



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

June 2016

Committee Members

T. Prendergast, Chair

F. Ferrer

R. Bickford

A. Cappelli

S. Metzger

J. Molloy

M. Pally

J. Sedore

E. Watt

C. Wortendyke

N. Zuckerman

Capital Program Oversight Committee Meeting

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

Monday, 6/20/2016

1:15 - 2:15 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES May 23, 2016

- Minutes from May '16 - Page 3

3. COMMITTEE WORK PLAN

- 2016 - 2017 CPOC Work Plan - Page 6

4. LIRR & MNR POSITIVE TRAIN CONTROL (PTC) UPDATE

- Progress Report on PTC - Page 8

- IEC Project Review on PTC - Page 19

5. QUARTERLY MTA CAPITAL CONSTRUCTION COMPANY UPDATE

- Progress Report on Second Avenue Subway - Page 23

- IEC Project Review on Second Avenue Subway - Page 34

- Progress Report on East Side Access - Page 40

- IEC Project Review on East Side Access - Page 49

- IEC East Side Access Appendix - Page 55

- Progress Report on Cortlandt Street #1 Line - Page 56

- IEC Project Review on Cortlandt Street #1 Line - Page 64

6. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 68

7. QUARTERLY TRAFFIC LIGHT REPORTS

- First Quarter Core & Sandy Traffic Light Reports - Page 76

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

- CPOC Change Order Report - All Agencies - Page 107

Date of next meeting: Monday, July 18, 2016 at 1:45 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
May 23, 2016
New York, New York
1:45 P.M.

MTA CPOC members present:

Hon. Thomas Prendergast
Hon. Fernando Ferrer
Hon. John Molloy
Hon. Mitchell Pally
Hon. James Sedore
Hon. Neal Zuckerman

MTA CPOC members not present:

Hon. Robert Bickford
Hon. Alan Cappelli
Hon. Susan Metzger
Hon. Vincent Tessitore
Hon. Ed Watt
Hon. Carl Wortendyke

MTA Board members present:

Hon. Andrew Albert

LIRR Staff Present

Glenn Greenberg
Rich Oakley

MNR Staff Present

John Kennard

MTA Staff Present:

Craig Stewart
Michael Wetherell

MTACC Staff Present:

Anil Parikh

Independent Engineering Consultant Staff Present:

Mark Cosmedy
Joe DeVito
Kent Haggas
Mohammad Mohammadinia

* * *

Chairman Prendergast called the May 23, 2016 meeting of the Capital Program Oversight Committee to order at 2:00 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on April 18, 2016.

Committee Work Plan

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

LIRR Capital Program Review

Mr. Oakley provided an overview of LIRR's 2016 Capital Program Goals, including commitment, start, completion and closeout goals. He then provided details on the following project types in LIRR's 2015 – 2019 Capital Program: Line Structures, including several Design-Build projects; Passenger Stations; Shops and Yards, including several Design-Build projects; and Track, including both the Jamaica Capacity Improvements Project and the Double Track Project Phase II. Mr. Oakley then introduced Mr. Greenberg, who updated the Committee on the Signals and Communications, Power – Substations, and Normal Replacement Projects. In its Project Review of the Jamaica Capacity Improvements Phase I, the IEC reported that the project is on budget, that it concurs with the progress reported by the agency, and that to date the IEC is satisfied with LIRR's continuous risk mitigation efforts. In its Project Review of the Main Line Double Track, the IEC agreed with the agency's explanation of the schedule delays and concurred that the expenditures to date reflect the correct percentage of project completion, citing, however, that changes to the project schedule may significantly impact project contingency. The IEC then recommended that LIRR establish interim contractual milestones for the remaining third-party contracts, and concentrate on monitoring the status of intermediate inspection and acceptance dates to gauge Force Account performance and to mitigate project risks. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MNR Capital Program Review

Mr. Kennard provided an overview of MNR's 2015-2019 Capital Program, as well as 2016 year-to-date commitment and completion performance. He then provided details on the Superstorm Sandy Restoration/Resiliency Projects as well as the Harmon Shop Replacement Project. In addition, Mr. Kennard briefed the Committee on a wide array of MNR projects to be executed using Design-Build project delivery. In its Project Review of the Harmon Consist Shop Replacement, Phase V, Stage 1, the IEC stated that the project is on budget, but is currently 20 workdays behind the baseline completion date of December 14, 2017. In its Project Review of the Hudson Line Sandy Restoration, the IEC noted that the Phase I project is on budget, but is currently delayed by approximately 2 months. The IEC recommended that MNR find a way to provide the contractor with additional flaggers in order to meet the planned production rates. 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 the April 2016 update. In its Monthly Update, the IEC noted that 2 of the 4 target dates for installations and testing in April were met, and that completion of local testing at the Lexington Ave./63rd Street Station suffered a month's delay. The IEC then cited its concerns related to upcoming interim tracking milestones, the forecasted elevator and escalator completions at the 72nd Street Station; and the testing schedule for major station equipment. Further details of the presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting maintained in MTA's records.

MTA Capital Program Commitments and Completions

Mr. Stewart reported that in 2016 agencies plan to commit a total of \$6.6 billion dollars, including 41 major commitments. He then stated that the MTA is reporting on ten major commitments: eight were committed on time or early, two were committed late, but one has since been committed. Year to date, agencies have committed \$1.8 billion versus a \$1.9 billion goal. 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, the MTA is reporting on 7 major projects: 5 were completed on time and 2 are delayed. 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 May 23, 2016 meeting of the MTA Capital Program Oversight Committee at 2:50 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight

2016-2017 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

July 2016

NYCT Capital Program Update

- 2015-2019 Capital Program Overview
- Signals and Train Control

MTACC Monthly Second Avenue Subway Update

September 2016

Quarterly MTACC Capital Program Update

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

Update on Minority, Women and Disadvantaged Business Participation
Update on Small Business Development Program
Quarterly Change Order Report
Quarterly Traffic Light Reports

October 2016

LIRR and MNR Capital Programs Update
LIRR and MNR Update on Positive Train Control (PTC)
MTACC Monthly Second Avenue Subway Update
Update on Capital Program Security Projects (in Exec Session)

November 2016

NYCT Capital Program Update
NYCT, LIRR, MNR Update on New Fare Payment System
MTACC Monthly Second Avenue Subway Update

December 2016

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

January 2017

NYCT Capital Program Update

Update on Minority, Women and Disadvantaged Business Participation

February 2017

B&T Capital Program Update

LIRR and MNR Update on Positive Train Control (PTC)

March 2017

Quarterly MTACC Capital Program Update

Quarterly Change Order Report

Quarterly Traffic Light Reports

April 2017

NYCT Capital Program Update

Update on Capital Program Security Projects (in Exec Session)

May 2017

LIRR and MNR Capital Programs Update

June 2017

Quarterly MTACC Capital Program Update

Quarterly Change Order Report

Quarterly Traffic Light Reports

June 2016 CPOC LIRR/MNR PTC Project Update

June 20, 2016



Budget / Schedule

- Budget
 - The Railroads' current estimated Project Cost remains \$968M.
- Schedule
 - The contractor's project schedule meets the December 2018 deadline.
 - The integrated project schedule includes Railroad Force Account work.
 - The latest schedule release is under review by the RRs and will be further reviewed at up-coming risk assessment.



Update from February 2016 CPOC

- Commenced pilot testing.
- Completed designs of all hardware elements for M7 trains, wayside, and office systems.
- Continued to install transponders, wayside interface units and on-board components to support pilot segments.
- Continued submitting applications to the FCC and Tribal Nations for antenna and antenna pole installations.
- Railroads started accepting deliveries of M7 production level kits.
- MNR placed civil speed transponders on the New Haven Line (CP261Milford – CP274 New Haven) into revenue service to support Amtrak and Freight traffic.
- Railroads approved the design of test tracks.



120 Day Look Ahead

- Complete hardware installation of test track.
- Continue next phase of pilot testing.
- Complete First Article Inspections for all hardware elements.
- Continue installation of wayside components.
- Continue installation of on-board PTC equipment for M7 cars.
- Complete all applications to FCC and Tribal Nations for antenna pole installations.
- Finalize remaining interoperability issues with Amtrak
- Start training of Railroad Forces



Major Project Issues

- Delays in design
 - ❖ *Executive Level meetings between MTA and Systems Integrator (SI)*
 - ❖ *Project team working together to resolve critical engineering issues*
 - ❖ *Proceeding with Software and Hardware design in parallel*
 - ❖ *Accelerating software development process*

- Delays in manufacturing and delivery of equipment
 - ❖ *MNR to contract out M7 installation*
 - ❖ *LIRR accepting/installing partial equipment deliveries*
 - ❖ *LIRR investigating availability of additional force account*
 - ❖ *SI increasing supply chain*

- Test Readiness
 - ❖ *Implementation of Test Track*
 - ❖ *Pilot Testing conducted as design progresses*
 - ❖ *RRs/SI accepting Risk of repeat work*



LIRR PTC Photos



Transponder on Concrete Tie

Communications Case



MNR PTC Photos



**Amtrak approaching Commissioned Civil Speed Enforcement Transponders
(CP261Milford – CP274 New Haven)**



Appendix

LIRR Pilot Wayside Equipment Installation Tracking

LIRR Pilot 1 (Babylon to Patchogue)

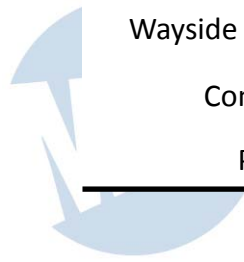
PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	200	200	0	100%
Wayside Interface Unit (WIU) Locations	16	16	0	100%
Communication Cases	6	0	6	0%
Poles / Antennas	6	6	0	100%

LIRR Pilot 2 (Port Washington to Harold)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	135	135	0	100%
Wayside Interface Units Locations	8	8	0	100%
Communication Cases	9	0	9	0%
Poles / Antennas	9	9	0	100%

LIRR System Total

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	4464	335	4129	8%
Wayside Interface Units Locations	126	24	102	19%
Communication Cases	117	0	117	0%
Poles / Antennas	117	15	102	13%



Appendix

LIRR On-Board Equipment Installation Tracking

Car Type	Total Quantity	Pilot 1		Pilot 2	
		Babylon to Patchogue		Port Washington to Harold	
		Planned	Actual	Planned	Actual
M7	418	NA	NA	4	0
DE/ DM	45	4	0	NA	NA
C3	23	4	0	NA	NA
E10/E15	19	2	0	NA	NA
NYAR GP38	4	2	0	NA	NA
NYAR E15	4	2	0	NA	NA
TC-82	1	NA	NA	NA	NA
M9	66	NA	NA	NA	NA
Totals	580	14	0	4	0



