \$4,629 (\$ in millions)  
 2016 Forecast 102% of Annual Goal  
 Forecast left to Complete 61% (\$2,872)



## Year-to-Date Agency Breakdown

2016 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
8 1 4	+3 GREEN	----	+4 RED
<b>Long Island Rail Road</b>			
2 1	----	----	+1 RED
<b>Metro-North Railroad</b>			
3	+1 GREEN	----	----
<b>Bridges and Tunnels</b>			
3 1	----	----	----
<b>Capital Construction Company</b>			
1 1	----	----	+1 RED
<b>MTA Bus Company</b>			
2	+1 GREEN	----	----
<b>MTA Police Department</b>			
	----	----	----



## Capital Projects – Major Completions – August 2016 – Schedule Variances

*Actual Results Shaded*

Project	Completion	Goal	Forecast
<b>6 All-Agency Red Completions (6 new this month)</b>			
<b>NYCT</b>			
<i>Stations</i>			
<b>Brick Arch Repair: 168 Street &amp; 181 Street / Broadway- 7th Ave (New Item)</b>	Construction Completion	Jul-16 \$64.8M	Sep-16 \$67.9M
Additional AWOs and scope related to station medallions have resulted the original schedule delay and \$3M higher forecast. The recent delay is due to modifications related to Help Points at the 168th Street station.			
<b>SIR: Station Construction: Arthur Kill (New Item)</b>	Construction Completion	Aug-16 \$23.2M	Nov-16 \$24.0M
Project completion delayed due to scope changes including the redesign of the electrical distribution room (EDR), exterior wall panel and various communications issues.			
<b>Replace 11 Hydraulic Elevators (New Item)</b>	Construction Completion	Aug-16 \$24.0M	Nov-16 \$24.1M
Project completion delayed by a month due to unforeseen field conditions.			
<b>ADA &amp; Station Renewal at Ozone Park- Lefferts Blvd / Liberty (New Item)</b>	Construction Completion	Aug-16 \$23.9M	Dec-16 \$23.9M
Project completion re-scheduled to December due to substantial changes in communication work associated with the ADA elevators and the Help Point Infrastructure.			
<b>LIRR</b>			
<i>Track</i>			
<b>Main Line Track - Second Track Phase 1 3rd Party (New Item)</b>	Construction Completion	Jul-16 \$36.3M	Sep-16 \$36.3M
Delay relates to contract change work that includes wetland mitigation and an additional retaining wall on south side.			
<b>MTA CC</b>			
<i>East Side Access</i>			
<b>Plaza Substation &amp; Structures (New Item)</b>	Construction Completion	Aug-16 \$250.2M	Oct-16 \$250.2M
Substantial completion date was delayed as a result of additional work approved by the MTA Board in April 2016.			

## Capital Projects – Major Completions – August 2016 – Schedule Variances

*Actual Results Shaded*

Project	Completion	Goal	Forecast
---------	------------	------	----------

### 3 All-Agency Yellow Completions (0 new this month)

#### NYCT

##### Stations

Renew Five Liberty Line Stations	Construction Completion	Apr-16 \$74.7M	May-16 (A) \$77.7M
<p>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.</p>			

#### B&T

##### Marine Parkway Bridge

Rehabilitate Rockaway Point Blvd Overpass	Construction Completion	May-16 \$11.1M	Jun-16 (A) \$11.1M
<p>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.</p>			

#### MTACC

##### East Side Access

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

## Capital Projects – Major Completions – August 2016 – Budget\* Variances

*Actual Results Shaded*

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

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

#### NYCT

##### Track

Mainline Track Replacement 2016 / 63rd St	Construction Completion	Jul-16 \$40.0M	Jul-16 (A) \$29.5M
Project cost decreased to reflect favorable bid.			

#### B&T

##### Structures

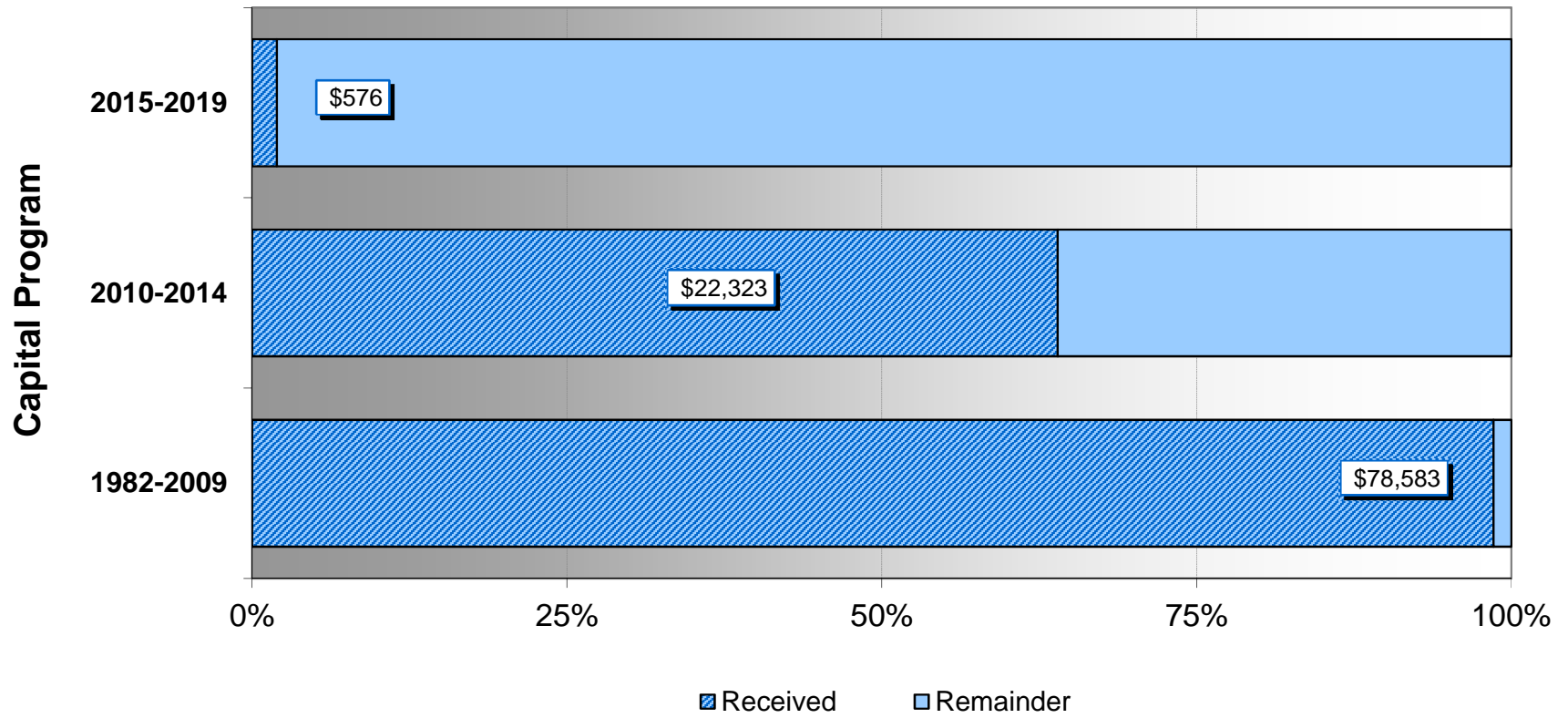
Miscellaneous Structural Rehabilitation - Throgs Neck	Construction Completion	May-16 \$22.0M	May-16 (A) \$19.1M
The project was completed in May 2016. Project cost decreased to reflect unused project contingency.			

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## Status of MTA Capital Program Funding

## Capital Funding (August 31, 2016)

\$ in millions



## Capital Funding Detail (August 31, 2016)

\$ in millions

### 2005-2009 Program

Funding Plan	Receipts		
<u>Current</u>	<u>Thru June</u>	<u>This month</u>	<u>Received to date</u>
24,504	22,771	\$596	23,368

### 2010-2014 Program

Federal Formula, Flexible, Misc  
 Federal High Speed Rail  
 Federal Security  
 Federal RIFF Loan  
 City Capital Funds  
 State Assistance  
 MTA Bus Federal and City Match  
 MTA Bonds (Payroll Mobility Tax)  
 Other (Including Operating to Capital)  
 B&T Bonds  
 Hurricane Sandy Recovery  
*Insurance Proceeds/Federal Reimbursement*  
 PAYGO  
*Sandy Recovery MTA Bonds*  
*Sandy Recovery B&T Bonds*

Funding Plan	Receipts		
<u>Current</u>	<u>Thru June</u>	<u>This month</u>	<u>Received to date</u>
\$5,839	\$5,614	\$ -	\$5,614
295	295	-	295
206	100	-	100
-	-	-	-
774	575	7.0	582
770	150	-	150
132	69	32	102
12,703	9,150	751	9,901
1,538	646	0	646
2,111	1,292	-	1,292
9,376	3,423	-	3,423
160	160	-	160
758	-	-	-
230	59	-	59
<b>Total 34,892</b>	<b>21,532</b>	<b>790</b>	<b>22,323</b>

### 2015-2019 Program

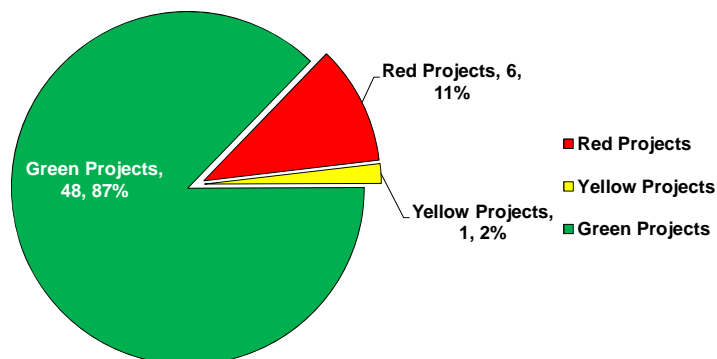
Federal Formula, Flexible, Misc  
 Federal Core Capacity  
 Federal New Start  
 State Assistance  
 City Capital Funds  
 MTA Bonds  
 Asset Sales/Leases  
 Pay-as-you-go (PAYGO)  
 Other  
 B&T Bonds & PAYGO

Funding Plan	Receipts		
<u>Current</u>	<u>Thru June</u>	<u>This month</u>	<u>Received to date</u>
\$6,275	\$ -	\$ -	\$ -
100	-	-	-
500	-	-	-
8,336	-	-	-
2,492	40	-	40
5,889	-	-	-
600	-	-	-
1,846	500	-	500
562	36	-	36
2,856	-	-	-
<b>Total 29,456</b>	<b>576</b>	<b>-</b>	<b>576</b>

## 2<sup>nd</sup> Quarter 2016 Traffic Light Report on MTA Core Capital Program Projects

A total of 269 Projects were Reviewed for the 2nd Quarter 2016

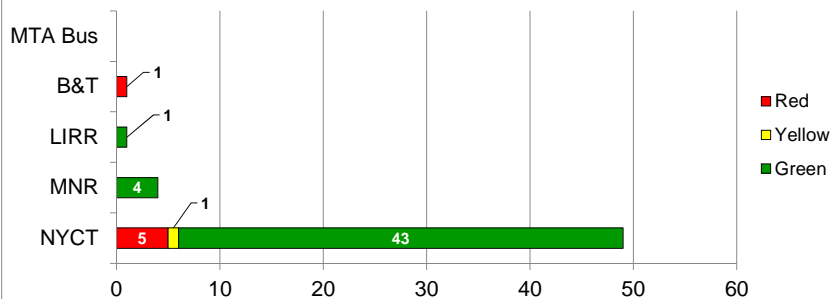
55 Projects in Design



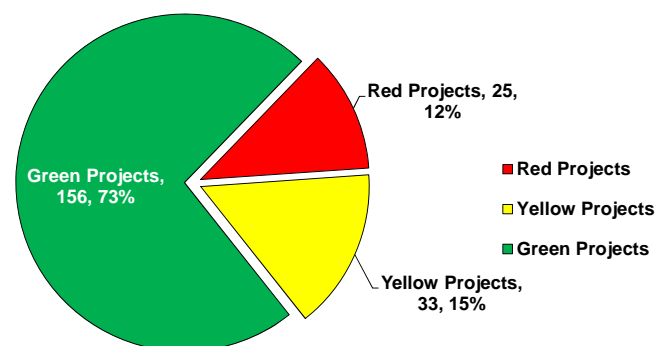
**Projects in Design:** 55 projects were reviewed in the design phase with 48 (87%) projects designated green, 1 (2%) yellow, and 6 (11%) were red. This is an increase of 6 red projects since the 1<sup>st</sup> quarter 2016. Of the 6 red projects, 4 (67%) were red for a schedule variance and 2 for a cost variance. The schedule variances ranged from 3 to 6 months and were due in part to protracted environmental assessment process, need for additional surveys, and phasing issues.

**Last Quarter:** 11 projects were reviewed in the design phase with 7 (64%) projects designated green and 4 (36%) were yellow.

55 Projects in Design



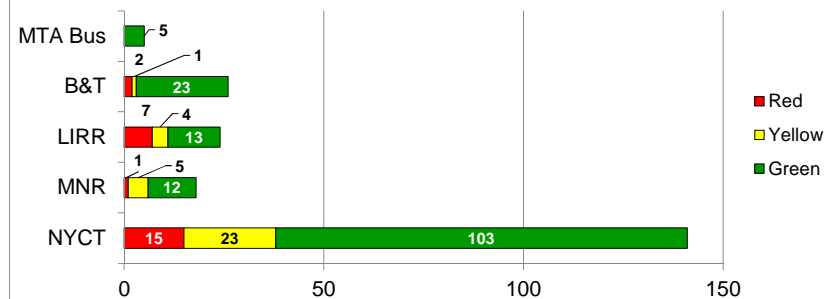
214 Projects in Construction



**Projects in Construction:** 214 projects were reviewed in the construction phase with 156 (73%) designated green, 33 (15%) yellow and 25 (12%) red. This is an increase of 18 red projects since the 1<sup>st</sup> quarter 2016. Of the 25 red projects, 13 (52%) were red for a schedule variance, 4 for a contingency variance, 6 for a cost variance, and 2 for both contingency and cost variances. For the 13 projects designated red for schedule, the variances ranged from 3 to 15 months. The schedule variances were due in part to modification of drawings, reprioritization of in-house workforce, unforeseen field conditions, NYC certification regulations, and additional scope.

**Last Quarter:** 175 projects were reviewed in the construction phase with 127 (73%) designated green, 41 (23%) yellow and 7 (4%) red.

214 Projects in Construction







## Terms and Definitions

### 2<sup>nd</sup> Quarter 2016 Traffic Light Report on MTA Core Capital Program Projects





The following Terms and Definitions used to identify a project's Traffic Light color designation 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. A project is designated a "**yellow light project**" after one or more performance indicators had triggered a red in a previous quarter. A yellow project may revert back to green after four consecutive quarters if the performance indicators have not worsened. A project is designated a "**green light project**" when no performance indicator has exceeded the Traffic Light Reports specified thresholds.

#### Traffic Light Report Project Terms and Definitions

##### Projects in Design: 55

-  Green: Indices less than 115% and 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: 214

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

##### Report Index Formulas and Criteria:

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





- |  |
|--|
| ➤ Only projects with budgets of \$5M or greater are included in the report |
| ➤ Projects in design must be at a 30% completion level or greater          |

## 2nd Quarter 2016 Traffic Light Report Projects in Design and Construction

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

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Program</b>											
PA/CIS B Division Furnish/Deliver CIS 89 Stations	05 - 09	Construction	\$8,400,000	25	.00	■	1.00	▲	0	■	G
Public Address / Customer Information Screens - Phase 3	05 - 09	Construction	\$106,205,300	67	.00	■	.99	▲	0	■	G
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$46,124,261	82	.59	▲	1.02	▲	0	■	Y
Yard Fencing: 2 Locs (38th St, Linden)	05 - 09	Construction	\$16,102,971	70	.09	■	1.00	▲	0	■	Y
Depot Equipment	05 - 09	Construction	\$5,084,636	58	.00	■	1.00	▲	2	▲	Y
Priority Repairs: 3 Depots	05 - 09	Construction	\$19,468,366	94	.14	■	1.04	▲	0	■	Y
Purchase 324 Standard Buses	10 - 14	Construction	\$163,320,932	100	.00	■	1.00	▲	-3	▼	G
Purchase 300 Express Buses	10 - 14	Construction	\$188,884,762	100	.00	■	1.00	▲	-1	▼	G
Replacement of MetroCard Electronic Components	10 - 14	Construction	\$30,000,000	56	.00	■	1.00	▲	0	■	G
Passenger Station Local Area Network at 188 Stations	10 - 14	Construction	\$73,692,381	20	.00	■	1.47	▲	0	■	R
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,185,198	70	1.13	▲	1.00	▲	2	▲	R
Replace 7 Hydraulic Elevators	10 - 14	Construction	\$29,347,472	29	.20	▲	1.00	▲	0	■	G
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$61,691,096	83	.81	■	1.01	▲	0	■	Y
Renewal of 104 Street Station on the Liberty Line	10 - 14	Construction	\$15,935,381	100	.36	■	1.01	▲	1	▲	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$7,377,212	61	.84	■	1.00	▲	5	▲	R
Renewal of 111 Street Station on the Liberty Line	10 - 14	Construction	\$15,118,583	100	.01	■	1.00	▲	1	▲	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Construction	\$18,892,724	100	.01	■	1.15	▲	1	▲	Y
Renewal of 88 Street Station on the Liberty Line	10 - 14	Construction	\$16,252,209	100	.84	■	1.00	▲	1	▲	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Construction	\$16,316,637	100	.01	■	1.01	▲	1	▲	G
Renewal of Avenue X Station on the Culver Line	10 - 14	Construction	\$19,429,156	54	1.42	▲	1.12	▲	0	■	R
Renewal of Avenue U Station on the Culver Line	10 - 14	Construction	\$16,962,003	6	1.62	▲	1.01	▲	0	■	G
Renewal of Avenue P Station on the Culver Line	10 - 14	Construction	\$15,515,750	18	.33	▲	1.03	▲	0	■	G
Renewal of Bay Parkway Station on the Culver Line	10 - 14	Construction	\$14,516,645	8	.97	▲	1.04	▲	0	■	G
Renewal of 18 Avenue Station on the Culver Line	10 - 14	Construction	\$19,700,620	13	.72	▲	1.01	▲	0	■	G
Renewal of Ditmas Avenue Station on the Culver Line	10 - 14	Construction	\$21,186,687	92	1.49	▲	1.10	▲	0	■	R



## 2nd Quarter 2016 Traffic Light Report Projects in Design and Construction

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

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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 I Station on the Culver Line	10 - 14	Construction	\$17,256,818	11	.51	▲	1.00	▲	0	■	G
Renewal of Pennsylvania Avenue Station on the New Lots Line	10 - 14	Construction	\$13,282,293	1	.32	▼	.97	▲	0	■	G
Renewal of Rockaway Avenue Station on the New Lots Line	10 - 14	Construction	\$13,300,164	46	.51	▼	.98	▲	0	■	G
Renewal of Saratoga Avenue Station on the New Lots Line	10 - 14	Construction	\$12,844,884	1	.24	▲	.97	▲	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	\$12,937,296	0	.17	▲	.97	▲	0	■	G
Renewal of Van Siclen Avenue Station on the New Lots Line	10 - 14	Construction	\$17,472,778	37	.23	▼	1.21	▲	0	■	Y
Component Repairs at 4 Stations on the Jamaica Line	10 - 14	Construction	\$82,123,095	0	.00	■	.99	▲	0	■	G
Component Repairs at 103 Street Station on the Lexington Line	10 - 14	Construction	\$15,242,076	94	1.18	▲	1.00	▲	0	■	R
Component Repairs at 2 Stations on the Culver Line	10 - 14	Construction	\$21,379,043	7	1.92	▲	1.05	▲	0	■	G
Component Repairs at 2 Stations on the 4th Avenue Line	10 - 14	Construction	\$13,868,458	95	.62	▼	1.01	▲	0	■	G
Component Repairs at 3 Stations on the Lexington Line	10 - 14	Construction	\$11,094,314	77	1.11	▲	1.00	▲	0	■	G
Component Repairs at 2 Stations on the Queens Boulevard Line	10 - 14	Construction	\$13,350,314	80	.00	■	1.00	▲	0	■	G
Ventilator Repairs at 5 Locations in Upper Manhattan and the Bronx	10 - 14	Construction	\$5,872,617	63	.00	■	1.00	▲	0	■	Y
Component Repairs at Eastchester-Dyre Avenue Station on the Dyre Avenue Line	10 - 14	Construction	\$25,903,461	25	.00	■	1.00	▲	0	■	G
Ventilator Repairs at 4 Locations in Queens, Manhattan and Brooklyn	10 - 14	Construction	\$10,024,003	100	.00	■	1.26	▲	0	■	Y
Component Repairs at 5 Stations on the Canarsie Line	10 - 14	Construction	\$16,443,182	99	.09	▼	1.00	▲	0	■	G
Ventilator Repairs at 8 Locations in Lower Manhattan	10 - 14	Construction	\$5,114,406	57	.00	■	1.00	▲	0	■	Y
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	65	.00	■	1.00	▲	0	■	G
Ventilator Repairs at 4 Locations in North Brooklyn	10 - 14	Construction	\$5,300,000	9	.00	■	1.06	▲	0	■	G

## 2nd Quarter 2016 Traffic Light Report Projects in Design and Construction

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<b>NYCT - New York City Transit Program</b>											
ADA Accessibility at 23 St Station on the Lexington Av Line	10 - 14	Construction	\$17,586,263	95	.99	▼	1.00	▲	0	■	Y
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$21,678,502	61	.44	■	1.00	▲	5	▲	R
Access Improvements at Grand Central Station	10 - 14	Construction	\$23,455,265	39	1.03	▲	1.00	▲	0	■	G
2015 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$49,328,099	70	.00	■	1.00	▲	0	■	G
2015 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$18,626,232	62	.00	■	1.00	▲	0	■	G
2015 Welded Rail Installation on the Queens Boulevard Line	10 - 14	Construction	\$13,778,052	96	.00	■	1.16	▲	0	■	G
2015 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$10,991,721	90	.00	■	1.00	▲	0	■	G
2015 Mainline Track Replacement on the Broadway 7th Avenue Line	10 - 14	Construction	\$14,399,527	83	.00	■	1.00	▲	0	■	G
2015 Mainline Switch Replacement on the 6th Avenue Line	10 - 14	Construction	\$8,881,107	88	.00	■	1.00	▲	0	■	G
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Construction	\$52,192,907	31	.00	■	1.00	▲	0	■	G
New Vent Plant at Mulry Square on the 8th Av Line	10 - 14	Construction	\$58,225,428	100	.21	■	1.00	▲	0	■	Y
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,338,068	63	.45	■	1.00	▲	0	■	Y
Replace Ventilation Controls at 22 Locations	10 - 14	Construction	\$16,199,489	41	.00	■	.99	▲	0	■	G
Rehab of Pumps at 2 Locations in Manhattan	10 - 14	Construction	\$13,577,678	12	.00	■	1.00	▲	0	■	G
Demolish Abandoned Structures	10 - 14	Construction	\$15,149,820	42	.00	■	.99	▲	0	■	G
Overcoat Painting from Broadway Junction-New Lots Ave on the Canarsie Line	10 - 14	Construction	\$28,127,850	53	.00	■	1.00	▲	0	■	G
Structural Repairs at 9 Avenue Station on the West End Line	10 - 14	Construction	\$22,203,522	76	.21	▲	1.00	▲	0	■	Y
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$297,840,031	57	.75	▼	.99	▲	2	▲	Y
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,322,191	65	.31	▼	1.00	▲	0	■	G

## 2nd Quarter 2016 Traffic Light Report Projects in Design and Construction

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■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Program</b>											
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,355,148	87	.41	■	1.00	▲	0	■	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Construction	\$179,994,319	35	.08	■	.99	▲	0	■	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Construction	\$174,020,756	23	.10	▲	.99	▲	0	■	G
Automated Train Supervision: Hardware and Software Upgrade	10 - 14	Construction	\$5,900,000	80	.00	■	1.00	▲	3	▲	R
Replacement of Fiber Optic Cable - Phase 1	10 - 14	Construction	\$13,136,883	30	.00	■	4.29	▲	0	■	G
Public Address/Customer Info Screen Systems	10 - 14	Construction	\$64,299,953	57	.00	■	.97	▲	0	■	Y
Upgrade/Expansion of Communication Rooms - Phase 1	10 - 14	Construction	\$15,835,725	4	.00	■	.90	▲	0	■	G
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	60	.00	■	1.00	▲	7	▲	R
Upgrade/Replacement of Copper Communications Cable - Phase 3	10 - 14	Construction	\$9,775,398	100	.00	■	.99	▲	-3	▼	Y
Upgrade Ventilation Systems in 19 Communication Rooms	10 - 14	Construction	\$11,223,891	20	18.46	▲	1.03	▲	0	■	G
Passenger Station Local Area Network at 30 Stations	10 - 14	Construction	\$26,514,729	91	.76	■	1.00	▲	7	▲	R
Help Point at 93 Stations	10 - 14	Construction	\$79,405,702	58	.00	■	1.04	▲	0	■	Y
Integrated Service Information & Management B-Division, Module 1	10 - 14	Construction	\$59,141,528	5	.00	■	1.00	▲	0	■	G
Install Help Point Systems at 62 Stations	10 - 14	Construction	\$27,886,545	66	.00	■	1.00	▲	0	■	Y
Repair/Replace Underground Substation Hatchways - Phase 3	10 - 14	Construction	\$11,182,822	10	.00	■	.99	▲	0	■	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Construction	\$20,607,177	80	.65	▼	1.34	▲	0	■	R
Rehab 3 Car Washers at 3 Yards	10 - 14	Construction	\$17,068,520	43	.10	▲	.98	▲	0	■	G
Rehab 1 Car Washer at Coney Island Yard	10 - 14	Construction	\$9,782,959	100	.27	▲	1.00	▲	0	■	G
2015 Welded Rail Installation on the 8th Avenue Line	10 - 14	Construction	\$26,497,289	94	.00	■	1.00	▲	0	■	G
2015 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$20,443,517	97	.00	■	1.92	▲	0	■	G
2015 Mainline Track Replacement on the West End Line	10 - 14	Construction	\$10,167,966	93	.00	■	2.10	▲	0	■	R
Upgrade Heating, Ventilation, Air Condition Systems and Rehab Office at East New York Depot	10 - 14	Construction	\$4,541,218	18	.00	■	.94	▲	0	■	Y

## 2nd Quarter 2016 Traffic Light Report Projects in Design and Construction

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Program</b>											
Replacement of Bus Radio System	10 - 14	Construction	\$233,039,442	3	.20	■	.99	▲	0	■	G
Manhattanville Comprehensive Facade Repairs	10 - 14	Construction	\$21,898,845	10	.00	■	1.00	▲	0	■	G
New Bus Command Center Building	10 - 14	Construction	\$52,038,207	16	.96	▲	1.00	▲	0	■	G
Purchase 91 Non-Revenue Vehicles	10 - 14	Construction	\$15,785,653	98	.00	■	1.00	▲	0	■	G
Purchase 101 Non-Revenue Vehicles	10 - 14	Construction	\$11,222,176	97	.00	■	1.00	▲	4	▲	R
Purchase Vacuum Trains	10 - 14	Construction	\$35,512,996	20	.00	■	.99	▲	0	■	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$20,825,478	61	.00	■	1.02	▲	1	▲	G
Wide Area Network/Local Area Network Equipment Replacement Phase 1	10 - 14	Construction	\$9,609,800	60	.00	■	1.00	▲	0	■	Y
Fire Sprinkler/Alarm Systems at 11 Employee Facilities	10 - 14	Construction	\$26,558,692	94	.88	■	1.00	▲	0	■	G
Replace Fire Alarm at 207 St Overhaul Shop	10 - 14	Construction	\$12,783,298	10	.00	■	.99	▲	0	■	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	36	-.07	■	1.00	▲	2	▲	G
Facility Roof Repair/Replacement Phase 4	10 - 14	Construction	\$16,405,404	17	5.59	▲	1.00	▲	0	■	G
Design of New "B" Division Railcar	10 - 14	Design	\$12,367,058	45	.00	■	.99	▲	2	▲	Y
ADA Accessibility at 68 St-Hunter College Station on the Lexington Av Line	10 - 14	Design	\$64,009,149	97	.00	■	66.48	▲	3	▲	R
ADA Accessibility at 57 St Station on the Broadway Line - Phase 2	10 - 14	Design	\$66,800,000	40	.00	■	.00	■	0	■	G
Station Signage Improvements	15 - 19	Construction	\$10,775,787	32	.00	■	1.00	▲	0	■	G
2015 Water Condition Remedy	15 - 19	Construction	\$8,940,465	10	.00	■	1.01	▲	0	■	G
2015 Mainline Track Replacement	15 - 19	Construction	\$122,832,102	0	.00	■	.87	▲	0	■	G
2016 Mainline Track Replacement	15 - 19	Construction	\$74,593,678	2	.00	■	.53	▲	0	■	G
2015 Continuous Welded Rail	15 - 19	Construction	\$34,530,845	62	.00	■	.74	▲	2	▲	G