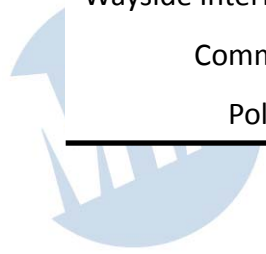
Appendix

MNR Pilot Wayside Equipment Installation Tracking

MNR Pilot 1 (Bridgeport to New Haven)				
PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	403	308	95	76%
Wayside Interface Unit (WIU) Locations	10	3	7	30%
Communication Cases	10	0	10	0%
Poles / Antennas	10	6	4	60%

MNR Pilot 2 (Tarrytown – Croton Harmon)				
PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	80	80	0	100%
Wayside Interface Unit (WIU) Locations	2	2	0	100%
Communication Cases	6	0	6	0%
Poles / Antennas	5	3	2	60%

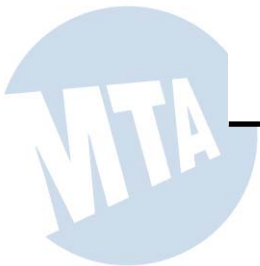
MNR System Total				
PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	4593	987	3606	21%
Wayside Interface Unit (WIU) Locations	104	5	99	5%
Communication Cases	104	0	104	0%
Poles / Antennas	104	9	95	9%



Appendix

MNR On-Board Equipment Installation Tracking

Car Type	Total Quantity	MNR Pilot 1 Location (Bridgeport to New Haven)		Pilot 2 Location (Tarrytown – Croton Harmon)	
		Planned	Actual	Planned	Actual
M7	168	NA	NA	4	0
Cab Car C34/38	36	1	1	1	1
Cab Car C12/19/21	19	1	0	1	0
M3	69	NA	NA	4	0
BL20	12	2	2	1	1
BL14	2	0	0	0	0
P32	33	2	2	2	2
GP35	7	1	0	1	0
M8 Car	215	4	0	NA	NA
Totals	561	11	5	14	4



June 2016 CPOC IEC Project Review



Positive Train Control



June 20, 2016

Project Status Review

- **BUDGET** – The budget remains at \$968M as last reported February 2016.
- **SCHEDULE** – The final system design is delayed and completing the remaining design tasks will extend to the end of 2016. Delayed design milestones have impacted all aspects of the project putting pressure in meeting full PTC implementation date of December 2018.



Project Observations

- To mitigate project delays, the project team is compressing design tasks, and advancing manufacturing, installation & testing activities prior to completion of design. This is adding risks to project implementation.
- The software development plan was revised by restructuring the four phases originally planned into two phases with the goal of shortening test time. This strategy has risks due to the increased complexity of the software builds and management thereof.
- Starting operational pilot testing prior to completion of final design review (FDR) is resulting in extending the duration of pilot tests. While there are advantages in advancing testing activities, the IEC is concerned that the results of pilot testing may be negated due to new technical developments and will require repeating the tests.



Project Observations

- The IEC agrees with the major risks identified. However, these risk descriptions may have major schedule impacts and project uncertainties. The planned risk assessment update will identify the impact of these risks on the overall project.
- The production rates for the stated equipment installations would provide a basis to monitor the project progress effectively.



MTACC Quarterly Progress Report to CPOC

Second Avenue Subway

June 20, 2016

Project Overview

Overall Status (as per 2009 Plan)

Item	Comments
Schedule	December 2016 Revenue Service Date
Cost	On budget

Highlights

Progress

- Facility Power energization was achieved at 72nd Street on April 29 and at 86th Street on May 25.
- 96th Street Station power distribution completed for systems contract to facilitate Level 3-4 testing.
- Systems contractor has completed installation of all track and third rail.
- Completed signal system work at 72nd Street Station.
- Completed Level 3-4 testing for 63rd Street Station, except for Inergen and elevator testing, 60 days later than March 2016 report.
- Completed installation of HVAC at 86th and 96th Street Stations. 72nd Street station installation is expected to be completed by end of June.
- Completed installation of Tunnel Vent Fans for 86th and 96th Street Stations. 72nd Street station installation is expected to be completed by end of June.

90 Day Look Ahead

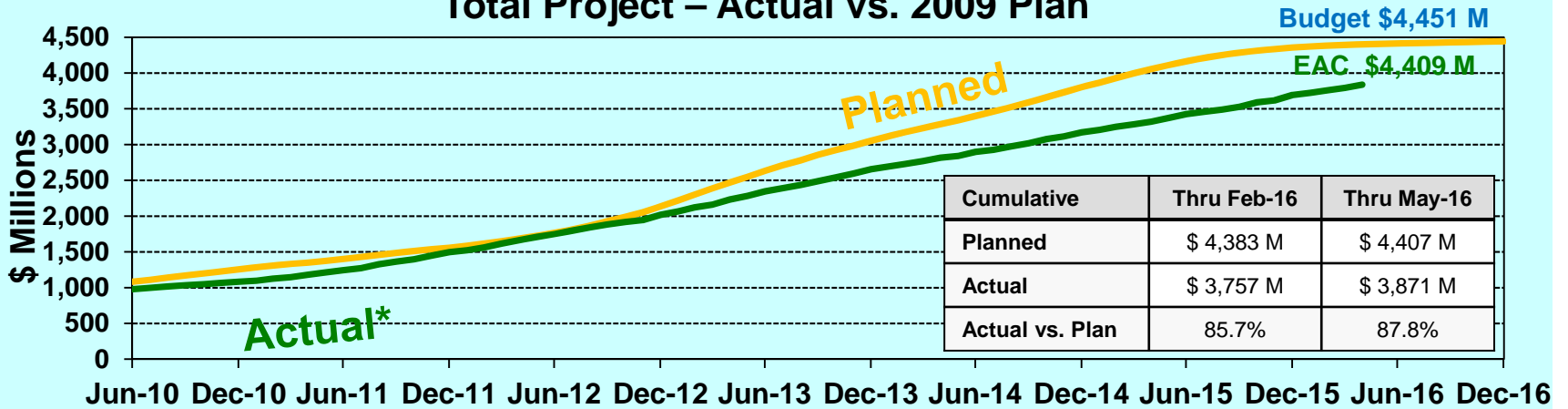
- Complete all Level 3-4 testing for HVAC, Fire Life Safety and Tunnel Vent Fans.
- Complete all traction power energization.
- Complete all signal system installation and testing.

SAS



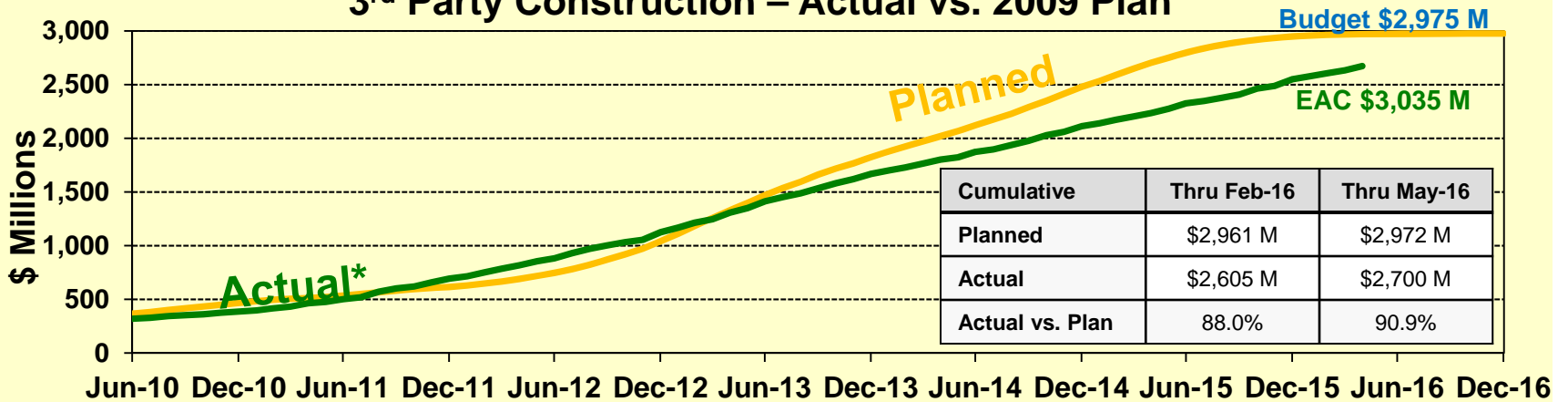
Cost & Schedule Performance

Total Project – Actual vs. 2009 Plan



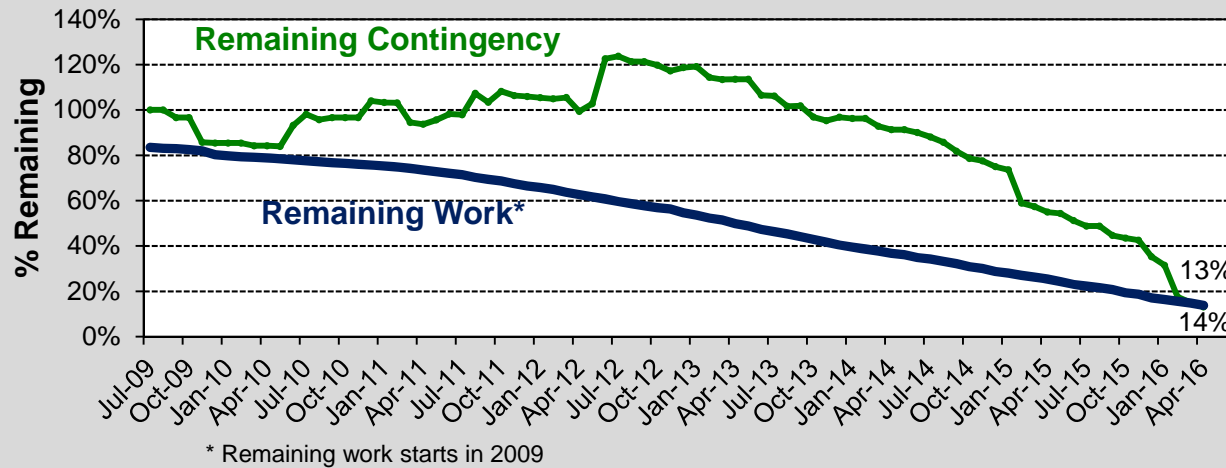
* Actual represents expended; does not include retainage.

3rd Party Construction – Actual vs. 2009 Plan



* Actual represents expended; does not include retainage.



Cost Contingency Status






- 2009 budget contingency: \$322 million
- Current budget contingency is \$42 million, \$14 million less than the last report (\$56 million).
- This reduction in contingency is due primarily to pending negotiation AWO's:
 - Acceleration of electrical equipment fabrication at 86th Street Station
 - Installation of platform ceiling panels at 63rd Street Station
 - Additional flood protection at 96th Street Station








Critical Milestones and Issues

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63 rd Street Station (Contract 3)				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Green	Level 3-4 Testing (Field Installation Acceptance Testing (FIAT))	5/31/2016	6/24/2016	<p>Level 3-4 testing for watermist and escalators was completed.</p> <p>The Level 3-4 testing for Inergen will be completed by June 24, 2016, except 2 communications rooms.</p> <p>Level 3-4 testing for elevators has started and is expected to be completed by June 24, 2016.</p> <p>No impact on RSD.</p>
 Yellow	Level 5 Testing (Systems Integrated Testing (SIT))	8/15/2016	8/15/2016	

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.

Critical Milestones and Issues







72 nd Street Station (Contract 4C)				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Green	Permanent Power Energization	4/30/2016	Completed 4/29/2016 A	
 Yellow	Tunnel Vent Fans Installation	6/15/2016	6/20/2016	Tunnel Ventilation Fans installation at Ancillary 2 was completed on May 31, 2016 and Ancillary 1 will be completed by June 20, 2016.
 Yellow	HVAC Installation	6/15/2016	6/20/2016	HVAC installation at Ancillary 2 was completed on May 31, 2016 and Ancillary 1 will be completed by June 20, 2016.
 Green	Fire Life Safety Installation	5/31/2016	Completed 5/31/2016 A	
 Yellow	Fire Life Safety Watermist Installation	5/31/2016	7/1/2016	A late switch to a different watermist system manufacturer delayed the completion of the watermist system. No impact to RSD.
 Yellow	Level 3-4 Testing (FIAT)	8/31/2016	8/31/2016	All stations systems except elevators and escalators will be completed.
 Yellow	Level 5 Testing (SIT)	9/30/2016	9/30/2016	All stations systems except elevators and escalators will be completed.

Legend




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

Critical Milestones and Issues

72nd Street Station (Contract 4C)

Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Yellow	Escalators Installation & Testing	9/30/2016	9/30/2016	Platform and Entrance 2 escalators will be installed and tested through level 5 by September 30, 2016.
 Yellow	Entrance 1 Escalators Installation	10/28/2016	9/30/2016	Entrance 1 escalators will be installed by September 30, 2016.
 Yellow	Entrance 1 Escalators Testing	11/30/2016	11/1/2016	Level 3-5 Testing for will be completed by November 1, 2016.
 Yellow	Elevators Installation & Testing	9/30/2016	9/30/2016	Platform and Ancillary 2 elevators will be installed and tested through level 5 by September 30, 2016.
 Yellow	Entrance 3 Elevators Installation	9/1/2016	9/1/2016	Entrance 3 elevators will be installed by September 1, 2016.
 Yellow	Entrance 3 Elevators Testing	11/30/2016	11/1/2016	Level 3-5 Testing for will be completed by November 1, 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.








Critical Milestones and Issues




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86 th Street Station (Contract 5C)				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
Green	Permanent Power Energization	4/30/2016	Completed 5/25/2016 A	No impact to RSD.
Yellow	Escalators Installation	6/21/2016	7/15/2016	There are 13 escalators. Phased testing of completed escalators will start at the end of June 2016. No impact to RSD.
Yellow	Elevators Installation	6/21/2016	7/10/2016	No Impact to RSD.
Green	Tunnel Vent Fan Installation	5/31/2016	6/17/2016	No impact to RSD.
Green	HVAC Installation	5/31/2016	6/17/2016	No impact to RSD.
Green	Fire Life Safety Installation	5/31/2016	6/17/2016	No impact to RSD.
Green	Ancillary 1 and 2 Structures	4/30/2016	Completed 5/20/2016 A	Ancillary 1 was completed on May 12, 2016 and Ancillary 2 was completed on May 20, 2016 to support completion of the tunnel vent fans. No impact to RSD.
Yellow	Level 3-4 Testing (FIAT)	8/1/2016	8/1/2016	
Yellow	Level 5 Testing (SIT)	9/1/2016	9/1/2016	

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.

Critical Milestones and Issues

96 th Street Station (Contract 2B)				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Green	Escalators Installation	6/30/2016	6/30/2016	Escalators installation is expected to be completed by June 30, 2016.
 Yellow	Elevators Installation	7/31/2016	7/31/2016	
 Yellow	Tunnel Vent Fans Installation	5/31/2016	6/17/2016	Tunnel Ventilation Fans installation is expected to be completed by June 17, 2016. No impact to RSD.
 Yellow	HVAC Installation	5/31/2016	6/17/2016	HVAC installation is expected to be completed by June 17, 2016. No impact to RSD.
 Yellow	Fire Life Safety Installation	5/31/2016	6/24/2016	Fire Life Safety installation is expected to be completed by June 24, 2016. No impact to RSD.
 Yellow	Level 3-4 Testing (FIAT)	8/1/2016	8/1/2016	
 Yellow	Level 5 Testing (SIT)	9/1/2016	9/1/2016	

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.




Critical Milestones and Issues

Systems (Contract 6)				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
Yellow	Communication Systems Installation and Level 3-4 Testing (FIAT) (Fire Alarm, PA/CIS)	8/31/2016	8/31/2016	Stations contractors at 72 nd , 86 th , and 96 th Street did not complete the conduit installation for critical communications systems. This delay is impacting installation of wiring by the Systems contractor. Mitigation: <ul style="list-style-type: none"> Stations contractors added resources to complete the conduit installation. Systems contractor was directed as well to complete/correct the conduit installation. Systems contractor will be working two shifts at all stations with added resources. No impact to RSD.
Red	Communication Systems Installation and Level 3-4 Testing (FIAT) (Police Radio)	10/15/2016	10/15/2016	Police Radio is scheduled for delivery mid-September and for in-service mid-October 2016. No impact to RSD.
Yellow	Level 5 Testing (SIT)	9/30/2016	9/30/2016	Level 5 Testing will be complete on September 30, 2016, except Entrance 1 Escalators and Entrance 3 Elevators at 72 nd Street and Police Radio. 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.

Critical Milestones and Issues

Systems (Contract 6)				
Status	Critical Milestone	Target Date (Apr 2016)	Current Forecast Date	Potential Impact on Revenue Service Date
 Green	Traction Power Energization	7/11/2016	7/11/2016	
 Green	Signal Work including 3-4 Testing (FIAT)	7/18/2016	7/18/2016	Signal work at 72 nd Street Station was completed in May 2016. Remaining signal work will be completed through Level 3-4 testing by July 18, 2016.
 Green	Track Work	5/30/2016	Completed 5/31/2016 A	Track work was completed by April 29, 2016. The third rail was completed at end of May 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.

**June 2016
NYCT Committee & CPOC
IEC Project Review**



Second Avenue Subway



June 20, 2016

Schedule Review

The Project Team completed acceleration agreements in March and issued an updated summary schedule dated April 1, 2016. The schedule is designed to support a December 2016 Revenue Service Date and includes 46 intermediate milestones which are tracked biweekly to assess progress. Key features of this schedule include:

- Most major station equipment systems were to be completed by the end of May.
- The remaining time available for testing of station equipment and rail systems totals about 5 months.
- The completion of elevators and escalators at 72nd St Station and their integration into the station fire alarm system are the last critical activities to be completed before RSD in December.



Schedule Concerns

The IEC's review of the Project's schedule progress identified these concerns:

- Major equipment installation activities have generally kept pace with the schedule – 80% of the schedule tracking milestones due by the end of May will meet their target dates within the 30 day grace period.
- Initial testing activities have not kept pace with the schedule for test completion – 67% of scheduled tests were completed by the end of May. Another 1104 tests need to be completed by the end of October 2016.
- Should the Project experience delays in testing at the three new stations similar to that which occurred at the Lexington Ave/63rd St. Station, the December Revenue Service Date would be impacted.

The time available for testing of station equipment and rail systems requires a very aggressive and unprecedented performance of the combined MTACC and NYCT test teams.



Budget Review

- Project is on budget and its cost contingency of \$42M remains in line with the current level of project completion pending MTACC's re-estimates of its soft costs for construction management and engineering support.
- Last month's project construction expenditures have increased to \$57M which is above the average of \$48M needed to support the schedule to complete all remaining contract work by December 2016.



Schedule Risk

Of the top schedule risks to the planned Revenue Service Date in December 2016 which were identified in the IEC's December 2015 report, these two have yet to be effectively mitigated:

- **Changes** needed to implement station and system designs have continued but the backlog is now being reduced
- **Timely completion of the fire alarm system** has been impacted by delayed completion of conduits and other supporting infrastructure in station areas.

In addition, the Project is now forecasting that the Systems Contractor will miss all of their target dates for the build-out of the communications equipment in the new stations. Until the contractor can put forth a verified forecast for recovery of these delays, the IEC believes that the Project has a heightened risk to meeting its Revenue Service Date.



Observation

MTACC could benefit by considering a staged approach to final system testing, for example, by progressively addressing one system at a time. Doing so would enable the project to effectively focus efforts, address coordination risks, and reduce total test time.