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<b>NYCT - New York City Transit Program</b>											
2016 Continuous Welded Rail	15 - 19	Construction	\$27,408,605	10	.00	■	.40	▲	2	▲	G
2015 Mainline Track Replacement Qbl	15 - 19	Construction	\$29,266,714	70	.00	■	1.00	▲	0	■	G
2015 Mainline Track Replacement Fls	15 - 19	Construction	\$15,902,976	90	.00	■	1.00	▲	0	■	G
2015 Mainline Track Replacement 8av	15 - 19	Construction	\$41,761,430	62	.00	■	1.00	▲	0	■	G
2015 Mainline Track Replacement Jer	15 - 19	Construction	\$5,381,546	0	.00	■	1.00	▲	0	■	G
2015 Mainline Track Replacement Lex	15 - 19	Construction	\$6,073,905	100	.00	■	.99	▲	0	■	G
2015 Continuous Welded Rail 8av	15 - 19	Construction	\$18,018,157	94	.00	■	1.00	▲	0	■	G
2016 Mainline Track Replacement Brt	15 - 19	Construction	\$22,402,497	35	.00	■	2.00	▲	0	■	G
2016 Mainline Track Replacement Jam	15 - 19	Construction	\$18,692,042	13	.00	■	2.00	▲	0	■	G
2016 Mainline Track Replacement Qbl	15 - 19	Construction	\$46,784,630	0	.00	■	2.54	▲	0	■	G
2016 Mainline Track Replacement Dyr	15 - 19	Construction	\$13,803,471	10	.00	■	3.61	▲	0	■	G
2016 Mainline Track Replacement 6av-Cul	15 - 19	Construction	\$6,620,764	60	.00	■	2.00	▲	0	■	G
2016 Continuous Welded Rail 8av	15 - 19	Construction	\$61,473,711	10	.00	■	2.94	▲	0	■	G
2016 Mainline Track Replacement Pel	15 - 19	Construction	\$7,100,000	76	.00	■	3.95	▲	0	■	G
2016 Mainline Track Replacement Wpr	15 - 19	Construction	\$6,336,000	19	.00	■	1.00	▲	0	■	G
2015 Mainline Switch Replacement	15 - 19	Construction	\$25,904,897	0	.00	■	1.00	▲	0	■	G
2016 Mainline Switch Replacement	15 - 19	Construction	\$9,458,668	9	.00	■	.28	▲	0	■	G
2015 Mainline Switch Replacement Bw7	15 - 19	Construction	\$9,308,723	30	.00	■	1.00	▲	0	■	G
2015 Mainline Switch Replacement Dyr	15 - 19	Construction	\$7,557,188	80	.00	■	2.00	▲	6	▲	R
2016 Mainline Switch Replacement Jam	15 - 19	Construction	\$5,309,423	80	.00	■	1.00	▲	0	■	G
2016 Mainline Switch Replacement 6av	15 - 19	Construction	\$10,066,646	53	.00	■	1.43	▲	0	■	G
2016 Mainline Switch Replacement Qbl	15 - 19	Construction	\$18,435,225	28	.00	■	2.83	▲	0	■	G
Tun Lighting: Various Locations	15 - 19	Construction	\$38,593,188	65	.00	■	1.25	▲	0	■	G
Signal Control Line Modifications, Ph6	15 - 19	Construction	\$33,011,628	17	.00	■	1.00	▲	0	■	G





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NYCT - New York City Transit Program											
Ac To Dc Line Relay Upgrade Ph2 - Ful	15 - 19	Construction	\$13,545,979	66	.00	■	1.00	▲	0	■	G
Antenna Cable Replacement, Ph2	15 - 19	Construction	\$22,600,000	100	.00	■	.90	▲	0	■	G
Help Point: 65 Stations (Transit Wireless)	15 - 19	Construction	\$37,035,760	100	.00	■	1.00	▲	-6	▼	G
Help Point: 28 Stations (I/H)	15 - 19	Construction	\$17,306,560	75	.00	■	1.00	▲	0	■	G
Help-Points: 30 Stations In House	15 - 19	Construction	\$17,430,000	43	.00	■	1.00	▲	0	■	G
Help-Points: 46 Stations (Tw)	15 - 19	Construction	\$20,056,000	20	.00	■	1.00	▲	0	■	G
Help-Points: Material Purchases (2016)	15 - 19	Construction	\$5,650,000	0	.00	■	1.00	▲	0	■	G
Enterprise Asset Management (Eam)	15 - 19	Construction	\$41,000,000	0	.00	■	1.00	▲	0	■	G
Emp Fac Component Repairs: 10 Locs / Manhattan **	15 - 19	Construction	\$9,739,980	80	.00	■	1.00	▲	0	■	G
Purchase 940 "B" Division Railcars	15 - 19	Design	*****	45	.00	■	1.00	▲	2	▲	G
Replace 11 Hydraulic Elevators / Various **	15 - 19	Design	\$39,172,293	40	.00	■	.94	▲	2	▲	G
Replace 12 Traction Elevators Bw7 **	15 - 19	Design	\$45,821,778	40	.00	■	1.02	▲	2	▲	G
Replace 8 Traction Elevators / Various **	15 - 19	Design	\$28,546,451	40	.00	■	1.02	▲	3	▲	R
Replace 2 Escalators: Grand Central-42 St Lex **	15 - 19	Design	\$13,779,352	35	.00	■	1.03	▲	2	▲	G
Water Remediation - Renewal: Borough Hall Lex	15 - 19	Design	\$36,377,194	50	.00	■	.83	▲	4	▲	R
Renewal: 138 St-Grand Concourse Jer	15 - 19	Design	\$22,303,892	40	.00	■	1.01	▲	0	■	G
Renewal: Astoria-Ditmars Blvd Ast	15 - 19	Design	\$12,887,723	70	.00	■	1.00	▲	0	■	G
Renewal: Astoria Blvd Ast	15 - 19	Design	\$18,016,265	40	.00	■	1.00	▲	-2	▼	G
Renewal: 30 Av Ast	15 - 19	Design	\$17,489,713	40	.00	■	1.00	▲	0	■	G
Renewal: Broadway Ast	15 - 19	Design	\$14,772,065	40	.00	■	1.00	▲	0	■	G
Renewal: 36 Av Ast	15 - 19	Design	\$16,975,682	40	.00	■	1.00	▲	0	■	G
Renewal: 39 Av Ast	15 - 19	Design	\$14,780,857	40	.00	■	1.00	▲	0	■	G
Platform Components: 4 Locs 4av **	15 - 19	Design	\$11,679,755	95	.00	■	1.10	▲	-3	▼	G
Elevated Street Stairs: 2 Locs Bw7 [Sbdp] **	15 - 19	Design	\$5,317,977	90	.00	■	1.32	▲	2	▲	R





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NYCT - New York City Transit Program											
Interior Stairs: 9 Locs [Sbdp] **	15 - 19	Design	\$13,789,856	35	.00	■	1.00	▲	0	■	G
Street Stairs: 6 Locs [Sbdp] **	15 - 19	Design	\$5,528,016	95	.00	■	1.20	▲	0	■	R
Ada: Astoria Blvd Ast	15 - 19	Design	\$34,967,226	40	.00	■	1.00	▲	-2	▼	G
Ada: Bedford Pk Blvd Bxc	15 - 19	Design	\$27,959,325	45	.00	■	.92	▲	2	▲	G
Ada: 86 St 4av	15 - 19	Design	\$26,354,736	50	.00	■	.91	▲	0	■	G
Ada: Gun Hill Road Dyr	15 - 19	Design	\$41,339,553	60	.00	■	.99	▲	0	■	G
2017 Mainline Switch Replacement	15 - 19	Design	\$71,833,000	30	.00	■	1.02	▲	0	■	G
Replace Vent Plant Motor Control Sys Var Locs **	15 - 19	Design	\$13,790,144	65	.00	■	1.00	▲	0	■	G
Rehab Forsyth St Vent Plant **	15 - 19	Design	\$101,736,163	35	.00	■	1.01	▲	0	■	G
Overcoat: 17 Bridges & Flyover At E 180 St Dyr	15 - 19	Design	\$24,169,262	90	.00	■	.96	▲	0	■	G
Overcoat: 72 St - 103 St Fls	15 - 19	Design	\$32,827,911	99	.00	■	1.00	▲	1	▲	G
Upgrade Fiber Optic Network To Sonet, Ph2	15 - 19	Design	\$45,133,028	30	.00	■	.99	▲	0	■	G
Repl 25hz Freq Converters At 10 Substations **	15 - 19	Design	\$24,900,470	30	.00	■	1.00	▲	0	■	G
Rehab Cbh # 210 - 239th St Wpr **	15 - 19	Design	\$26,318,684	80	.00	■	.87	▲	0	■	G
Rehab Ducts: Stanton St. Substation	15 - 19	Design	\$12,445,469	30	.00	■	.87	▲	0	■	G
Dce Shop Compnts Ph1: 180 St, Ci, Pel, Pel Dsl **	15 - 19	Design	\$25,731,569	60	.00	■	1.00	▲	2	▲	G
207 St Maint. And Oh Shop Roof & Component Repl	15 - 19	Design	\$60,000,000	30	.00	■	1.00	▲	0	■	G
Upgrade Central Electronics Shop: Woodside	15 - 19	Design	\$14,782,807	50	.00	■	1.00	▲	0	■	G
Heavy Shop Equipment	15 - 19	Design	\$10,000,000	30	.00	■	1.00	▲	0	■	G
Struc. Remed. At E 180 St Maint. Fac. & Ret Wall	15 - 19	Design	\$6,112,040	60	.00	■	1.00	▲	0	■	G
Gun Hill Depot Component Rehab	15 - 19	Design	\$12,000,000	65	.00	■	1.00	▲	0	■	G
Casey Stengel Depot Component Rehab [Sbdp] **	15 - 19	Design	\$9,928,000	45	.00	■	.47	▲	0	■	G
Zerega Cmf Component Rehab [Sbdp]	15 - 19	Design	\$10,000,000	60	.00	■	1.00	▲	0	■	G
Storage Tank Replacement **	15 - 19	Design	\$22,395,350	90	.00	■	1.00	▲	0	■	G



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<b>NYCT - New York City Transit Program</b>											
Elevator Upgrades: Jg,Gh,Mtv,Cs,Eny **	15 - 19	Design	\$16,083,315	65	.00	■	1.00	▲	0	■	G
Purchase 27 Refuse Flats	15 - 19	Design	\$24,643,361	90	.00	■	1.00	▲	0	■	G
Purchase 12 3-Ton Crane Cars **	15 - 19	Design	\$28,540,924	37	.00	■	1.00	▲	0	■	G
Fire Alarm System Replacement - 3 Locs	15 - 19	Design	\$26,280,650	50	.00	■	1.00	▲	0	■	G
Livingston Plz Electrical / Mechanical Sys Imps	15 - 19	Design	\$56,812,453	60	.00	■	1.01	▲	0	■	G
Rehabilitation of St. George Interlocking	10 - 14	Construction	\$14,212,175	65	.00	■	1.00	▲	0	■	G
Construction of New Power Substation: Prince's Bay	10 - 14	Construction	\$25,131,825	40	.00	■	.99	▲	0	■	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$23,965,687	89	1.62	▼	1.03	▲	0	■	Y
New Power Substation: New Dorp	15 - 19	Design	\$28,905,500	82	.00	■	1.00	▲	0	■	G
New Power Substation: Clifton	15 - 19	Design	\$25,498,800	82	.00	■	1.00	▲	0	■	G
<b>LIRR - Long Island Rail Road Program</b>											
New Elevators - Flushing - Main St	05 - 09	Construction	\$24,619,074	0	.00	■	1.00	▲	0	■	G
Main Line Corridor Improvements -Ellison Avenue Bridge	05 - 09	Construction	\$17,500,000	100	.23	▲	1.00	▲	0	■	G
Wantagh Station Platform Replacement	10 - 14	Construction	\$19,560,000	14	24.60	▲	.87	▲	0	■	G
Escalator Replacement Program	10 - 14	Construction	\$11,174,245	55	.35	▲	1.00	▲	3	▲	R
Construction equipment purchase used for track program	10 - 14	Construction	\$7,000,000	85	.00	■	1.00	▲	15	▲	R
Atlantic Branch Half tie replacement	10 - 14	Construction	\$29,400,000	81	.38	▼	1.00	▲	0	■	Y
East River Tunnel Track Replacement	10 - 14	Construction	\$43,200,000	75	.00	■	1.00	▲	0	■	G
Extend Great Neck Pocket Track	10 - 14	Construction	\$25,399,000	64	1.05	▲	.99	▲	0	■	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	90	.00	■	1.00	▲	6	▲	R
Colonial Road Highway Bridge Replacement	10 - 14	Construction	\$19,800,000	64	.60	▲	1.00	▲	0	■	G
150th Street - Jamaica Bridge Rehabilitation	10 - 14	Construction	\$24,824,404	87	.00	■	1.00	▲	0	■	Y
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	100	.00	■	1.00	▲	0	■	Y
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	85	.00	■	1.00	▲	0	■	G