MTACC Quarterly Progress Report to CPOC

East Side Access

June 20, 2016

Project Overview

Overall Status

Item	Comments
Schedule	On schedule for December 2022 revenue service date
Cost	Within \$10.178 billion budget (excludes \$463 million rolling stock reserve)

Highlights

Progress

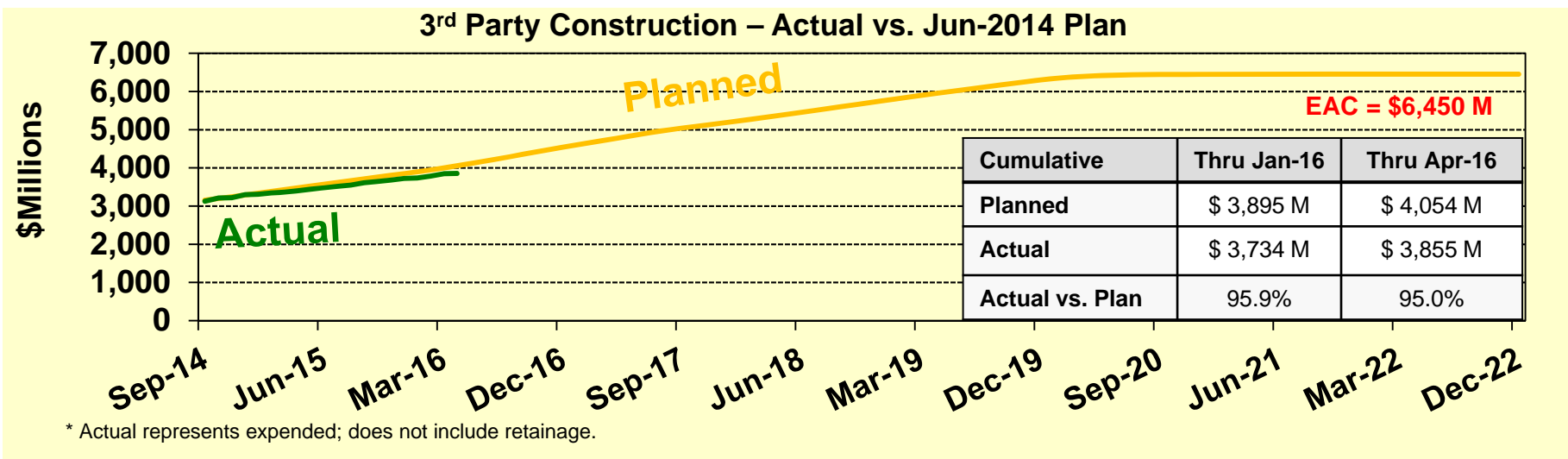
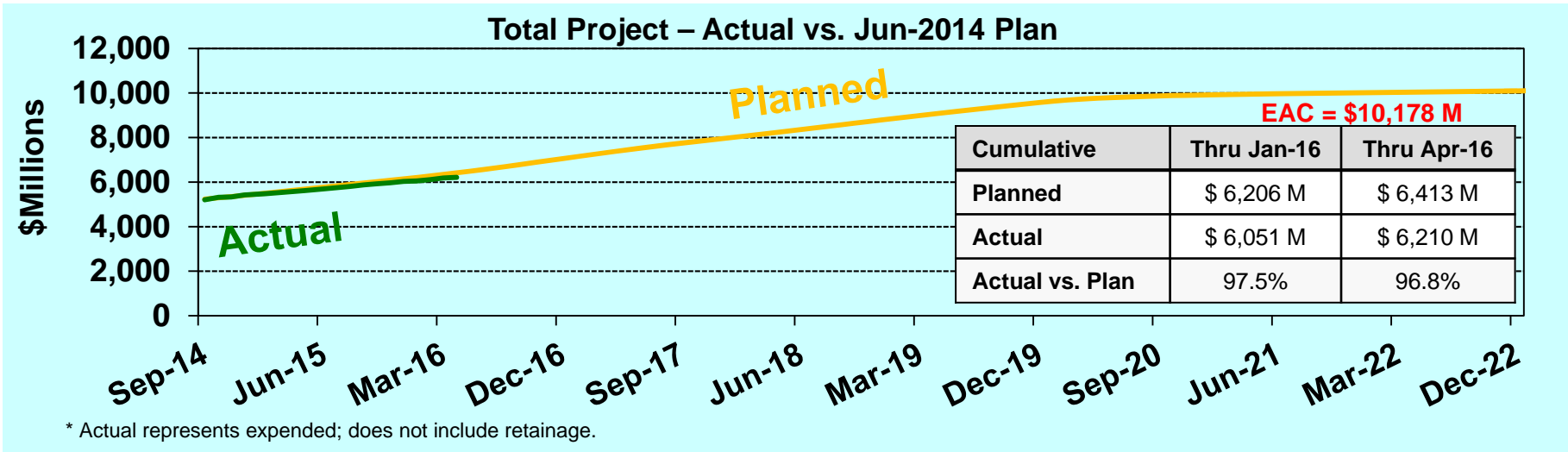
- Completed all field work required for Substantial Completion of the Manhattan South Structures contract (CM005) contract in April 2016, 1 month later than last reported.
- Awarded the Grand Central Terminal Station Caverns and Track (CM007) contract in April 2016.
- Achieved Milestone #1 (Terminal Management Center, Communication Closet C5, Communication Room 2, Building Communication System Conduit Installation) of the GCT Concourse Facilities Fit Out (CM014B) contract in June 2016, which allows CS179 to access the Concourse. MS#1 was moved from March 2016 via a contract change.
- Completed assembly of tunneling shield and commenced mining on the Harold Structures Part 3—Westbound Bypass (CH057A) contract in June 2016.
- Completed demolition of the old 48th Street bridge and commenced preparatory work for the new bridge, and exercised Option 1 Install Trough for Amtrak ET Signal Power and Interlocking Lighting as part of the Harold Structures—Part 3 (CH057) contract.
- Exercised 3 options to the Systems Package 1—Facilities Systems (CS179) contract.
- Advertised Harold Tunnel A Cut and Cover (CH061A) contract in May 2016.

90 Day Look Ahead

- Reach Substantial Completion of Plaza Substation and Queens Structures contract (CQ032).
- Advertise Mid-Day Storage Yard Facility (CQ033), a delay of 1 month from the last report.

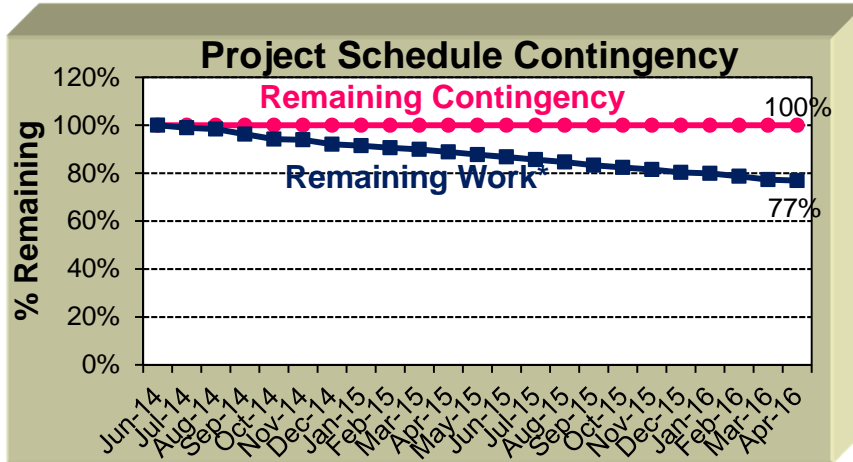
ESA

Cost & Schedule Performance



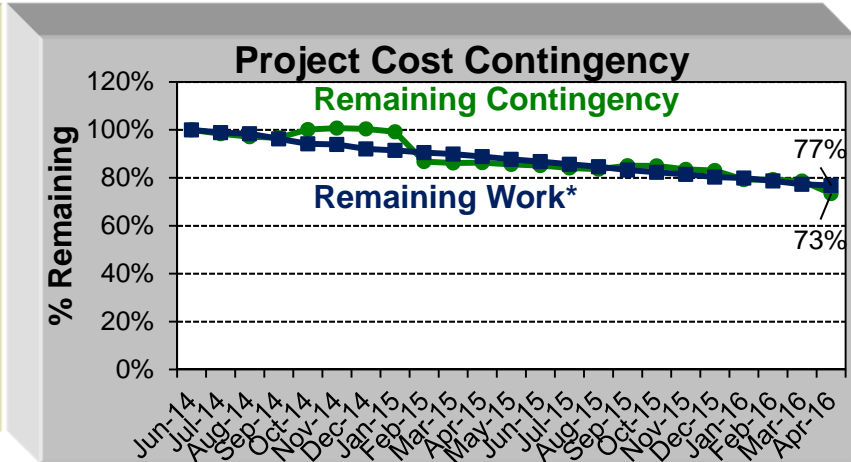
ESA

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: \$601 million (last reported \$648 million)
 - Unallocated contingency: \$351 million
 - Allocated contingency: \$201 million
 - Design development contingency (AFI): \$48 million
 - The \$47M decrease in contingency is driven by use of CM007's AFI at award (\$31M), a cost increase for the preparation work at 415 Madison Avenue (\$7M), delay costs for elevators and escalators (\$5M), and force account budget overruns (\$4M).

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Design Completion and IST Plan & Schedule for Package 1 - Facilities Systems (CS179)	March 2016	<p>Issue:</p> <ul style="list-style-type: none"> The Contractor's design is forecast to be complete in October 2016, 7 months later than originally scheduled, but it is not forecasting a delay to Substantial Completion of July 2020. ESA believes that there may be a delay in installation activities that could impact Substantial Completion. <p>Impact:</p> <ul style="list-style-type: none"> Delays to design completion and approval have the potential to delay subsequent installation work. Design delays will have an impact on the production of an Integrated Systems Testing (IST) plan and schedule. <p>Mitigation:</p> <ul style="list-style-type: none"> The Project Team and the Contractor are producing detailed schedules and expedited reviews for the submission, presentation and completion of all control system final designs, and are developing detailed plans for component development, installations and testing. ESA executed a contract modification to revise access restraints and milestones to add time to the IST schedule and extend Substantial Completion to July 2020 to align with the CM007 schedule.


Legend

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




June 20, 2016

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Procurement of Grand Central Terminal Caverns and Track Contract (CM007)	January 2016 (Awarded April 2016)	<p><u>Issue:</u></p> <ul style="list-style-type: none"> Delayed award of this contract would impact Integrated Systems Testing (IST) and potentially impact project contingency. <p><u>Impact:</u></p> <ul style="list-style-type: none"> The award of CM007 by November 2015 would have provided additional time for the Contractor's procurement and delivery of precast concrete elements, but was needed no later than January 2016 per the original schedule. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> During negotiations, the schedules for CM007 and CS179 were modified to mitigate the impact of the delayed award. Notice of Award/Notice to Proceed was issued in April 2016.


Legend

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	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
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June 20, 2016

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Need for Amtrak Support for Harold Structures - Part 3 Westbound Bypass (CH057A)	Continuing Need; Per Project Schedule Requirements	<p>Issues:</p> <ul style="list-style-type: none"> Amtrak did not consistently provide the required outages and/or railroad support to complete the critical path work required to start tunneling of the Westbound Bypass. Assembly of the tunneling shield was delayed because the extended outage of the Lead 4 track in Sunnyside Yard did not commence as planned in April 2016. <p>Impact:</p> <ul style="list-style-type: none"> The mining of the Westbound Bypass Tunnel, which was scheduled for May 2016, started in June. Substantial Completion is currently forecasted for June 2017, which is already 16 months past the contract date. <p>Mitigation:</p> <ul style="list-style-type: none"> Minimal Amtrak support is anticipated to be needed during the tunneling operation.


Legend

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




June 20, 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>Issues:</p> <ul style="list-style-type: none"> The level of Amtrak Electric Traction (ET) direct labor and weekend resources is not sufficient to support ESA's schedule critical work. The Harold Interlocking schedule has lost 2 weeks due to lack of Amtrak support over the last 3 months. <p>Impact:</p> <ul style="list-style-type: none"> Harold Interlocking work has become the program critical path. <p>Mitigation:</p> <ul style="list-style-type: none"> ESA is regularly modifying the Harold Interlocking schedule to adjust to the level of resources available. ESA has obtained labor clearances from Amtrak to transfer some work to 3rd Party contractors. The Project Team continues to meet with Amtrak on the critical nature of this issue.


Legend

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




June 20, 2016

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Cutover of H5, H6 and L30 Central Instrument Locations (CIL) in Harold Interlocking	September 2017	<p>Issues:</p> <ul style="list-style-type: none"> Based on lessons learned from the cutover of previous CILs, the cutover of the H5, H6, and L30 CILs is re-scheduled from November 2016 to September 2017. The cutover of these CILs requires a greater amount of resources from LIRR, the ESA designer, and the software designer. <p>Impact:</p> <ul style="list-style-type: none"> Postponed cut-over of the H5, H6 and L30 CILs and associated follow-on activities has and will delay the completion of the Harold Interlocking work required for Revenue Service. <p>Mitigation:</p> <ul style="list-style-type: none"> ESA has requested that the signal designer and software designer assign additional qualified signal design engineers. ESA is working with LIRR to increase the available signal resources. Although some additional signal resources have been identified and made available, more are needed. A MTACC-LIRR task force has been formed to identify opportunities to mitigate delays and improve the Harold Interlocking schedule, such as consolidating testing tasks and outsourcing software simulations.

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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June 20, 2016

June 2016 CPOC IEC Project Review



East Side Access

June 20, 2016



BUDGET & SCHEDULE

- The ESA Budget remains at \$10.178B
 - IEC identified risks to Cost Contingency
 - Increase to Owner Controlled Insurance Program (OCIP)
 - Contract settlement agreements resulting from claims
- The ESA Revenue Service Date December 2022
 - Potential risk to program schedule contingency from Systems contract
- Harold work is now on the critical path
- Manhattan/Systems critical path trails Harold by 3 months



IEC OBSERVATIONS – MANHATTAN

- GCT Concourse and Facilities Fit-Out (CM014B)
 - Delays in completing Milestones – potential impact to the follow on Systems contract
 - Risk to the timely start of Integrated Systems Testing (IST)
- GCT Caverns and Track (CM007)
 - Notice to Proceed was in April 2016
 - Early Milestones deleted - next Milestone June 2018
 - CM007 and the follow-on Systems contract CS179 are the same contractor



IEC OBSERVATIONS – SYSTEMS

- Facilities Systems Package 1 (CS179) Status
 - Milestone for completion of Final Design is pushed out up to 9 months - yet the start of Integrated Systems Testing (IST) remains unchanged
 - The IEC’s preliminary analysis identified risks:
 - Compressed equipment manufacturing schedule
 - Resource intensive system equipment installation
 - Numerous concurrent local testing activities
 - The IEC forecasts at least a 2 month risk to overall Program Contingency
 - Detailed analysis of schedule and IST Framework is ongoing



IEC OBSERVATIONS – HAROLD

- The Harold schedule is now on the critical path and risks consuming Program Contingency
- Potential shortage of signaling resources – schedule risk
- Risk of lower throughput (trains per hour) from Harold to Grand Central Terminal at time of revenue service should not all elements (East Bound Reroute) of ESA be complete



IEC CONCERNS

- The Integrated Project Schedule (IPS) is incomplete - this hampers the IEC's ability to monitor progress

IEC RECOMMENDATIONS

- Revise the IPS to include accepted resource loaded contractor schedules to show modified completion dates for Manhattan/Systems and Harold work
- Develop interim milestones and reinstate reporting of key performance indicators – this will allow accurate monitoring of the ESA status



Recommendations Log

Recommendation (June 2015)	Agency Response/Action	Status
The IEC recommends that the contractor provide a framework that shows proper logic and high level durations until a detailed integrated systems testing schedule is available.	MTACC agrees and committed to provide a framework by the end of the preliminary design review for the ten control subsystems in September/October 2015.	Received May 2016
A detailed schedule for Systems Package 1, which includes project-wide integrated systems testing (IST), agreed on by the contractor and MTACC has to be provided without further delay to allow tracking of progress.	MTACC received a contractor baseline schedule and several updates. Full approval of the schedule will be given once a detailed IST schedule will be included at the end of design in July 2016.	In Progress
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 continues to meet with the contractor to discuss schedule risks and the IST schedule. The Project Team is working with the contractor in sequencing the various system designs to reduce pressure on the schedule.	In Progress
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.	ESA expects to conditionally accept the CM014B schedule and incorporate it into the IPS by March 2016.	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 is in the process of finalizing changes to Manhattan contracts, which shall be reflected in the IPS.	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 is in the process of generating monthly, contract specific performance reports.	In Progress

MTACC Quarterly Progress Report to CPOC

Cortlandt Street #1 Line Station Reconstruction

June 20, 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 demolition of southbound and northbound platform slabs and manholes
- Completed reconstruction of platform edge, platform walls, manholes and duct banks
- Completed utility relocation underneath the platform edge, including air, water and fire stand pipe
- Completed architectural design changes
- Completed 50% of centerline column removals
- Completed 80% of track centerline utility relocation and new cable trough installation

90 Day Look Ahead

- By June 27 GO, complete 100% of centerline column removals
- By June 27 GO, complete 100% of track centerline utility relocation
- Complete 50% installation of new northbound and southbound platform slabs
- Complete 50% block walls for NYCT rooms
- Perform test pits on Liberty street for new Con Edison service
- Complete 50% of new electrical service duct bank installation at southbound platform
- Finalize communication and electrical design changes and negotiate change orders
- Complete testing of all new signal equipment and fiber optic cables and perform trackway punch list during upcoming piggyback GO's
- Perform leak remediation inside the tunnel, north and south of the Cortlandt St Station, during upcoming piggyback GO's