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<b>LIRR - Long Island Rail Road Program</b>											
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	83	.00	■	1.00	▲	6	▲	R
Speonk to Montauk Signalization	10 - 14	Construction	\$73,000,000	68	.00	■	1.00	▲	0	■	G
Centralized Train Control	10 - 14	Construction	\$12,934,293	88	.62	■	.99	▲	0	■	Y
Employee Facilities Renewals	10 - 14	Construction	\$10,472,391	88	.00	▼	1.00	▲	0	■	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	100	.00	■	1.00	▲	0	■	G
Replacement of Port Washington Substation	10 - 14	Construction	\$22,459,452	37	.00	■	1.00	▲	0	■	G
Replacement of Richmond Hill Substation	10 - 14	Construction	\$14,246,191	4	.00	■	1.18	▲	0	■	R
New Mid Suffolk Electric Yard	10 - 14	Design	\$36,824,900	90	.47	■	1.32	▲	1	▲	G
2016 Annual Track Program	15 - 19	Construction	\$60,000,000	53	.00	■	1.00	▲	0	■	G
Retaining Walls / Right Of Way Projects	15 - 19	Construction	\$15,000,000	0	.00	■	1.25	▲	0	■	R
Signal Normal Replacement Program	15 - 19	Construction	\$40,000,000	30	.00	■	1.00	▲	0	■	G
3rd Rail - Protection Board	15 - 19	Construction	\$11,000,000	3	.00	■	1.25	▲	0	■	R
<b>MNR - Metro-North Railroad Program</b>											
Signal System Replacement	05 - 09	Construction	\$34,388,272	97	.49	■	.98	▲	0	■	G
HRLB Replace Breaker Houses	05 - 09	Construction	\$16,677,099	98	1.02	■	.99	▲	2	▲	Y
EMU Replacement / Repair	10 - 14	Construction	\$24,969,000	90	.00	■	1.00	▲	0	■	G
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Construction	\$23,933,531	85	.34	▲	.95	▲	0	■	G
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$17,541,485	48	1.07	▼	.94	▲	0	■	G
Grand Central Terminal Elevator Rehabilitation - Phase 4	10 - 14	Construction	\$8,829,002	63	.76	▼	.91	▲	1	▲	Y
Grand Central Terminal Utility System Improvements	10 - 14	Construction	\$31,567,294	10	.00	■	.94	▲	1	▲	G
Fordham Station Improvements	10 - 14	Construction	\$14,861,559	95	1.51	▲	.98	▲	0	■	R
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$58,803,461	56	.00	■	.96	▲	0	■	G
Drainage and Undercutting Improvements Along the Right-of-Way	10 - 14	Construction	\$9,788,125	75	.00	■	.95	▲	0	■	G

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Projects in Design and Construction**

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<b>MNR - Metro-North Railroad Program</b>											
Harlem River Lift Bridge Cable Replacement	10 - 14	Construction	\$10,471,014	98	.69	■	.99	▲	2	▲	Y
Upgrade West of Hudson Signal System	10 - 14	Construction	\$63,736,013	25	.00	■	.94	▲	46	▲	G
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$41,770,040	83	.00	■	1.00	▲	0	■	Y
Harlem and Hudson Line Power Improvements	10 - 14	Construction	\$31,496,219	33	.66	▲	.93	▲	0	■	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$14,207,454	98	.38	■	.95	▲	2	▲	Y
Customer Communication/Connectivity Improvements to provide Real-time Information at East of Hudson Stations	10 - 14	Design	\$36,522,847	60	.00	■	1.06	▲	0	■	G
Rock Slope Remediation -Priority Sites Along the Right-of-Way	10 - 14	Design	\$7,511,891	95	.00	■	.99	▲	0	■	G
Repair/Replacement of Undergrade Bridges	10 - 14	Design	\$23,548,272	75	.00	■	.94	▲	0	■	G
Hudson & Harlem Line Wayside Communications and Signals Systems Design	10 - 14	Design	\$7,305,662	54	.00	■	.94	▲	0	■	G
Gct Fire Protection	15 - 19	Construction	\$11,445,386	0	.00	■	1.00	▲	0	■	G
Turnouts - Mainline/High Speed **	15 - 19	Construction	\$51,473,594	0	.00	■	1.00	▲	0	■	G
Gct Turnouts/Switch Renewal	15 - 19	Construction	\$24,480,000	40	.00	■	.98	▲	0	■	G
<b>B&amp;T - Bridges and Tunnels Program</b>											
Rehabilitation of tunnel walls Roadway drainage and fire line repair at Brooklyn-Battery Tunnel	10 - 14	Construction	\$63,039,282	36	.24	▲	.96	▲	0	■	G
This project will construct miscellaneous structural steel repairs at various locations on the Marine Parkway Bridge.	10 - 14	Construction	\$29,197,386	11	.00	■	1.04	▲	0	■	G
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Construction	\$15,905,009	17	.00	■	.96	▲	0	■	G
Rehabilitation of Tunnel Walls, Ceiling Repair and Leak Control - Queens Midtown Tunnel	10 - 14	Construction	\$60,139,365	17	.00	■	.95	▲	0	■	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Construction	\$107,405,126	37	.11	■	.95	▲	0	■	G

## 2nd Quarter 2016 Traffic Light Report Projects in Design and Construction

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

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Program</b>											
Miscellaneous structural repair - Robert F Kennedy Bridge	10 - 14	Construction	\$10,856,470	72	.93	▲	.97	▲	0	■	G
Miscellaneous structural rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$21,585,308	100	.65	■	.97	▲	0	■	G
Steel repairs, concrete rehabilitation and repair/rehabilitation of drainage systems - Verrazano-Narrows Bridge	10 - 14	Construction	\$11,742,847	80	-6.36	▼	.86	▲	0	■	Y
Replacement of Brooklyn Plaza structural slab - Brooklyn-Battery Tunnel	10 - 14	Construction	\$18,176,720	7	.00	■	.97	▲	0	■	G
Replacement of the Upper and Lower Level Toll Plaza and Southbound Approach - Henry Hudson Bridge	10 - 14	Construction	\$48,963,310	78	.30	▼	.99	▲	0	■	G
Rehabilitation of the Rockaway Point Boulevard and Jacob Riis Park pedestrian bridges	10 - 14	Construction	\$10,504,122	88	.00	■	.95	▲	0	■	G
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Construction	\$45,533,028	61	.47	■	.97	▲	3	▲	R
Rehabilitation of the Programmable Logic Controller and electrical and mechanical systems of the Marine Parkway Bridge Lift Span	10 - 14	Construction	\$7,336,500	8	.00	■	.72	▲	0	■	G
Rehabilitation of the Programmable Logic Controller and electrical and mechanical systems of the Marine Parkway Bridge Lift Span	10 - 14	Construction	\$39,718,219	11	.00	■	1.02	▲	0	■	G
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$55,827,252	59	.38	■	.99	▲	0	■	G
Rehabilitation of Electrical Substation #1 at the Verrazano-Narrows Bridge	10 - 14	Construction	\$15,956,513	94	.00	■	.95	▲	0	■	G
Service Building rehabilitation at Brooklyn-Battery Tunnel	10 - 14	Construction	\$9,004,355	90	1.69	▲	1.06	▲	0	■	R
Zone and Spot Paint Rockaway Point Boulevard Bridge, Jacob Riis Pedestrian Bridge, and Marine Parkway Bridge	10 - 14	Construction	\$26,271,467	11	.00	■	.95	▲	0	■	G



## 2nd Quarter 2016 Traffic Light Report Projects in Design and Construction

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

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

■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Program</b>											
Paint steel members, toll plaza deck and approach ramps at Robert F Kennedy Bridge	10 - 14	Construction	\$24,109,957	20	1.35	▼	.96	▲	0	■	G
Paint Brooklyn and Staten Island lower level ramps at Verrazano Narrows Bridge	10 - 14	Construction	\$15,944,641	80	.30	■	.93	▲	0	■	G
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$31,440,627	72	.01	■	.95	▲	0	■	G
Phase A of the suspended span deck replacement - Throgs Neck Bridge - Utility relocation and prototype construction	10 - 14	Design	\$17,208,467	72	.00	■	.77	▲	5	▲	R
Miscellaneous Structural Rehabilitation: Steel repairs and Removal of Tuned Mass Damper - Bronx-Whitestone Bridge	15 - 19	Construction	\$27,529,067	15	.00	■	.97	▲	0	■	G
Monitoring, Inspection and Testing of the Bronx-Whitestone Bridge's Main Cable and Cable Wires	15 - 19	Construction	\$15,635,143	15	.00	■	.97	▲	0	■	G
Installation of Rotating Prism Signs (RPS) at the Bronx-Whitestone, Throgs Neck and Verrazano-Narrows Bridges	15 - 19	Construction	\$13,071,773	2	.00	■	.96	▲	0	■	G
Construction of an Anchorage Dehumidification System - Throgs Neck Bridge	15 - 19	Construction	\$41,688,114	1	.00	■	.95	▲	0	■	G
Painting of the Anchorages Interior - Throgs Neck Bridge	15 - 19	Construction	\$7,844,820	1	.00	■	.95	▲	0	■	G
<b>MTA Bus Program</b>											
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$14,597,817	90	.08	■	1.00	▲	0	■	G
Purchase 75 Articulated Buses	10 - 14	Construction	\$61,567,920	85	.00	■	1.00	▲	0	■	G
New Bus Command Center Building	10 - 14	Construction	\$17,119,402	16	.96	▲	1.00	▲	0	■	G
Replacement of Bus Radio System	10 - 14	Construction	\$24,423,000	0	.00	■	1.00	▲	1	▲	G
Bus Radio System - Mta Bus Share	15 - 19	Construction	\$34,500,000	0	.00	■	1.00	▲	0	■	G

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Passenger Station Local Area Network at 188 Stations</b>	<b>Current Budget: \$50.0M</b>
	<b>Project EAC: \$73.7M</b>
	<b>Substantial Completion Date at Award: Nov 2017</b>
<b>Project No: T6040411</b>	<b>Current Substantial Completion Date: Nov 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 20%</b>

<b>Project Description</b>
<p>This project will install a highly reliable Ethernet Local Area Network throughout NYCT passenger stations infrastructure with strategically located "Access Points", in order to connect to NYCT's system wide network. This network will provide a communications infrastructure to support a multitude of technology initiatives that will improve security, fare collection, customer communications and service delivery.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Second Quarter 2016, the Estimate at Completion (EAC) was reported as \$73.7M compared to a \$50.0M budget. This variance was due to:</p> <ol style="list-style-type: none"> <li>1. A budgetary shortfall of \$15.1M known at project establishment.</li> <li>2. Funds loaned from parent project to advance a priority 2010-2014 Capital Program project, under funding constraints prior to approval of 2015-2019 Capital Program.</li> </ol> <p>The current EAC reflects the original approved project estimate.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> A Capital Budget Modification was approved in February 2016 to provide funds for the \$15.1M shortfall from authority-wide contingency. Overall budgetary shortfall should be addressed by the end of 4<sup>th</sup> Quarter 2016</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Replace 11 Hydraulic Elevators</b>	<b>Current Budget: \$26.2M</b>
	<b>Project EAC: \$26.2M</b>
	<b>Substantial Completion Date at Award: Jul 2016</b>
<b>Project No: T6040704</b>	<b>Current Substantial Completion Date: Oct 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 70%</b>

<b>Project Description</b>
<p>This project will replace 11 hydraulic elevators system-wide to maintain a state of good repair, including 4 elevators in the Bronx, 2 elevators in Manhattan and 5 elevators in Queens.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency &amp; Schedule</b>
<p><b>Contingency:</b> During the Second Quarter 2016, the rate of contingency expenditures exceeded the overall percent completion causing a contingency index of 1.13. During this quarter, \$529,978 in approved Additional Work Orders (AWOs) were processed. These AWOs are for communications equipment and modifications; modification to the communication room for Elevator 121 at Pelham Bay Station; installation of the roof gutter at Simpson St. Station; expediting work for Elevator 213 and revision of the data line connection for 34<sup>th</sup> St. Station.</p> <p><b>Schedule:</b> The forecasted Substantial Completion date also slipped from August 2016 to November 2016 due to redesign of 21<sup>st</sup> St. Queensbridge elevator #405/6/7.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Funds in the amount of \$337,000 were added to the contingency task on 7/13/16 and funded from within the project.</p> <p><b>Schedule:</b> Extension of time with the contractor is being finalized for the contract completion.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Station Renewal and ADA Accessibility at Ozone Park Lefferts Blvd Station - Liberty Line</b>	<b>Current Budget: \$28.9M</b>
	<b>Project EAC: \$29.1M</b>
	<b>Substantial Completion Date at Award: Apr 2016</b>
<b>Project No: T6041232, T6041312</b>	<b>Current Substantial Completion Date: Dec 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 61%</b>

<b>Project Description</b>
<p>The renewal project will eliminate all deficient conditions rated three or worse at this station as rated by the Station Condition Survey at the Ozone Park-Lefferts Blvd Station on the IND Liberty Line in Queens. Work includes repair or replacement of street stairs, mezzanine to platform stairs, mezzanine floors, doors and windows, interior and exterior walls, and canopies as required. The station will also be painted. The ADA project will provide full accessibility to the station, which has been identified as an ADA Key Station.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecasted Substantial Completion date slipped five months from July 2016 to December 2016 due to modification to the elevators' architectural and communications drawings.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Additional Work Order (AWO) #6 and 9 were issued for the drawing modifications and the project completion is expected in December 2016.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Station Renewal Avenue X Station - Culver Line</b>	<b>Current Budget: \$17.6M</b>
	<b>Project EAC: \$19.4M</b>
	<b>Substantial Completion Date at Award: Jan 2018</b>
<b>Project No: T6041238</b>	<b>Current Substantial Completion Date: Jan 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 54%</b>

<b>Project Description</b>
<p>This station renewal project will eliminate all deficient conditions at Avenue X Station on the IND Culver Line in Brooklyn, as determined by the Station Condition Survey. Work includes repair or replacement of structural deficiencies and improvements to architectural treatments.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency &amp; Cost</b>
<p><b>Contingency:</b> During the Second Quarter 2016, the rate of contingency expenditures exceeded the overall percent complete causing a contingency index of 1.42. During this quarter, \$477,688 worth of approved/pending Additional Work Orders (AWOs). These AWOs were for additional corroded columns and steel repair work.</p> <p><b>Cost:</b> Due in part to these AWOs, the Estimate at Completion (EAC) was increased by \$1.83M. These funds are needed for construction contingency (\$1.4M) and Design Consultant Construction Support Services (\$0.03M) to address the severely corroded canopy columns and unforeseen additional steel repair found during construction. The Transit Authority (TA) Labor budget is also increased by \$0.4M for this project to support this additional work.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> A budget modification is being circulated to address the funding shortfall.</p> <p><b>Cost:</b> See the budget modification explanation above.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Station Renewal at Ditmas Avenue Station - Culver Line</b>	<b>Current Budget: \$19.1M</b>
	<b>Project EAC: \$21.2M</b>
	<b>Substantial Completion Date at Award: Oct 2017</b>
<b>Project No: T6041243</b>	<b>Current Substantial Completion Date: Jan 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 92%</b>