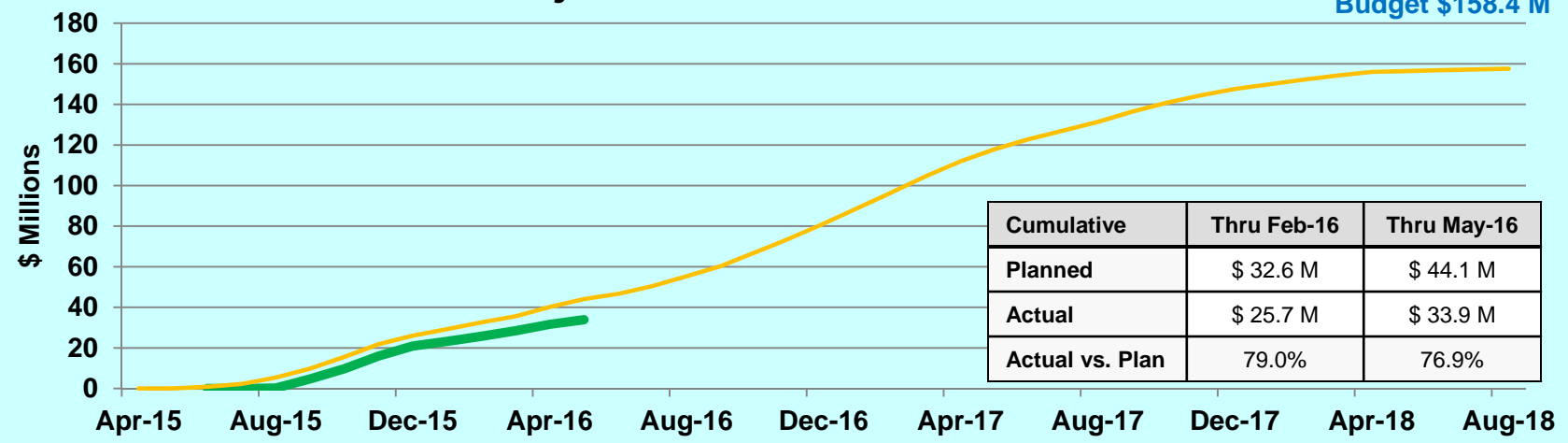
June 20, 2016

Cortlandt

Cost & Schedule Performance

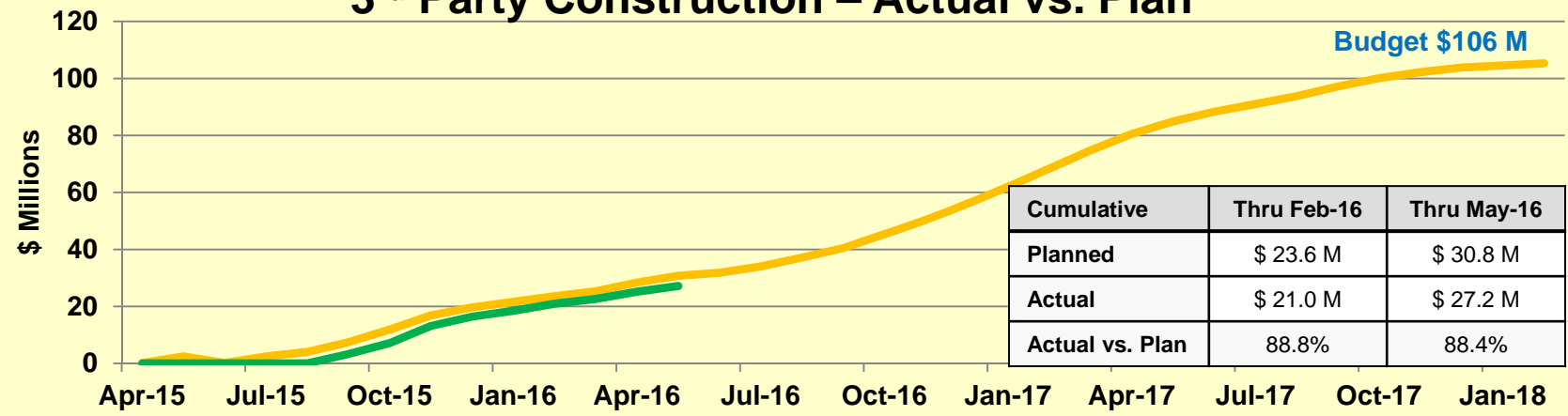
Total Project – Actual vs. Plan

Budget \$158.4 M

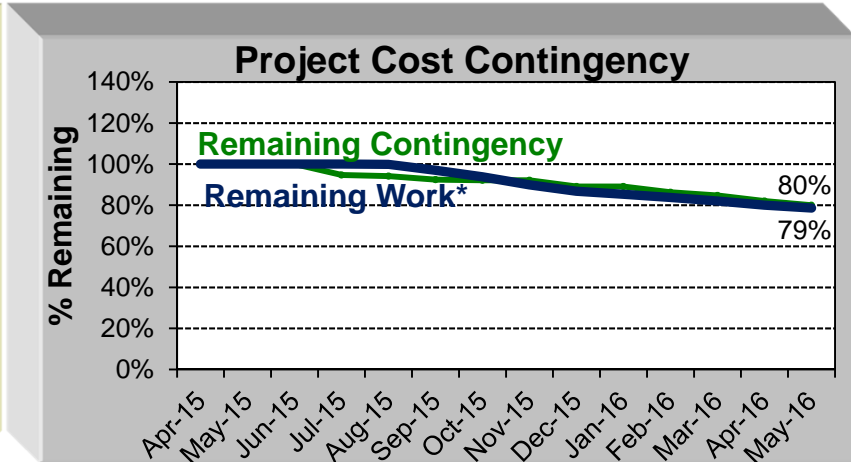
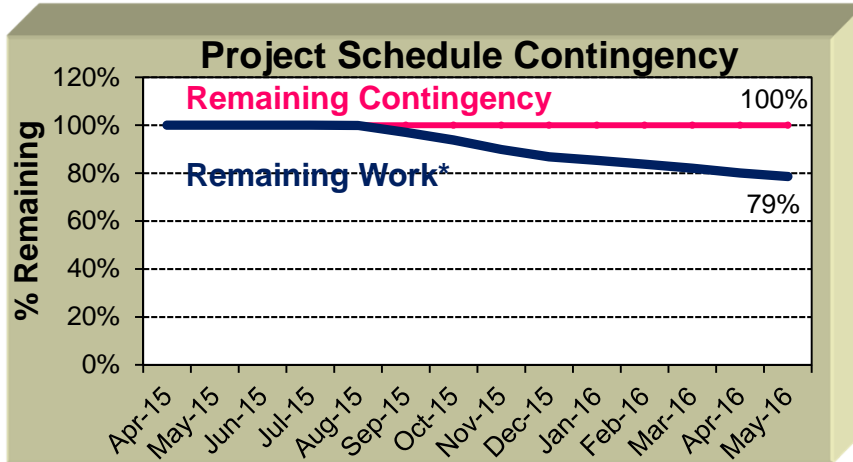


3rd Party Construction – Actual vs. Plan

Budget \$106 M



Cost & Schedule Contingency Status




* Remaining work starts in 2015

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




* Remaining work starts in 2015

- Original Budget contingency was established at \$5.6 million
- Current contingency is \$4.5 million, \$0.3 million less than last report (\$4.8 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.


Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	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	June 2017	<p>Issue: 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>Impact: 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>Mitigation: Accelerate construction of the stair and elevator as soon as access is provided by PANYNJ in order to complete by February 2018.</p>




Legend

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

Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 Yellow	Completion of All Right of Way Work	June 2016	<p>Issue: 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>Impact: Delay in completing all Right-of Way work by June 2016 will impact the completion of the project.</p> <p>Mitigation: NYCT has committed to provide all necessary GO's through June 2016 in order to accomplish the Right-of-Way work (track replacement, platform edge, conduit installation, piping and cable relocation, steel demo). By June 27, 2016, all installation work along the right-of-way will be completed. Testing of newly installed signal equipment and fiber optic cables will be performed during GO piggyback opportunities through August 2016.</p>

Legend




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

June 20, 2016


Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Relocation of PANYNJ Installed Utilities Located within MTA Allocated Space	October 2016	<p>Issue: PANYNJ has installed various PANYNJ and Retail Tenant utilities within MTA allocated spaces.</p> <p>Impact: Some of the PANYNJ installed utilities may interfere with the construction of the station rooms and systems installation.</p> <p>Mitigation: 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.</p>




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.

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Construction of New Con Edison Service from Liberty Street	November 2016	<p>Issue: New Property Line Boxes (PLB's) and conduit is to be installed from Liberty Street to Greenwich Street to provide new Con Edison service for the Station.</p> <p>Impact: 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 as designed.</p> <p>Mitigation: Perform additional test pits and coordinate with Con Edison to relocate PLB's to a location that does not impact existing utilities.</p>

Legend

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

June 2016 CPOC IEC Project Review



Cortlandt Street # 1 Line Station



June 20, 2016



Schedule Review

- IEC notes the following regarding the project schedule:
 - The PANYNJ must turn over the PATH North Temporary Access space by June 2017 in order for MTACC to start construction of the Vesey Street entrance. Delay in PANYNJ turnover of the space could impact the project completion date of August 2018.
 - The contractual milestone for station Right-of-Way work is scheduled to be complete by the end of June 2016. Current construction progress indicates that this milestone will be achieved, although, any required additional Right-of-Way work is planned to be completed under subsequent piggyback G.O's.



Budget Review

- The IEC notes that the current project budget is \$158.4M with a construction contingency of \$4.5M, which is approximately 3% of the project budget.
- The IEC also notes that there are a number of outstanding un-negotiated change orders that will reduce the contingency.
- Change orders that could potentially impact the project budget are:
 - Station communication system changes.
 - Station electrical upgrades.
 - PANYNJ's redesign of the street staircase at the north end of the station.



IEC Concerns & Issues

Requirements for Station Opening:

- The IEC continues to note that the lack of a formal commitment from the PANYNJ with regard to the timely removal of the PATH North Temporary Access continues to present a risk to MTACC building the Vesey Street Entrance within the August 2018 project completion date.

Budget and Contingency:

- In the IEC's opinion the current budgeted contingency of \$4.5M is not an adequate amount to support the remaining construction budget and forthcoming change orders.

Change Orders:

- The IEC is concerned that changes to communication systems, electrical upgrades and PANYNJ's redesign of the street staircase pose a risk to the project's substantial completion date and project budget.



MTA Capital Program Commitments & Completions

through
May 31st, 2016

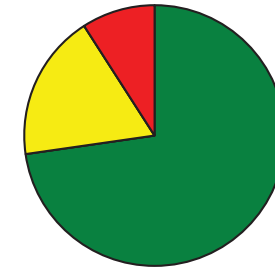


Capital Projects – Major Commitments – May 2016

Through May, agencies are reporting on eleven major commitments: eight were on time, two were delayed but have since been committed, and one remains delayed. NYCT's PSLAN 188 Stations award (a \$50 million actual) and East Side Access' Grand Central Terminal Caverns award (a \$712 million actual) were late, but were committed in March and April, respectively. This month, NYCT's Sandy Mitigation for 7 Stations is late.

Year to date, agencies have committed \$1.9 billion versus a \$2.0 billion goal. The shortfall versus goal is mainly due to a favorable bid for East Side Access' Grand Central Terminal Caverns award. By year-end, the MTA forecasts achieving 99% of its \$6.6 billion goal.

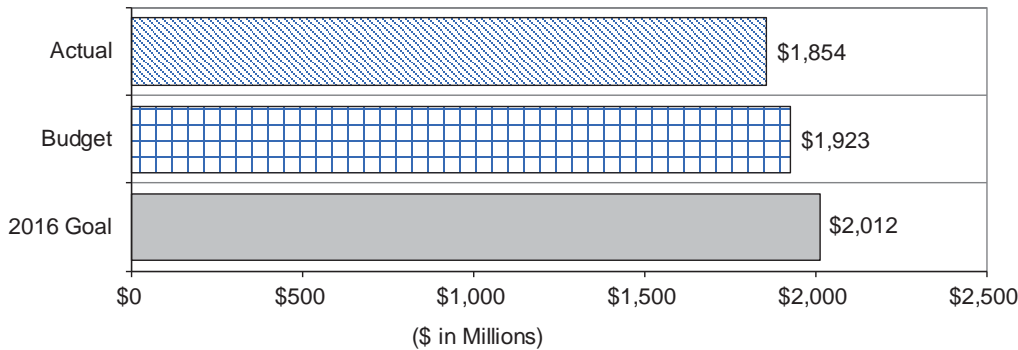
Year-to-Date Major Commitments



Color	Description	Count	Percent	Change from Prior Month
GREEN	=Commitments made/forecast within Goal	8	73%	-
YELLOW	= Commitments delayed beyond Goal (already achieved)	2	18%	-
RED	= Commitments delayed beyond Goal (not yet achieved)	1	9%	↑ 1
		11	100%	↑ 1

Budget Analysis

2016 Annual Goal	\$6,599	(\$ in millions)
2016 Forecast	99%	of Annual Goal
Forecast left to Commit	72%	(\$4,708)



Year-to-Date Agency Breakdown

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

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

Project	Commitment	Goal	Forecast
1 All-Agency Red Commitments (1 new this month)			
<i>NYCT</i>			
<i>Signals & Communications</i>			
Sandy Mitigation: 7 Stations (8 Stns M/Q/Bx Initiative) (New Item)	Construction Award	May-16 \$96.3M	Aug-16 \$96.3M
The mitigation solution for a staircase at 155 St on the Concourse Line had to be revised due to maintainability concerns.			

Project	Commitment	Goal	Forecast
2 All-Agency Yellow Commitments (0 new this month)			
<i>NYCT</i>			
<i>Signals & Communications</i>			
Passenger Station LAN: 188 Stations	Construction Award	Feb-16 \$50.0M	Mar-16 (A) \$50.0M
Award was delayed because of additional time required to secure necessary approvals for budget changes and authorizations to approve the commitment.			

MTACC			
<i>East Side Access</i>			
Grand Central Terminal Station Caverns & Track	Construction Award	Feb-16 \$777.4M	Apr-16 (A) \$712.0M
The delay was due to MTACC finalizing open issues prior to issuing a notice to proceed, which was issued in April. The award value reflects a favorable bid.			

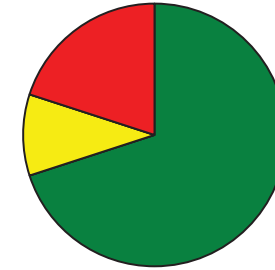
Capital Projects – Major Completions – May 2016

Through May, eight major completions were planned. Of these, five were on time and three were delayed, one of which has since been completed. In addition, two were completed early. Current completion delays include an East Side Access structures contract and B&T's Rehabilitate Rockaway Point Boulevard Overpass.

Two bus procurements have been completed ahead of schedule, offsetting the impact of the delays on the year-to-date completions value. As a result, the MTA has nearly achieved its \$727 million year-to-date goal.

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

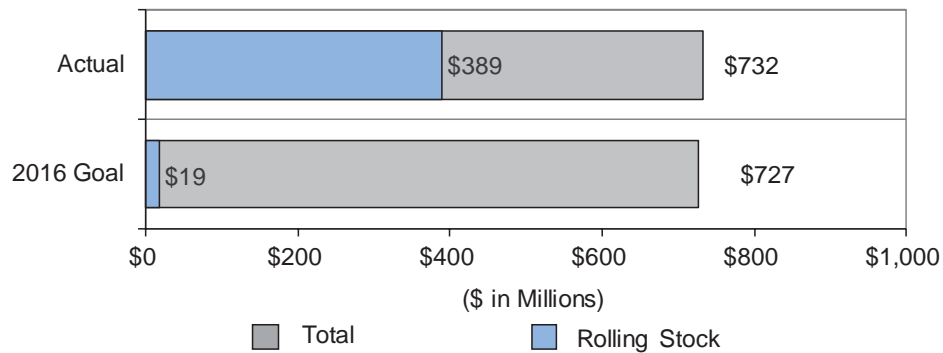
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast w/in Goal	7	70%	↑ 2
YELLOW = Completions delayed beyond Goal (already achieved)	1	10%	↑ 1
RED = Completions delayed beyond Goal (not yet achieved)	2	20%	-
Total	10	100%	↑ 3

Budget Analysis

2016 Annual Goal \$4,629 (\$ in millions)
 2016 Forecast 102% of Annual Goal
 Forecast left to Complete 85% (\$4,003)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – May 2016 – Schedule Variances
Actual Results Shaded

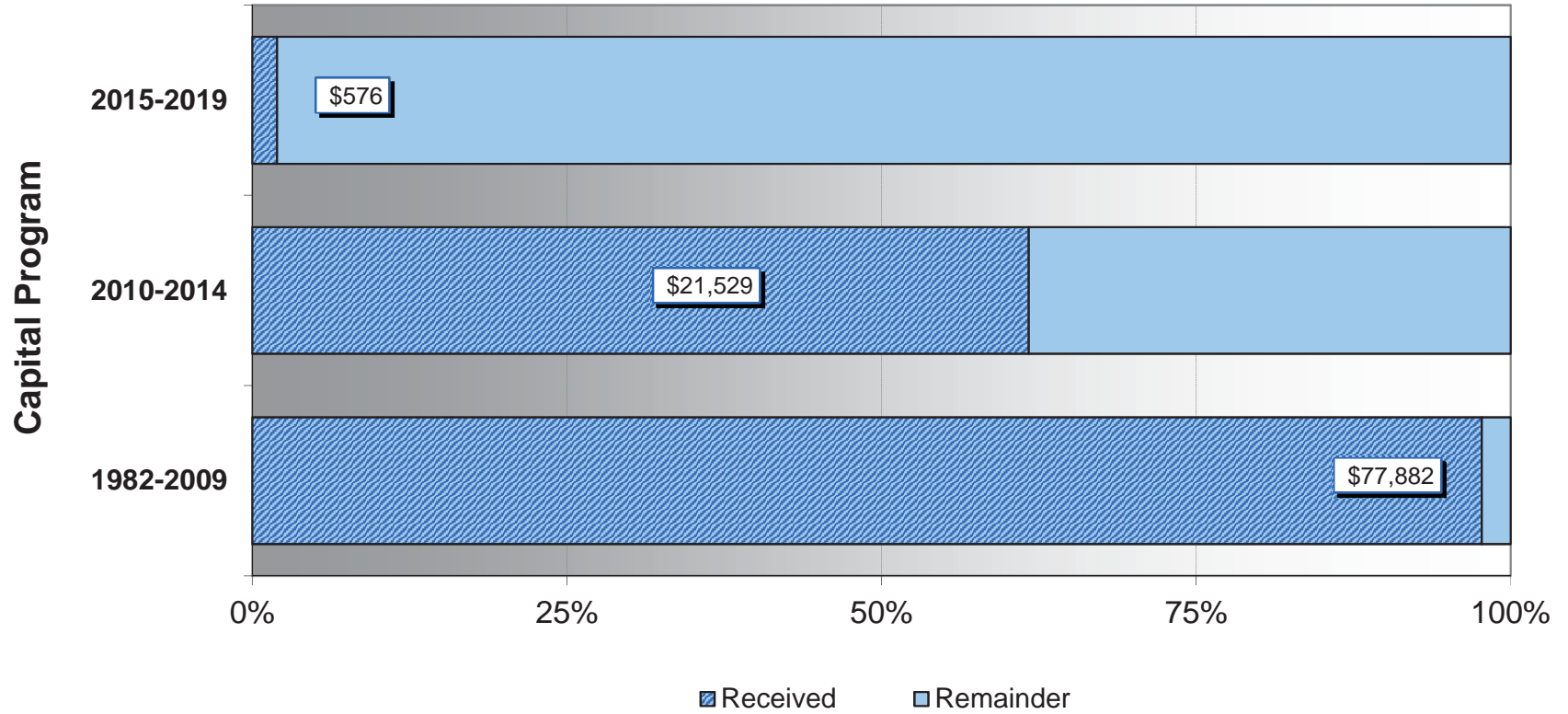
Project	Completion	Goal	Forecast
2 All-Agency Red Completions (1 new this month)			
B&T			
<i>Marine Parkway Bridge</i>			
Rehabilitate Rockaway Point Blvd Overpass (New Item)	Construction Completion	May-16 \$11.1M	Jun-16 \$11.1M
Substantial completion has been delayed by one month due to outstanding work items including installing a concrete median barrier, curbs, drainage, and striping. However, the overpass was opened for traffic at the end of May.			
MTACC			
<i>East Side Access</i>			
Manhattan South Structures	Construction Completion	Feb-16 \$249.8M	Jun-16 \$249.8M
Substantial completion was delayed due to delays in underground tunnel work.			

Project	Completion	Goal	Forecast
1 All-Agency Yellow Completions (1 new this month)			
NYCT			
<i>Stations</i>			
Renew Five Liberty Line Stations	Construction Completion	Apr-16 \$74.7M	May-16 (A) \$77.7M
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.			

Status of MTA Capital Program Funding

Capital Funding (May 31, 2016)

\$ in millions



Capital Funding Detail (May 31, 2016)

\$ in millions

2005-2009 Program	Funding Plan	Receipts		
	Current	Thru April	This month	Received to date
	24,507	22,667	\$ -	22,667

2010-2014 Program	Funding Plan	Receipts		
	Current	Thru April	This month	Received to date
Federal Formula, Flexible, Misc	\$5,839	\$5,614	\$ -	\$5,614
Federal High Speed Rail	295	295	-	295
Federal Security	206	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	774	575	-	575
State Assistance	770	150	-	150
MTA Bus Federal and City Match	132	69	-	69
MTA Bonds (Payroll Mobility Tax)	12,703	9,150	-	9,150
Other (Including Operating to Capital)	1,535	642	-	642
B&T Bonds	2,111	1,292	-	1,292
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	9,376	3,177	246	3,423
PAYGO	160	160	-	160
<i>Sandy Recovery MTA Bonds</i>	758	-	-	-
<i>Sandy Recovery B&T Bonds</i>	230	59	-	59
Total	34,889	21,283	246	21,529

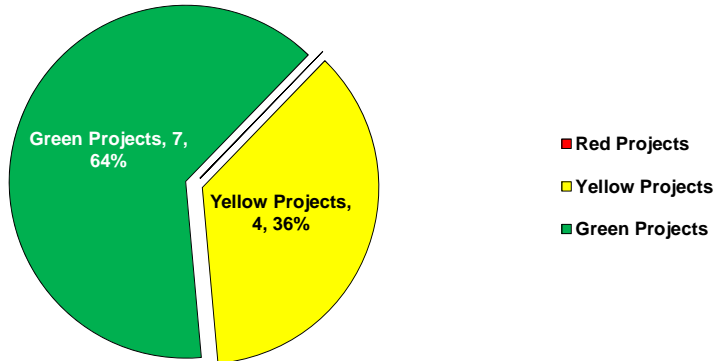
2015-2019 Program	Funding Plan	Receipts		
	Current	Thru April	This month	Received to date
Federal Formula, Flexible, Misc	\$6,275	\$ -	\$ -	\$ -
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
State Assistance	8,336	-	-	-
City Capital Funds	2,492	-	40	40
MTA Bonds	5,889	-	-	-
Asset Sales/Leases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



1st Quarter 2016 Traffic Light Report on MTA Core Capital Program Projects

A total of 186 Projects were Reviewed for the 1st Quarter 2016

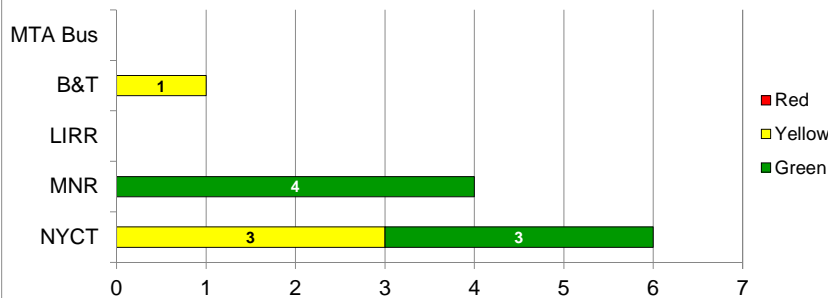
11 Projects in Design



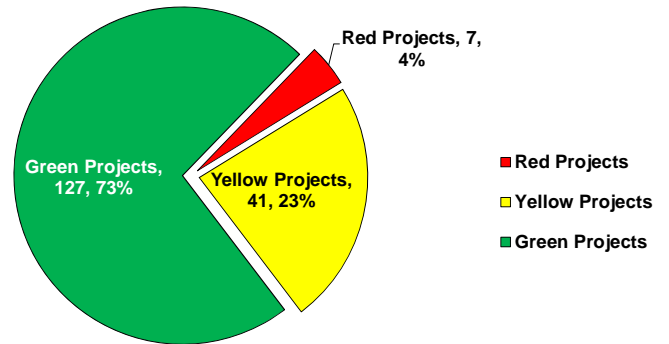
Projects in Design: 11 projects were reviewed in the design phase with 7 (64%) projects designated green and 4 (36%) were yellow. This is a decrease of 4 red projects since the 4th quarter 2015.