<b>Project Description</b>
<p>This station renewal project will eliminate all deficient conditions at Ditmas Avenue Station on the IND Culver Line in Brooklyn, as determined by the Station Condition Survey. Work includes repair or replacement of structural deficiencies and improvements to architectural treatments.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency &amp; Cost</b>
<p><b>Contingency:</b> During the Second Quarter 2016, the rate of contingency expenditures exceeded the overall percent completion causing a contingency index of 1.49. During this quarter, \$400,006 worth of approved/pending Additional Work Orders (AWO) were added. These AWOs are for additional drilling and rivet removal at the Northbound (NB) platform; fabrication of canopy column extension for NB/SB platforms; relocation of existing conduits and replace with polyurethane conduits from canopy column; concrete slab and top flange repair at south mezzanine; and other miscellaneous AWOs such as premium time differential to meet the station opening, modification of guard rails, etc.</p> <p><b>Cost:</b> The Estimate at Completion (EAC) of the project was increased by \$2.1M (from \$19.1M to \$21.2M) causing a cost index of 1.10. The additional funding was required for construction contingency (\$2.0M) and Design Consultant Construction Support Services (\$0.1M). These funds are required to address the severely corroded canopy columns and unforeseen additional steel repairs found during construction.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> A budget modification is in circulation to address the budget shortfall.</p> <p><b>Cost:</b> See the budget modification explanation above.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Component Repairs at 103<sup>rd</sup> Street Station on the Lexington Avenue Line</b>	<b>Current Budget: \$15.2M</b>
	<b>Project EAC: \$15.2M</b>
	<b>Substantial Completion Date at Award: Jul 2016</b>
<b>Project No: T6041280</b>	<b>Current Substantial Completion Date: Jul 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 94%</b>

<b>Project Description</b>
<p>This project includes station component work at 103<sup>rd</sup> Street on the IRT Lexington Line in Manhattan. Work includes repair of street and platform stairs, walls, platform edges, platform floor tiles, ceilings, and mezzanine, as well as, painting of the entire station.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the Second Quarter 2016, the rate of contingency expenditures exceeded the overall percent complete due to an additional \$247,030 in approved Additional Work Orders (AWOs) causing a contingency index of 1.18. These AWOs are for ceiling plaster work; installing of closure angles; injection of Sika 111 plus behind the terra cotta walls; installation of mezzanine drainage and pipe work; removal of underpass art work at 51<sup>st</sup> St. Station; changes in the underpass metal drop ceiling at 51<sup>st</sup> Street and additional steel and concrete repair work at the 59<sup>th</sup> St. Station.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> \$100,000 was added to the contingency on July 12, 2016. The funds were obtained from within the project.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Reconstruction of Hard Rail Track Panels at 9 Stations on the Sea Beach Line</b>	<b>Current Budget: \$8.1M</b>
	<b>Project EAC: \$8.1M</b>
	<b>Substantial Completion Date at Award: Aug 2015</b>
<b>Project No: T60412F4</b>	<b>Current Substantial Completion Date: Oct 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 72%</b>

<b>Project Description</b>
<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>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecasted substantial completion date slipped four months from June 2016 to October 2016 due to redeployment of personnel to avoid conflict with other in-house track projects. The installation of panels on track E-3 is complete, however remaining punch list and tamping work will be scheduled and completed before the next in-house work on the southbound track begins in April 2017, requiring trains to be diverted on track E-3 between the 86<sup>th</sup> Street and Kings Highway Stations.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, the forecasted Substantial Completion date slipped by an additional five months, to March 2017, due to further schedule revisions related to prioritization and deployment of personnel. All project work is still scheduled to be completed in advance of construction of temporary platforms for the southbound track, scheduled to start in April 2017.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: NYC Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Automated Train Supervision: Hardware and Software Upgrade</b>	<b>Current Budget: \$5.9M</b>
	<b>Project EAC: \$5.9M</b>
	<b>Substantial Completion Date at Award: Mar 2015</b>
<b>Project No: T6080326</b>	<b>Current Substantial Completion Date: Dec 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 80%</b>

<b>Project Description</b>
This project will upgrade/replace the hardware and software that have reached the end of their useful lives that support the Rail Control Center (RCC) and various field locations.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecasted Substantial Completion date slipped three months from May 2016 to August 2016 due to the scheduling of the new roll-out of the Dispatcher's workstations for Automated Train Supervision on the A-Division (ATS-A) and completion of the following punch list items:</p> <ol style="list-style-type: none"> <li>1. Adjustment of the font color on Train Record Dialog (TRCD), which displays information such as train ID, for improved legibility.</li> <li>2. Clarify font size for ARR (Archive Reconstruction) messages. Font size is smaller than previous samples.</li> <li>3. Fix functionality of "Stop Audio Alarms" and "Sound on and off" on the Basic Signaling Display (BASIDI).</li> <li>4. Clarify the need for an extra step when generating printout from camera tool.</li> <li>5. Eliminate Audio Alarm time out issue.</li> <li>6. Investigate root of ATS Online Help reliability issue.</li> </ol>
<b>What is Being Done</b>
<p><b>Schedule:</b> MTA-Information Technology/Internal Device support (IDS) are in the process of rolling-out the Rail Control Center ATS-A workstations and then completing the roll-out of the field remote workstations.</p> <p>The contractor is working on solutions for open issues listed above. When issues are resolved, rollout will continue. The next software release contains multiples issues and the upgrade is on hold pending an acceptable install date from the end users of the ATS System. Subsequent to the reporting period, the forecast Substantial Completion is now expected in December 2016.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency with the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Rapid Transit Operations (RTO) Portable Radio Unit Replacement</b>	<b>Current Budget: \$6.7M</b>
	<b>Project EAC: \$6.7M</b>
	<b>Substantial Completion Date at Award: Mar 2011</b>
<b>Project No: T6080606</b>	<b>Current Substantial Completion Date: Dec 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 60%</b>

<b>Project Description</b>
<p>This project will replace approximately 8000 portable radios with accessories and ancillary equipment system-wide for use with the NYCT subway radio system. It will provide identification of the radio operator and display his/her name on a display at the Rail Control Center dispatcher's desk by decoding the Automatic Number Identification feature. To accomplish this, a design effort is needed to modify both the hardware interface and the software decoding system.</p> <p>In 2012, the project was expanded to include the reprogramming of all RTO radios to comply with the Federal Communications Commission (FCC) mandate and also to provide the new radios with the capability to operate in the wide band mode. NYCT is in the process of reprogramming the nearly 9000 RTO radios to comply with the FCC mandate and operate in the wide band mode, as permitted by FCC waiver, until the installation is complete.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecasted Substantial Completion date slipped seven months from May 2016 to December 2016, due to the diversion of resources to address reprioritized projects for related infrastructure.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Remaining deliverables include the implementation of features, such as Caller ID, Radio Tracking and Radio Disable for lost or stolen radios. No further delays are anticipated.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Passenger Station Local Area Network at 30 Stations</b>	<b>Current Budget: \$26.5M</b>
	<b>Project EAC: \$26.5M</b>
	<b>Substantial Completion Date at Award: Feb 2016</b>
<b>Project No: T6080621</b>	<b>Current Substantial Completion Date: Dec 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 91%</b>

<b>Project Description</b>
<p>This project will install a highly reliable Ethernet Local Area Network throughout NYCT passenger stations infrastructure with strategically located "Access Points", in order to connect to NYCT's system wide network. This network will provide a communications infrastructure to support a multitude of technology initiatives that will improve security, fare collection, customer communications and service delivery.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecasted Substantial Completion date slipped seven months from May 2016 to December 2016, due to delays in preparation of power and communication bulletins and the availability of resources required for completion of bulletins and a System Acceptance Test.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The schedule has been reviewed and discussed with the contractor and in-house resources, in order to mitigate delays. Discussions include expedited review and approval of the bulletins and allocation of additional resources to complete the bulletins.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Rehabilitation of Yard Lighting at Jerome and Pelham Yards</b>	<b>Current Budget: \$15.3M</b>
	<b>Project EAC: \$20.6M</b>
	<b>Substantial Completion Date at Award: Jan 2016</b>
<b>Project No: T6100409</b>	<b>Current Substantial Completion Date: Nov 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 85%</b>

<b>Project Description</b>
<p>This project will replace yard lighting at the Jerome and Pelham railcar yards located in the Borough of the Bronx. Work will include rehabilitation of the light fixtures and/or light towers to ensure operational safety.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Second Quarter of 2016, the Estimate at Completion (EAC) increased from \$15.1M to \$20.6M. This was due to adverse field conditions associated with the installation of light fixtures at the Diesel Shop and the installation of High Mast Poles #6, 8 &amp; 10.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Various approaches to resolve the installation of light fixtures at the Diesel shop are being considered. An alternate method of footing installation has been approved, and is being implemented, for High Mast Poles #6, 8 &amp; 10. A Capital Budget Modification Sheet (CBMS) is in circulation to increase the Engineering Force Account (EFA) (\$1.4M) and Transit Authority (TA) Labor (\$3.5M) budgets to cover overrun and anticipated short falls in these tasks due to the additional requirements in TA Services and In-house Administration.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: 2015 Mainline Track Replacement on the West End Line</b>	<b>Current Budget: \$7.0M</b>
	<b>Project EAC: \$10.5M</b>
	<b>Substantial Completion Date at Award: Jun 2016</b>
<b>Project No: T6100436</b>	<b>Current Substantial Completion Date: Jun 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 93%</b>

<b>Project Description</b>
<p>This project will reconstruct segments of mainline track on the West End Line in Brooklyn that have reached the end of their useful life. Locations were determined based on the latest track condition survey. Work will include the replacement of track and associated equipment/materials.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Second Quarter 2016, the Estimate at Completion (EAC) was reported as \$10.5M compared to a current budget of \$7.0M, due to an increase in charges resulting from: weather delays, loss of piggybacking opportunities and increased cost of materials. In addition, since replacement of Type III Panels at 18<sup>th</sup> Avenue, scheduled to be undertaken during the 2016 portion of the West End project, will not be completed at this time, maintenance was performed to extend the life of these components by a few years until replacement can be addressed in conjunction with other work on the West End Line.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Funds will be obtained from within the 2015-2016 Track and Switch Program for the remaining shortfall. Subsequent to the reporting quarter, the EAC was revised to \$9.4M.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Purchase 65 Non Revenue Vehicles</b>	<b>Current Budget: \$11.2M</b>
	<b>Project EAC: \$11.2M</b>
	<b>Substantial Completion Date at Award: Oct 2014</b>
<b>Project No: T6130206</b>	<b>Current Substantial Completion Date: Aug 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 97%</b>

<b>Project Description</b>
<p>This project will replace 65 Non Revenue vehicles that have exceeded their expected life span. Replacement of these vehicles will allow Support Feet Services (SFS) to keep its fleet in a state of good repair which is vital to the support of system wide maintenance and operational abilities in the Departments of Subways and Buses.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter of 2016, the forecasted Substantial Completion date slipped four months from April 2016 to August 2016, due to delays in acceptance of the final vehicle, a 5-Ton Crane Truck. During the procurement process, NYC certification regulations changed for this type of equipment and acceptance of the vehicle cannot take place until certification is granted. Therefore, 64 of the 65 vehicles have been accepted as of the original forecasted completion date.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, the final vehicle was accepted in August.</p>
<b>Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> Agency ACE evaluation is not applicable to this non-construction equipment and/or material purchase.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: ADA Accessibility at 68<sup>th</sup> Street Station – Hunter College / Lexington Avenue Line</b>	<b>Current Budget: \$8.7M</b>
	<b>Project EAC: \$64.0M</b>
	<b>Original Design Completion Date: Mar 2012</b>
<b>Project No: T6041307</b>	<b>Current Design Completion Date: Sep 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 97%</b>

<b>Project Description</b>
<p>This project is to provide full Americans with Disabilities Act (ADA) accessibility at the 68<sup>th</sup> Street Hunter College station on the Lexington Avenue Line. The project will provide three new ADA elevators, two new platform to street stairs and associated mezzanines to relieve congestion and the widening and rehabilitation of existing street stairs. In addition, the project includes ADA improvements such as platform edge reconstruction, platform warning strip, and modification of the agent booth deal tray, AFAS gates, and modification of employee facilities affected by construction.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecasted Design Completion date slipped three months from April 2016 to July 2016. This delay is due to a protracted environmental assessment process.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, the environmental assessment has been completed and design completion is now forecasted for September 2016.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall design contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: 2015 Mainline Switch Replacement on the Dyre Avenue Line</b>	<b>Current Budget: \$7.6M</b>
	<b>Project EAC: \$7.6M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050311</b>	<b>Current Substantial Completion Date: Dec 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 80%</b>

<b>Project Description</b>
<p>This project will replace mainline switches on the Dyre Avenue Line. Locations were determined based on the latest switch condition survey. Work will include, replacement of existing turnouts, track switches, switch valves, connecting rails, ties, ballast, signal cables including positive and negative connections, and any associated signal and equipment work.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Second Quarter 2016, the forecast for Substantial Completion slipped six months from June 2017 to December 2017. This is due to the incorporation of the 2016 switch program locations on the Dyre Avenue Line into the schedule, subsequent to the assignment of 2016 tasks in June. The Track and Switch Program is a two-year program for 2015-2016, but prior to June, only the switch replacements under the 2015 program had been started. The Substantial Completion Date for the 2015 work, consisting of replacement of four switches, is June 2017 and the Substantial Completion Date for the 2016 work, consisting of replacement of three switches, is December 2017.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The 2015-2016 switch program will replace a total of seven switches on the Dyre Avenue Line and is anticipated to be completed by December 2017</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Replace 8 Traction Elevators</b>	<b>Current Budget: \$27.9M</b>
	<b>Project EAC: \$28.5M</b>
	<b>Substantial Completion Date at Award: Feb 2017</b>
<b>Project No: T7040703</b>	<b>Current Substantial Completion Date: Jun 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 40%</b>

<b>Project Description</b>
<p>This project will replace eight traction elevators system-wide to maintain a state of good repair, including two elevators on the Broadway Line in Brooklyn, three elevators on the Clark Line in Brooklyn and three elevators on the Lexington Avenue/63<sup>rd</sup> Street Line in Manhattan.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Second Quarter 2016, the forecasted Design Completion date slipped three months from March 2017 to June 2017. The delay was due to the need to survey various stations in order to resolve the issues for providing air conditioning in the machine rooms and emergency Battery systems.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Design Completion is forecasted for June 2017 and Construction Award is for October 2017.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The design work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Station Renewal and Water Remediation at Borough Hall Station on the Lexington Avenue Line</b>	<b>Current Budget: \$43.4M</b>
	<b>Project EAC: \$36.4M</b>
	<b>Substantial Completion Date at Award: Jul 2015</b>
<b>Project No: T7041201</b>	<b>Current Substantial Completion Date: Nov 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 50%</b>

<b>Project Description</b>
<p>This station renewal project will eliminate all deficient conditions at Borough Hall Station on the IRT Lexington Avenue Line in Brooklyn, as determined by the Station Condition Survey. Work includes repair of structural deficiencies and improvements to architectural treatments, with a focus on remediation of water leaks. Excavation for waterproofing repairs requires traffic diversion and relocation of bus stops that serve multiple routes and replacement of undermined utilities.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecasted Design Completion date slipped four months from July 2016 to November 2016. The delay was necessary to complete the construction phasing plan based on the availability of GOs, utility work at the street level, and the scope for waterproofing and girder replacement.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Final Design is proceeding with Design Completion expected in November 2016.</p> <p>The revisions to the project construction work plan and the scope of work, will likely impact the overall Estimate at Completion (EAC). The EAC for this project will be finalized at the completion of design.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The design work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Replacement of Elevated Street Stairs at 2 Locations – Broadway/7<sup>th</sup> Avenue Line</b>	<b>Current Budget: \$4.0M</b>
	<b>Project EAC: \$5.3M</b>
	<b>Substantial Completion Date at Award: Jun 2016</b>
<b>Project No: T7041226</b>	<b>Current Substantial Completion Date: Sep 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>This project will replace existing elevated street stairs at two locations on the Broadway/7<sup>th</sup> Avenue Line, 238<sup>th</sup> Street Station in the Bronx and 215<sup>th</sup> Street in Manhattan.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost &amp; Schedule</b>
<p><b>Cost:</b> During the Second Quarter 2016, the Estimate at Completion (EAC) was reported as \$5.3M compared to a current budget of \$4.0M due to additional scope of work required for full replacement of street stairs instead of repairs due to the worse than expected deterioration in the condition of the stairs.</p> <p><b>Schedule:</b> The forecasted Design Completion date also has slipped two months from June 2016 to August 2016 due to additional field surveys that were required to finalize the revised design.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> A budget modification will be circulated at Design Completion to address the budget shortfall.</p> <p><b>Schedule:</b> Subsequent to the reporting period, Design Completion slipped one month and is currently forecasted for September 2016 with Construction Award forecasted for November 2016.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The project design has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Replacement of Subway Street Stairs at 5 Locations – Various / System-wide</b>	<b>Current Budget: \$4.6M</b>
	<b>Project EAC: \$5.5M</b>
	<b>Substantial Completion Date at Award: Jun 2016</b>
<b>Project No: T7041229</b>	<b>Current Substantial Completion Date: Aug 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>This project will replace five street stairs, including four stairs at 34<sup>th</sup> Street Station on the Broadway Line in Manhattan and one stair at the 59<sup>th</sup> Street Station on the 4<sup>th</sup> Avenue Line in Brooklyn. This work will be awarded as four separate contracts.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Second Quarter 2016, the Estimate at Completion (EAC) was reported as \$5.5M compared to a current budget of \$4.6M causing a cost index of 1.20. The increase of the EAC was due to added scope which includes replacement of the stairwell roof and sidewalk, repair of deteriorated structural elements for three stairs at 34<sup>th</sup> St. Station as well as the work needed to split the contracts.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> A budget modification will be circulated to address the budget shortfall upon receipt of Bid and Force Account estimates at design completion.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The design work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Escalator Replacement Program</b>	<b>Current Budget: \$11.17</b>
	<b>Project EAC: \$11.17</b>
	<b>Substantial Completion Date at Award: Aug 2016</b>
<b>Project No: L60204UD</b>	<b>Current Substantial Completion Date: Jan 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 55%</b>

<b>Project Description</b>
<p>This project provides for the replacement of six escalators, one each at Rockville Centre, Baldwin, Freeport, Amityville, Copiague and Lindenhurst Stations. Ancillary work includes replacement of structural supports, the rebar or replacement of control rooms, electrical, mechanical, and communication upgrades, modification of street and platform level landings, platform parapet wall repairs, replacement of windscreen enclosures, and the installation of new signage and bird prevention devices.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecast Substantial Completion date slipped three months from October 2016 to January 2017. The schedule was impacted due to unforeseen field conditions at Amityville, Lindenhurst, Copiague, and Freeport stations found during the demolition of the existing escalators and components. Requests for Information (RFI's) were issued by the contractor and as a result design bulletins including sketches were issued to the contractor to complete the work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Work at Amityville and Lindenhurst has been completed and the new escalators are open to the public. The majority of the construction work was at Freeport. Work at that station is progressing and forecasted to reach Beneficial Use on August 17, 2016. Work at Copiague station is underway as well.</p> <p>Change orders are currently being negotiated and a cost impact is expected in the near term.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Construction Equipment</b>	<b>Current Budget: \$7.0M</b>
	<b>Project EAC: \$7.0M</b>
	<b>Substantial Completion Date at Award: Nov 2014</b>
<b>Project No: L60301TF</b>	<b>Current Substantial Completion Date: Dec 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 85%</b>

<b>Project Description</b>
<p>This project involves replacement of selected construction equipment including concrete tie and surfacing equipment, hi-rail dump truck, cranes, loaders, brush cutters, snow removal, and mechanized tie and rail equipment.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecast Beneficial Use slipped 15 months from September 2016 to December 2017. This slip was due to a procurement decision to combine the Hi-Rail Rotary Dump Truck with similar equipment, from other projects, to achieve economies of scale.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Three bids were received for the Hi-Rail Rotary Dump Truck with a planned Purchase Order date of July 2016. Subsequent to the reporting period, the purchase order was issued in September 2016. This not expected to affect the remaining vehicle being delivered by December 2017.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> Agency ACE evaluation is not applicable on this “non-construction” equipment and/or material purchases.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Bridge Rehabilitation Program</b>	<b>Current Budget: \$24.6M</b>
	<b>Project EAC: \$24.6M</b>
	<b>Substantial Completion Date at Award: Nov 2015</b>
<b>Project No: L60401BB</b>	<b>Current Substantial Completion Date: Nov 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>This project consists of track-bed waterproofing of 3 bridges, waterproofing &amp; rehabilitation of 2 bridges, the design for 2 bridge rehabilitations and 1 bridge replacement, and a system wide Bridge Condition Study.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecast Substantial Completion date slipped six months, from May 2016 to November 2016. Due to a large switch installation program, maintenance and numerous events such as concerts, baseball games, the tennis open, etc, the waterproofing could not be completed in the Spring period nor finished in the Summer period and had to be deferred until the Fall of 2016. The intensely busy weekend outage schedule this Fall leaves very little room for waterproofing to be finished before the end of the waterproofing season in November of this year.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> At the end of the reporting period, 3 tracks remained to be waterproofed on the 47<sup>th</sup> Avenue Bridge. Subsequent to the reporting period, one of those tracks was completed and waterproofed during the weekend of July 17. The remaining waterproofing will be scheduled during the Fall dependent upon track outage and Force Account availability. There is no budget impact as a result of the new Substantial Completion date.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Improved Radio Coverage</b>	<b>Current Budget: \$10.3M</b>
	<b>Project EAC: \$10.3M</b>
	<b>Substantial Completion Date at Award: Jun 2015</b>
<b>Project No: L60501L4</b>	<b>Current Substantial Completion Date: Dec 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 83%</b>

<b>Project Description</b>
<p>This project is going to improve the agencies radio coverage communication system. Work includes the installation of new radio facilities with communication huts, cabling, landline interface electronics, generators, ancillary electronics, grounding, and dispatch console tie-ins, in addition to the replacement and reprogramming of mobile, portable, and BRAT radios with new narrowband-compliant digital equipment.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecast Substantial Completion date slipped six months from June 2016 to December 2016 due to a delay in the completion of the Radio Head End Dispatch Communications System, being installed under a separate complimentary project, L50501S6, Improved Radio Coverage. The Head End is required for the installation of the Radio Over Internet Protocol..</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The installation of the new Radio Head End Dispatch Communications System will be completed in mid-September 2016. Communications will need October and November 2016 to complete their work for this project once the Head End installation is finished.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The construction work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Replacement of Richmond Hill Substation</b>	<b>Current Budget: \$12.02M</b>
	<b>Project EAC: \$14.25M</b>
	<b>Substantial Completion Date at Award: May 2018</b>
<b>Project No: L60701AR</b>	<b>Current Substantial Completion Date: May 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 4%</b>

<b>Project Description</b>
<p>The scope for the replacement of Richmond Hill Substation includes demolition of the existing substation and construction of a new substation in its footprint. The new substation will be pre-fabricated modular substation buildings which will house pre-installed AC switchgear, rectifiers, DC switchgear, control cabinets, and associated equipment. The new transformers will be installed outside the modular buildings. All other substation components including; [high tension feeders, D.C. cables, control cables, Supervisory Control and Data Acquisition (SCADA) system, fiber optic cables for the Programmable Logic Controller (PLC), fire alarm system, and associated equipment], support of signal, flagging service and third rail, will be provided as necessary.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Second Quarter of 2016, the Estimate at Completion (EAC) increased to \$14.25M due to the recently released estimate, which is based upon the final project design costs. The estimate incorporated the latest design revisions and scope changes. This estimate is currently under review for accuracy and completeness.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The EAC is expected to be reconciled by using available Project Reserve, and through the Project Team's review of the current cost estimate for Force Account Construction, and 3<sup>rd</sup> Party Supply of the Modular Substation.</p> <p>Subsequent to the reporting period, the EAC has been adjusted to match the approved amount of \$12.02M.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The project work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Retaining Walls/Right of Way Projects</b>	<b>Current Budget: \$12.0M</b>
	<b>Project EAC: \$15.0M</b>
	<b>Substantial Completion Date at Award: Dec 2019</b>
<b>Project No: L70301WH</b>	<b>Current Substantial Completion Date: Dec 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 0%</b>

<b>Project Description</b>
<p>The purpose of this project is to improve the physical condition of the railroad's Right of Way (ROW) to ensure safe and efficient operation of trains system-wide. This project will construct retaining walls, rehabilitate culverts, and address areas with drainage and flooding conditions in order to ensure the track structures and other Rail Road assets along the ROW are in a state of good repair</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Second Quarter 2016, the Estimate at Completion (EAC) of the project was \$3M greater than the Current Budget causing a Cost index of 1.25. The high cost index was triggered because this State of Good Repair project was initially included in the Proposed 2015-2019 Capital Program as a 5 year project, with scope and funding associated with each year (\$15M total), however the approved 2015-2019 Capital Program reflected scope and funding covering only 4 years ( \$12M total) triggering the cost variance.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Subsequent to the reporting period, the EAC and scope for this project has been revised to reflect the \$12M approved budget for the project.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The project is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: 3<sup>rd</sup> Rail – Protection Board</b>	<b>Current Budget: \$8.8M</b>
	<b>Project EAC: \$11.0M</b>
	<b>Substantial Completion Date at Award: Sep 2019</b>
<b>Project No: L70701XE</b>	<b>Current Substantial Completion Date: Sep 2019</b>
<b>Project Phase: Construcion</b>	<b>Phase Complete: 3%</b>

<b>Project Description</b>
The total scope of work for this project is to replace and or upgrade aged, deteriorated and inadequate 3 <sup>rd</sup> rail protection board system-wide to a State of Good Repair.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<b>Cost:</b> The budget for this project was originally allocated to be \$11M. However, due to an Agency directed 20% budget reduction initiative across various projects within the 2015-2019 Capital Program the budget amount was reduced and currently stands at \$8.8M. The forecast Estimate at Completion (EAC) remains at \$11M, triggering a cost variance this quarter.
<b>What is Being Done</b>
<b>Cost:</b> In order to achieve the Agency directive of a 20% budget reduction, both the budget and scope have been reduced. The original amount of protection board replacement was 400,000 linear feet (LF), which has been reduced to 320,000 LF. LIRR is working to reconcile the budget discrepancy and anticipates the EAC to be revised to \$8.8M
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.
<b>All Agency Contractor Evaluation:</b> The work is being performed by in-house labor. Agency ACE evaluation is not applicable.



<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Fordham Station Improvements</b>	<b>Current Budget: \$20.2M</b>
	<b>Project EAC: \$20.0M</b>
	<b>Substantial Completion Date at Award: Dec 2015</b>
<b>Project No: M6020202</b>	<b>Current Substantial Completion Date: Jun 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 100%</b>

<b>Project Description</b>
<p>This project will enhance pedestrian access to the outbound (OB) platform as well as upgrade various components on both the OB and inbound (IB) sides at Fordham Station. The OB side includes: platform widening and repairs, a new canopy, covered walkway from the street, widened stairs, precast communication and electrical rooms under the stairs, new lighting, heated shelters, fencing, signage, Public Address (PA) &amp; Variable Message Signs (VMS). The IB side includes: a new canopy, rehabilitation of stairs, new lighting, signage, PA &amp; VMS, platform repairs and new ADA Ramp at the north end.</p> <p>Also included is the rehabilitation of both existing elevators in order to bring these assets to a state-of-good repair, and to ensure compliance with the latest applicable Codes and Standards, and Metro-North Railroad (MNR) Station Standards.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the Second Quarter 2016, the Contingency Index was 1.51 due to the cost of added scope to perform unforeseen platform substructure repairs. The existing condition of the subsurface of the platform was not evident until construction commenced and access to perform detailed inspections was made available. Inspections revealed significant deterioration of the platform underside as well as the underside platform hammerheads and beams. With the substructure elements beyond repair, it became evident that this work needed to progress prior to advancing any of the planned surface repairs and component upgrades.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Platform substructure repairs resulting from unforeseen field conditions were designed and added to the contractor's scope. Through coordination of track outages with the Track and Transportation Departments, the contractor completed the platform substructure repairs and achieved Substantial Completion in June 2016.</p> <p>Funding for the additional substructure work is available in the existing project budget. A change order execution is in progress.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: Bridges and Tunnels</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Interim Repairs to the Manhattan Toll Plaza Deck</b>	<b>Current Budget: \$46.6M</b>
	<b>Project EAC: \$45.5M</b>
	<b>Substantial Completion Date at Award: May 2016</b>
<b>Project No: D602RK75</b>	<b>Current Substantial Completion Date: Sept 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 61%</b>

<b>Project Description</b>
<p>This project includes various phases and Contracts for the interim rehabilitation of the Manhattan Plaza at the Robert F. Kennedy Bridge. This variance report relates to Task D03173, which is associated with construction contract GFM509 Work Order #1. The work includes: expansion joint replacement; miscellaneous steel repairs including: cleaning and painting, stringer repair, cap beam repairs, and concrete column repair.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the Substantial Completion date slipped three months from June 2016 to September 2016. This slip was due to weather impacts preventing the installation of fiber reinforced polymer (FRP) wrap and also due to other field conditions requiring additional steel and concrete repairs beyond the original scope of work at an additional cost of \$138,500, which is reflected in the EAC.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Amendment I was issued on July 25, 2016 further extending the Substantial Completion date to September 30, 2016. A mitigation plan has been put in place to address the work that has been impacted by weather delays to ensure that the work will be completed by September 2016.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: Bridges and Tunnels</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Service Building Rehabilitation</b>	<b>Current Budget: \$8.5M</b>
	<b>Project EAC: \$9.0M</b>
	<b>Substantial Completion Date at Award: Jan 2016</b>
<b>Project No: D605BB21</b>	<b>Current Substantial Completion Date: Jun 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>The project involves the removal of trailers from the service building parking area and relocation of the functional elements into the service building garage, relocation of functional elements of the existing facility within the service building into the service building garage; construction of new workshops, offices, kitchens, and a new mezzanine level with conference room space, modifications of offices, replacement of the main electrical distribution panels and switchgear in the service building and replacement of the building's emergency generator. This rehabilitation project is occurring in a 24/7 operationally functioning building which requires nominal disruption from construction.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the Second Quarter 2016, the contingency index was 1.69 primarily due to \$133K of pending additional work orders (AWO). The AWOs included removal of a reinforced concrete vault for money, replacement of a reinforced concrete floor in the existing Wrecker Garage/proposed Workshop and creating an additional doorway to the proposed workshops.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Amendments have been prepared, submitted, and are pending approval. Additional amendments totaling approximately \$520K are awaiting execution, adequate funding (approximately \$1M) has been identified and is being moved to the project within the 2010-2014 budget to cover the anticipated \$520K exposure. The approval of the amendments will increase the project contingency and reduce the contingency index to an acceptable value. The reconciliation of a final quantities change order will also reduce the contingency index.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: Bridges and Tunnels</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Suspended Span Replacement - Phase A for the Throgs Neck Bridge</b>	<b>Current Budget: \$22.2M</b>
	<b>Project EAC: \$17.2M</b>
	<b>Substantial Completion Date at Award: Aug 2016</b>
<b>Project No: D602TN49</b>	<b>Current Substantial Completion Date: Jul 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 71%</b>

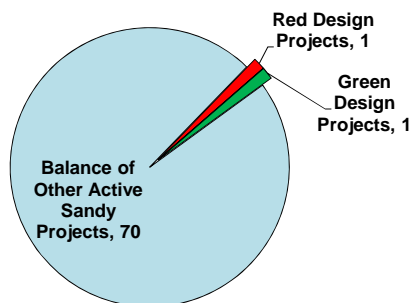
<b>Project Description</b>
<p>The project provides design services for roadway deck replacement of the suspended spans at the Throgs Neck Bridge. These services include: field investigations, designs for structural, civil, mechanical, electrical, traffic engineering, Maintenance &amp; Protection of Traffic (MPT); a wind study, seismic analyses for the selected rehabilitation / replacement alternative, asbestos and lead investigation, plus preparation of complete construction plans, specifications and estimates.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the Substantial Completion slipped five months from February 2017 to July 2017 to accommodate necessary prototype design, fabrication and testing required of the orthotropic deck selected for final design. Additional tasks were also added to the design for the work associated with the prototype.</p> <p>The suspended span deck will be replaced with a lighter, stronger orthotropic deck. It was recommended by the designer that as part of the final design, a full scale prototype orthotropic deck panel be designed, fabricated, and tested in order to verify the analytical design assumptions, before the design is finalized. This will reduce fabrication and constructability risks during the construction phase and ensure long term fatigue resistance once the new deck is in service. A time extension was necessary to extend the design contract in order to allow time for the additional tasks of design, fabrication and testing of the orthotropic deck prototype panel.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Despite the extended schedule and the additional tasks associated with the prototype, it is anticipated that the project will be completed within budget. The prototype deck panel fabrication and contract with Lehigh University for prototype deck panel fatigue testing was awarded in February, 2016, which will facilitate the analysis of the prototype for final design, and allow the design to be completed per the revised schedule.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall design contractor's performance rating for this reporting period.</p>

## 2<sup>nd</sup> Quarter 2016 Traffic Light Report on MTA SANDY Program

A total of 72 Active Sandy Projects were Reviewed for the 2<sup>nd</sup> Quarter 2016

The 72 active projects include 2 projects in Design, 8 in Post-Design to Construction Award, and 62 in Construction

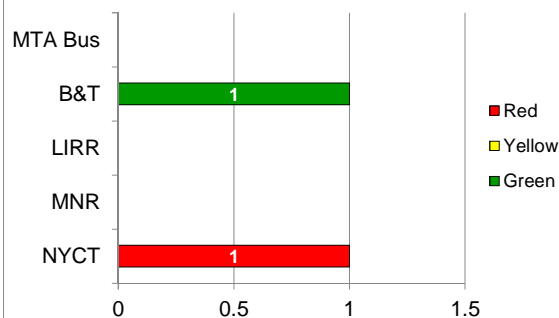
2 of 72 Projects in Design



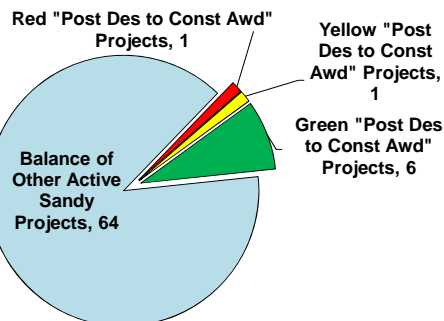
**Summary of Projects in Design:** 2 projects were reviewed in this phase with 1 (50%) designated green, 0 (0%) yellow and 1(50%) was Red. The 1 project in the Design phase this quarter which was designated Red, was for a schedule variance related to design coordination.

**Last Quarter:** 7 projects were reviewed in this phase with 2 (29%) designated green, 5 (71%) yellow and none (0%) were red.

2 Projects in Design



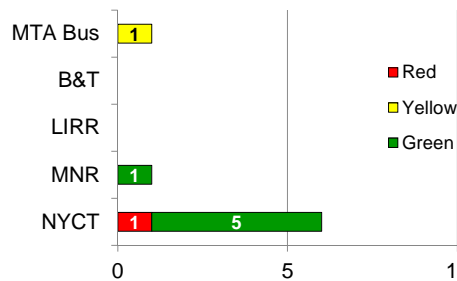
8 of 72 Projects in Post-Design to Construction Award



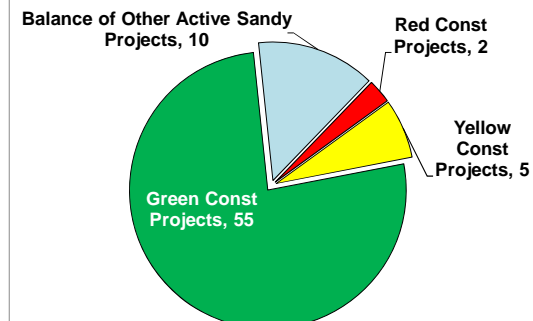
**Summary of Projects in Post-Design to Construction Award:** 8 projects were reviewed in this phase with 6 (75%) designated green, 1 (12.5%) yellow and 1 (12.5%) was Red. The 1 project in the Post-Design to Construction Award phase this quarter which was designated Red, was for a schedule variance due to track access availability.

**Last Quarter:** 4 projects were reviewed in this phase with 1 (25%) designated green, 3 (75%) yellow and none (0%) were red.

8 Projects in Post-Design to Construction Award



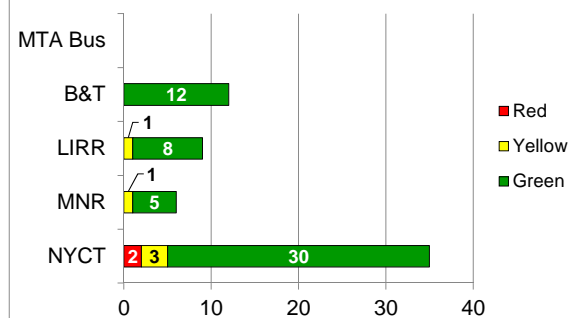
62 of 72 Projects in Construction



**Summary of Projects in Construction:** 62 projects were reviewed in this phase with 55 (89%) designated green, 5 (8%) yellow and 2 (3%) were Red. The 2 projects in the Construction phase this quarter which were designated Red, 1 was for a schedule variance and the other was for a contingency variance. The schedule variance was due to a design revision which caused a fabrication stop work order.

**Last Quarter:** 57 projects were reviewed in this phase with 52 (91%) designated green, 4 (7%) yellow and 1 (2%) was red.

62 Projects in Construction









## MTA Sandy Recovery Projects Terms and Definitions

### 2<sup>nd</sup> Quarter 2016 Traffic Light Report




The following Terms and Definitions used to identify a project's Traffic Light color designation 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. A project is designated a "**yellow light project**" after one or more performance indicators had triggered a red in a previous quarter. A yellow project may revert back to green after four consecutive quarters if the performance indicators have not worsened. A project is designated a "**green light project**" when no performance indicator has exceeded the Traffic Light Reports specified thresholds.

#### Sandy Recovery Traffic Light Report Project Terms and Definitions





##### Projects in Design: 2

-  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 to Construction Award Phase: 8

-  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: 62

-  Green: Indices 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 =  $\% \text{ Contingency Spent} / \% 3^{\text{rd}} \text{ Party Contract Completion}$ 
  - 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.





## 2nd Quarter 2016 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>South Ferry Rehab</b>												
ET040213	Recovery: South Ferry Station Complex	Construction	Recovery	\$171,554,365	64	.16	▲	1.02	■	0	■	G
ET050213	Recovery: Mainline Track (South Ferry)	Construction	Recovery	\$18,837,838	65	.73	▼	1.00	■	0	■	Y
ET050216	Recovery: Mainline Switches (South Ferry)	Construction	Recovery	\$6,746,779	65	.00	■	1.00	■	0	■	G
ET060217	Recovery: Pump Room (South Ferry)	Construction	Recovery	\$5,403,075	64	.00	■	1.00	■	0	■	G
ET060223	Recovery: Fan Plant (South Ferry)	Construction	Recovery	\$7,307,176	68	1.26	▲	1.00	■	0	■	R
ET060227	Recovery: Tunnel Lighting (South Ferry)	Construction	Recovery	\$9,198,732	64	.00	■	1.00	■	0	■	G
ET080201	Recovery: South Ferry Interlocking	Construction	Recovery	\$66,443,423	64	.00	■	.99	■	0	■	G
ET090235	Recovery: 2 Circuit Breaker Houses (South Ferry)	Construction	Recovery	\$18,891,129	64	.00	■	1.00	■	0	■	G
ET160212	Recovery: Leak Remediation (South Ferry)	Construction	Recovery	\$11,334,524	62	.54	▼	1.00	■	0	■	G
<b>Cranberry Tube Rehab</b>												
ET060230	Recovery: 2 Pump Rooms (Cranberry Tube)	Construction	Recovery	\$12,501,874	53	.00	■	1.00	■	0	■	G
ET060231	Recovery: 2 Fan Plants (Cranberry Tube)	Construction	Recovery	\$16,616,778	43	.00	■	1.00	■	0	■	G
ET080214	Recovery: Signals (Cranberry Tube)	Construction	Recovery	\$17,463,334	25	.00	■	.96	■	0	■	G
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Construction	Recovery	\$50,686,785	52	.00	■	1.00	■	0	■	G
<b>Coney Island Yard Flood Mitigation</b>												
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Design	Mitigation	\$24,159,382	98	.00	■	1.15	■	3	▲	R
<b>53rd St Tube Rehab</b>												
ET050212	Recovery: Mainline Track (53 Street Tube)	Construction	Recovery	\$12,036,095	0	.00	■	1.00	■	0	■	G
ET080215	Recovery: Signals (53 Street Tube)	Construction	Recovery	\$10,394,141	0	.00	■	1.00	■	0	■	G
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Construction	Recovery	\$49,569,143	77	.00	■	1.00	■	0	■	G
ET090238	Recovery: Substation (53 Street Tube)	Construction	Recovery	\$20,145,722	0	.00	■	1.00	■	0	■	G



## 2nd Quarter 2016 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>All Other NYCT Projects</b>												
ET060306	Mitigation: Above-Grade Surface Protection at 6 Fan Plants	Construction		\$6,890,122	0	.00	■	1.06	▲	0	■	G
ET040217	Recovery: Purchase and Install Automated Fare Collection Equipment	Construction	Recovery	\$12,021,714	94	.00	■	1.00	■	0	■	Y
ET040314	Mitigation: Stairwell Protection (Flexgates)	Construction	Mitigation	\$18,688,686	41	1.58	▲	.99	■	0	■	G
ET040318	Mitigation: Coastal Storm Mechanical Closure Devices	Construction	Mitigation	\$10,436,603	3	.00	■	.99	■	0	■	G
ET040320	Mitigation: Critical Room Resiliency	Construction	Mitigation	\$22,659,179	0	.00	■	1.00	■	0	■	G
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$45,737,753	0	.00	■	1.00	▼	0	■	G
ET060216	Recovery: Tunnel Lighting (Joralemon Tube)	Construction	Recovery	\$44,477,300	9	.00	■	1.00	■	0	■	G
ET060218	Recovery: 2 Pump Rooms (Southern Manhattan)	Construction	Recovery	\$7,215,402	79	.32	■	1.00	■	0	■	G
ET060224	Recovery: 3 Fan Plants (Southern Manhattan)	Construction	Recovery	\$25,711,415	87	.22	■	1.00	■	0	■	G
ET060228	Recovery: Tunnel Lighting (200th to 207th Street / 8th Avenue)	Construction	Recovery	\$18,973,449	69	.02	■	1.00	■	-3	▼	Y
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$44,061,496	0	.00	■	1.01	▼	0	■	G
ET060308	Mitigation: Hatch Replacement and Installation of Mechanical Closure Devices at Various Fan Plants (SBFP)	Construction	Mitigation	\$5,190,742	55	.98	▼	1.00	■	3	▲	R
ET060313	Mitigation: 2 Pump Rooms (Joralemon Tube)	Construction	Mitigation	\$7,353,461	6	.00	■	1.00	■	0	■	G
ET090218	Recovery: Substation (Joralemon Tube)	Construction	Recovery	\$5,597,241	5	.00	■	1.00	■	0	■	G
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Construction	Recovery	\$61,217,013	8	.00	■	1.02	■	0	■	G
ET100212	Recovery: Power Cable at Rockaway Park Yard	Construction	Recovery	\$14,749,362	99	.14	■	.99	■	0	■	G

## 2nd Quarter 2016 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>All Other NYCT Projects</b>												
ET040324	Mitigation: Internal Station Hardening at 7 Stations	Post Des to Const Awd		\$5,031,262	99	.00	■	1.00	▲	2	▲	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Post Des to Const Awd	Recovery	\$247,923,945	100	.00	■	16.34	▲	0	■	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$41,712,027	100	.00	■	4.20	■	0	■	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Post Des to Const Awd	Recovery	\$89,968,350	78	.00	■	13.45	■	4	▲	R
ET100211	Recovery: Power Cable at Coney Island Yard	Post Des to Const Awd	Recovery	\$7,192,159	100	.00	■	1.02	▼	0	■	G
ET100218	Recovery: 207 Street Yard Signal System	Post Des to Const Awd	Recovery	\$12,603,135	90	.00	■	1.98	▲	0	■	G
ES070213	Recovery: St. George Terminal Tower B - Phase 2	Construction	Recovery	\$6,602,800	0	.00	■	1.00	■	0	■	G
ES070214	Recovery: St. George Interlocking	Construction	Recovery	\$102,446,078	52	.61	▲	1.00	■	0	■	G

<b>All Other Projects</b>												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$20,077,964	0	.00	■	1.00	■	0	■	G
EL0402ZB	Wreck Lead Bridge Systems Restoration	Construction	Recovery	\$14,859,812	14	.00	■	1.00	■	0	■	G
EL0403ZJ	Atlantic Ave Tunnels Mitigation	Construction	Mitigation	\$9,900,000	77	.00	■	1.00	■	0	■	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$64,784,504	29	.00	■	.99	■	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,160,279	28	.00	■	.99	■	0	■	G
EL0603ZK	Long Island City Yard Resiliency	Construction	Mitigation	\$27,093,366	14	.00	■	1.01	■	0	■	Y
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$51,633,000	79	.00	■	1.00	■	0	■	G
EL0702ZM	First Avenue Substation Restoration	Construction	Recovery	\$8,429,861	31	.00	■	1.00	■	0	■	G



## 2nd Quarter 2016 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>LIRR - Long Island Rail Road Sandy Program</b>												
EL0902ZF	Infrastructure / System Upgrades (Various Locations)	Construction	Recovery	\$9,700,000	94	.00	■	1.00	■	1	▲	G
<b>MNR - Metro-North Railroad Sandy Program</b>												
<b>Hudson Line Ph I Power and C&amp;S Restoration</b>												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$44,276,376	20	.00	■	.95	■	0	■	G
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$49,968,066	20	.00	■	.99	■	0	■	G
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$31,000,000	20	.00	■	1.00	■	0	■	G
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$84,344,968	20	.00	■	.95	■	0	■	G
<b>All Other Projects</b>												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,284,664	60	.00	■	.91	■	0	■	Y
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$40,091,038	44	1.18	▼	.91	■	0	■	G
EM030301	Rail Vacuum Mitigation	Post Des to Const Awd	Mitigation	\$5,656,302	5	.00	■	.94	■	0	■	G
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
<b>Hugh Carey Tunnel Restoration</b>												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$120,679,100	27	.00	■	.49	■	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$8,484,013	27	.00	■	.47	■	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$138,067,040	27	.00	■	.80	■	0	■	G
ED050202	Environmental clean-up at the Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$16,748,046	27	.29	▼	.82	■	0	■	G
<b>Queens Midtown Tunnel Rehab</b>												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$113,459,280	17	.37	▼	.82	■	0	■	G



## 2nd Quarter 2016 Traffic Light Report

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

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

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

■ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
<b>Queens Midtown Tunnel Rehab</b>												
ED020203	Restore Queens Midtown Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$2,025,966	17	.00	■	.26	■	0	■	G
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Construction	Recovery	\$111,482,880	17	.27	▲	.95	■	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$11,571,797	17	.00	■	.71	■	0	■	G
<b>All Other Projects</b>												
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Construction	Recovery	\$8,002,447	9	.00	■	.89	■	0	■	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Construction	Recovery	\$13,196,234	9	.00	■	.95	■	0	■	G
ED050301	Flood Mitigation - Relocate revenue equipment at the Verrazano Narrows Bridge	Construction	Mitigation	\$7,260,566	27	.00	■	.95	■	2	▲	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	67	.00	■	.95	■	0	■	G
<b>MTA Bus Program</b>												
<b>All Other Projects</b>												
EU030201	Recovery: Far Rockaway Depot	Post Des to Const Awd	Recovery	\$15,000,000	0	.00	■	.60	■	0	■	Y

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Sandy Recovery: Fan Plant - South Ferry Terminal</b>	<b>Current Budget: \$7.3M</b>
	<b>Project EAC: \$7.3M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: ET060223</b>	<b>Current Substantial Completion Date: Jun 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete 65%</b>

<b>Project Description</b>
<p>This project will rehabilitate the South Ferry Fan Plant damaged in Superstorm Sandy. This work is part of the South Ferry Terminal Complex contract to return the station to normal operations and implement long-term mitigation measures to prevent damage from future storm surge events.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the Second Quarter 2016, the reported rate of contingency expenditures exceeded the percent complete for the Fan Plant component of the South Ferry Terminal contract due to \$342,940 in Additional Work Orders (AWOs) approved through the reporting quarter, resulting in a contingency index of 1.32. The AWOs were for: the vent tower amplifying drawings, reconfiguration of platform air conditioning units, and repair of motor control circuits.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> For the overall South Ferry Terminal Complex contract, contingency spent is well below the project's percent complete, with only \$2.7M expended compared to a contingency reserve of \$19.3M. To date, there has been an additional AWO processed for \$40,000 for the relocation of temporary pump panels and conduits within the Fan Plant. Funds for all additional work were obtained from within the existing overall project contingency.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Sandy Mitigation: Long Term Perimeter Protections - Coney Island Yard</b>	<b>Current Budget: \$20.8M</b>
	<b>Project EAC: \$24.2M</b>
	<b>Substantial Completion Date at Award: Jul 2015</b>
<b>Project No: ET100307</b>	<b>Current Substantial Completion Date: Aug 2016</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 98%</b>

<b>Project Description</b>
<p>This design project is for long term flood mitigation at Coney Island Yard. The scope includes the installation of a perimeter protection wall, drainage system improvements and the construction of three new pumping stations for the entire yard.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecasted Design Completion date slipped three months from May 2016 to August 2016 due to the coordination with track and signal design, issues with the pump room design and location, and coordination with Con Edison for electric service requirements.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> A final ruling on electric service requirements is pending. Specifications based on the ruling will be submitted for use in necessitated design work when finalized.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The IEC has reviewed the projects performance for consistency in the Agency's ACE evaluation of the overall designer's performance rating for this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Sandy Mitigation: Hatch Replacement and Installation of Mechanical Closure Devices at Various Fan Plants</b>	<b>Current Budget: \$5.2M</b>
	<b>Project EAC: \$5.2M</b>
	<b>Substantial Completion Date at Award: Jan 2016</b>
<b>Project No: ET060308</b>	<b>Current Substantial Completion Date: Oct 2016</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 46%</b>

<b>Project Description</b>
<p>This project will replace existing hatches with watertight emergency egress hatches, watertight personnel hatches, and watertight equipment hatches throughout affected Coastal Surge vulnerable zones, as well as installation of mechanical closure devices at vulnerable fan plants.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecasted Substantial Completion date slipped three months from July 2016 to October 2016 due to design revision of the Emergency Exit Hatch, requiring a Fabrication stop work order.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The design revision of the emergency exit hatch has been completed. The delivery of two additional hatches and the installation of three hatches is anticipated in the near term, along with pre-final and final inspection of five hatches that were previously installed.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The project work has been performed under an in-house program. Agency ACE evaluation is not applicable.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2016</b>
<b>Project Name: Sandy Recovery: Power &amp; Communication Cable – Clark Street Tube</b>	<b>Current Budget: \$6.7M</b>
	<b>Project EAC: \$90.0M</b>
	<b>Substantial Completion Date at Award: Feb 2016</b>
<b>Project No: ET090224</b>	<b>Current Substantial Completion Date: Sep 2016</b>
<b>Project Phase: Post-Design to Const. Award</b>	<b>Phase Complete: 78%</b>

<b>Project Description</b>
<p>This project provides for the replacement of various cables that were damaged due to Superstorm Sandy, including power and communication cables in the Clark Street Tube. This project is part of a larger project to rehabilitate the Clark Street Tube.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2016, the forecasted Construction Award date slipped four months from May 2016 to September 2016 due to track access availability and a delay in approval of the Request to Advertise (RTA).</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, the bid opening was held on July 15, 2016. The Procurement Staff Summary is in circulation for approval.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The project is in the post-design to construction award phase. Agency ACE evaluation is not applicable.</p>





## **Projects in CPOC's Risk-Based Monitoring Program (2<sup>nd</sup> Quarter 2016 Traffic Light Report – Period Ending Jun 30, 2016)**

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The following projects in CPOC's Risk-based Monitoring Program are currently reported on by the responsible agency in accordance with the CPOC Work Plan schedule, and are continually monitored by the Independent Engineering Consultant. Monitored Capital Program projects are not included in the Quarterly Capital Traffic Light Report. Monitored Sandy Program projects are included in the Quarterly Sandy Traffic Light Report. The program/project list is subject to periodic review and adjustment by the MTA.

### **2010-14 Capital Program**

- **Second Avenue Subway**
- **East Side Access & Regional Investments**
- **East Side Access Readiness**
- **Cortlandt Street Station #1 Line**
- **Signals & Communications**
  - Positive Train Control
  - CBTC- Flushing Line
  - CBTC- Culver Line
  - CBTC- 8<sup>th</sup> Avenue Line
  - CBTC Queens Blvd. West, Phase I
  - CBTC Queens Blvd West, Phase II
  - 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
  - Main Line Double Track- Phase II, Central Islip to Farmingdale
- **Bridges & Tunnels**
  - Verrazano-Narrows Bridge Upper Level Deck Replacement
  - RFK Bridge Bronx Toll Plaza Structure Reconstruction



**Projects in CPOC's Risk-Based Monitoring Program  
(2<sup>nd</sup> Quarter 2016 Traffic Light Report – Period Ending Jun 30, 2016)**

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**Sandy Program**

- South Ferry Terminal Complex Rehabilitation
- Hugh L. Carey Tunnel Restoration
- Queens Midtown Tunnel Rehabilitation
- Hudson Line, Phase I - Power and C&S Infrastructure Restoration
- Cranberry Tube Rehabilitation
- Coney Island Shop & Yard Flood Mitigation
- 53<sup>rd</sup> Street Tube Rehabilitation
- Canarsie Tube Reconstruction
- Clifton Shop

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 2<sup>nd</sup> Quarter 2016**  
**(FOR INFORMATION ONLY)**

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTAB&T	MP-03 / MP-16	Electrical and Mechanical Rehabilitation, Friction Mitigation, Miscellaneous Steel Repairs, Painting and Fire Standpipe Installation at the Marine Park Gil Hodges Memorial Bridge	\$98,500,000	\$0	\$635,790	0.65%	AM 1	6/30/2016	Additional funding for water main crossing intersections at MPB and backflow preventers at two locations as well as for the removal of asbestos containing debris.
MTAB&T	VN-80C/VN-35	Furnish New Ramp/Miscellaneous Steel Repairs and Painting at the Verrazano-Narrows Bridge	\$84,300,000	\$3,853,503	\$603,404	0.72%	AM 4	4/4/2016	Additional funding for increased items for structures and excavation protection systems and installing glaring shields on temporary concrete barriers.
MTAB&T	PSC-03-2689	Design and Design Services During Construction for Project VN-80, Upper Level Deck Rehabilitation of the Suspended Spans at the Verrazano-Narrows Bridge	\$971,618	\$19,908,170	\$472,230	48.60%	AM 16	6/17/2016	Additional funding for construction support services with the addition of extra design tasks performed.
MTACC	CM006	Manhattan North Structures for the East Side Access Project	\$294,201,750	\$29,703,298	\$251,283	0.09%	24	4/20/2016	Lower Level Cavern Wall Reconciliation
MTACC	CH057	Harold Structures Part III	\$79,882,586	\$133,122	\$400,695	0.50%	1	5/5/2016	Signal Power Separation Ductbank at Tower 29C
MTACC	CQ032	Plaza Substation and Queens Structures for the East Side Access Project	\$147,377,000	\$112,175,996	\$438,000	0.30%	70	4/20/2016	YSB MEP and Pedestrian Bridge Interface Changes
MTACC	CS179	Systems Facilities Package No. 1 for the East Side Access Project	\$550,388,000	\$6,436,502	\$730,000	0.13%	13	6/28/2016	Backbone Communication System Upgrade
MTACC	C-26006	Second Avenue Subway - 63rd Street/Lexington Avenue Station Reconstruction Including Rehabilitation and Construction of Entrances	\$176,450,000	\$27,446,836	\$285,000	0.16%	42	4/7/2016	Platform Link Stair Changes
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$49,122,183	\$666,568	0.21%	176	5/12/2016	Miscellaneous Architectural, Mechanical, and Electrical Changes
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$29,820,999	\$514,000	0.20%	18	4/14/2016	Architectural, Mechanical, Electrical and Plumbing Changes due to Con Edison Comments on 30% Design Submissions
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$29,122,539	\$340,000	0.13%	172	4/14/2016	Emergency Lighting for Platform Service Carrier Changes
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$32,282,599	\$380,000	0.15%	179	6/3/2016	Tunnel Safety Handrail Changes
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$30,078,999	\$615,000	0.24%	198	5/12/2016	Facility Power Rooms Drainage Pipe Encasement
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes, Borough of Manhattan	\$208,376,000	\$5,397,939	\$445,478	0.21%	21	4/22/2016	Deep Beam Pocket Fire Alarm Modifications and Fire Alarm System and Conduit Changes
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes, Borough of Manhattan	\$208,376,000	\$5,397,939	\$520,000	0.25%	73	4/22/2016	Replace the Marioff Water Mist Fire Suppression System with Securiplex
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes, Borough of Manhattan	\$208,376,000	\$6,113,306	\$302,000	0.15%	137	6/10/2016	Additional Disconnect Switches in UPS System

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 2<sup>nd</sup> Quarter 2016**  
**(FOR INFORMATION ONLY)**

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