Last Quarter: 12 projects were reviewed in the design phase with 8 (67%) projects designated green and 4 (33%) were red.

11 Projects in Design



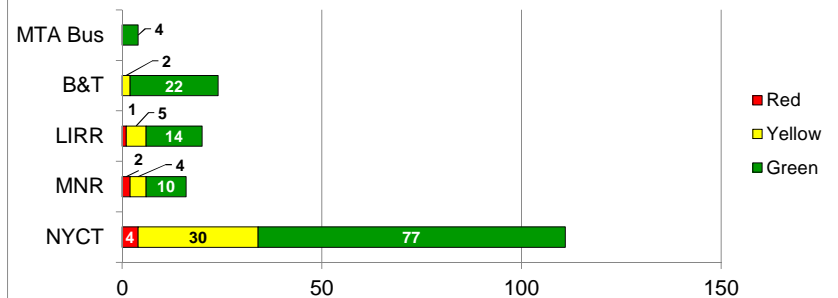
175 Projects in Construction



Projects in Construction: 175 projects were reviewed in the construction phase with 127 (73%) designated green, 41 (23%) yellow and 7 (4%) red. This is a decrease of 19 red projects since the 4th quarter 2015. All 7 red projects were red for schedule variances. The schedule variances ranged from 3 to 12 months and were due in part to unforeseen conditions, phasing issues, reprioritization of in-house workforce, and added scope.

Last Quarter: 189 projects were reviewed in the construction phase with 138 (73%) designated green, 25 (13%) yellow and 26 (14%) red.

175 Projects in Construction



Terms and Definitions

1st 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: 11

- 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: 175

- 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 |

**1st 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											
PA/CIS B Division Furnish/Deliver CIS 89 Stations	05 - 09	Construction	\$8,400,000	20	.00	■	1.00	■	0	■	G
Public Address / Customer Information Screens - Phase 3	05 - 09	Construction	\$105,911,228	60	.00	■	1.00	■	0	■	G
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$46,124,261	79	.31	■	1.02	■	1	▲	Y
Yard Fencing: 2 Locs (38th St, Linden)	05 - 09	Construction	\$16,102,971	55	.13	■	1.00	■	0	■	Y
Depot Equipment	05 - 09	Construction	\$9,880,197	47	.00	■	1.00	■	5	▲	R
Priority Repairs: 3 Depots	05 - 09	Construction	\$19,468,366	84	.17	■	.99	■	0	■	Y
Purchase 324 Standard Buses	10 - 14	Construction	\$163,320,932	88	.00	■	1.00	■	0	■	G
Purchase 300 Express Buses	10 - 14	Construction	\$188,884,762	82	.00	■	1.00	■	0	■	G
Purchase 276 Standard Buses	10 - 14	Construction	\$152,493,847	100	.00	■	1.00	■	-6	▼	G
Purchase 72 Standard Diesel Buses	10 - 14	Construction	\$39,174,103	100	.00	■	1.00	■	-2	▼	Y
Replacement of MetroCard Electronic Components	10 - 14	Construction	\$30,000,000	48	.00	■	.91	■	0	■	G
Passenger Station Local Area Network at 188 Stations	10 - 14	Construction	\$50,000,000	10	.00	■	1.00	▲	0	■	G
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,185,198	58	.00	■	1.00	■	0	■	G
Replace 7 Hydraulic Elevators	10 - 14	Construction	\$29,350,292	20	.11	■	1.00	■	0	■	G
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$61,691,096	80	.84	▼	1.01	■	1	▲	Y
Renewal of 104 Street Station on the Liberty Line	10 - 14	Construction	\$15,935,381	97	.36	■	1.01	■	0	■	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$7,377,212	58	.84	■	1.00	■	-1	▼	Y
Renewal of 111 Street Station on the Liberty Line	10 - 14	Construction	\$15,118,583	96	.02	■	1.00	■	0	■	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Construction	\$18,892,724	99	.01	■	1.15	■	0	■	Y
Renewal of 88 Street Station on the Liberty Line	10 - 14	Construction	\$16,252,209	94	.84	■	1.00	■	0	■	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Construction	\$16,316,637	96	.01	■	1.01	■	0	■	G
Renewal of Avenue X Station on the Culver Line	10 - 14	Construction	\$17,717,640	54	.60	▼	1.02	■	0	■	G
Renewal of Avenue U Station on the Culver Line	10 - 14	Construction	\$16,694,810	6	.33	▲	.99	■	0	■	G
Renewal of Avenue P Station on the Culver Line	10 - 14	Construction	\$14,992,750	6	.10	■	1.00	■	0	■	G
Renewal of Bay Parkway Station on the Culver Line	10 - 14	Construction	\$13,900,945	6	.34	■	1.00	■	0	■	G

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**1st 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
NYCT - New York City Transit Program											
Renewal of 18 Avenue Station on the Culver Line	10 - 14	Construction	\$19,518,420	10	.29	▲	1.00	■	0	■	G
Renewal of Ditmas Avenue Station on the Culver Line	10 - 14	Construction	\$19,094,083	78	.93	▲	.99	■	0	■	G
Renewal of Avenue I Station on the Culver Line	10 - 14	Construction	\$16,752,318	9	.19	■	.97	■	0	■	G
Renewal of Pennsylvania Avenue Station on the New Lots Line	10 - 14	Construction	\$13,282,293	1	.58	▲	.97	■	0	■	G
Renewal of Rockaway Avenue Station on the New Lots Line	10 - 14	Construction	\$13,300,164	46	.85	▲	.98	■	0	■	G
Renewal of Saratoga Avenue Station on the New Lots Line	10 - 14	Construction	\$12,844,884	1	.19	▲	.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	.05	▲	.97	■	0	■	G
Renewal of Van Siclen Avenue Station on the New Lots Line	10 - 14	Construction	\$17,471,637	25	.38	▲	1.21	■	0	■	Y
Component Repairs at 103 Street Station on the Lexington Line	10 - 14	Construction	\$15,242,076	74	.44	▼	1.00	■	0	■	G
Component Repairs at 2 Stations on the Culver Line	10 - 14	Construction	\$20,294,820	6	.59	▲	.99	■	0	■	G
Component Repairs at 2 Stations on the 4th Avenue Line	10 - 14	Construction	\$13,868,458	70	1.20	▲	1.01	■	0	■	G
Component Repairs at 3 Stations on the Lexington Line	10 - 14	Construction	\$11,094,314	59	.00	■	1.00	■	0	■	G
Component Repairs at 2 Stations on the Queens Boulevard Line	10 - 14	Construction	\$13,350,314	60	.00	■	1.00	■	0	■	G
Ventilator Repairs at 5 Locations in Upper Manhattan and the Bronx	10 - 14	Construction	\$5,872,617	53	.00	■	1.00	■	4	▲	R
Component Repairs at Eastchester-Dyre Avenue Station on the Dyre Avenue Line	10 - 14	Construction	\$25,903,462	15	.00	■	1.00	■	0	■	G
Ventilator Repairs at 4 Locations in Queens, Manhattan and Brooklyn	10 - 14	Construction	\$10,024,003	98	.00	■	1.26	■	2	▲	Y
Component Repairs at 5 Stations on the Canarsie Line	10 - 14	Construction	\$16,443,182	59	.14	▲	1.00	■	0	■	G
Ventilator Repairs at 8 Locations in Lower Manhattan	10 - 14	Construction	\$5,114,406	50	.00	■	1.00	■	4	▲	R
Reconstruction of Hard Rail Track Panels at 9 Stations on the Sea Beach Line	10 - 14	Construction	\$8,057,796	72	.00	■	1.00	■	0	■	Y
Ventilator Repairs at 3 Locations in Southeast Brooklyn	10 - 14	Construction	\$6,454,000	59	.00	■	1.00	■	0	■	G

**1st 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
NYCT - New York City Transit Program											
ADA Accessibility at 23 St Station on the Lexington Av Line	10 - 14	Construction	\$17,586,263	81	1.09	▲	1.00	■	0	■	Y
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$21,678,502	58	.46	■	1.00	■	-1	▼	Y
Water Condition Remedy	10 - 14	Construction	\$6,077,599	100	.56	■	.93	▼	-1	▼	Y
Access Improvements at Grand Central Station	10 - 14	Construction	\$23,443,265	26	.84	▲	1.07	▲	0	■	G
2015 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$49,328,099	40	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$18,626,232	37	.00	■	1.00	■	0	■	G
2015 Welded Rail Installation on the Queens Boulevard Line	10 - 14	Construction	\$11,814,054	47	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$10,991,721	49	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the Broadway 7th Avenue Line	10 - 14	Construction	\$14,399,527	79	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the Dyre Avenue Line	10 - 14	Construction	\$17,890,646	30	.00	■	4.37	■	0	■	G
2015 Mainline Switch Replacement on the 6th Avenue Line	10 - 14	Construction	\$8,881,107	86	.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	\$60,908,428	99	.25	■	1.00	■	0	■	Y
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,338,068	54	.48	▲	1.00	■	2	▲	Y
Replace Ventilation Controls at 22 Locations	10 - 14	Construction	\$16,199,489	31	.00	■	.99	■	0	■	G
Rehab of Pumps at 2 Locations in Manhattan	10 - 14	Construction	\$13,559,178	0	.00	■	1.00	■	0	■	G
Demolish Abandoned Structures	10 - 14	Construction	\$15,149,820	41	.00	■	.99	■	0	■	Y
Overcoat Painting from Broadway Junction-New Lots Ave on the Canarsie Line	10 - 14	Construction	\$28,175,506	40	.00	■	.99	■	0	■	G
Structural Repairs at 9 Avenue Station on the West End Line	10 - 14	Construction	\$22,203,522	65	.11	■	1.00	■	0	■	Y
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$310,818,652	52	1.07	■	1.00	■	0	■	Y

**1st 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
NYCT - New York City Transit Program											
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,322,191	60	.38	■	1.00	■	0	■	G
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,355,148	79	.41	■	1.00	■	0	■	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Construction	\$180,095,026	27	.09	■	1.00	■	0	■	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Construction	\$174,020,756	20	.00	■	.99	■	0	■	G
Automated Train Supervision: Hardware and Software Upgrade	10 - 14	Construction	\$5,900,000	80	.00	■	1.00	■	0	■	Y
AC to DC Line Relay Conversion on the Fulton Line	10 - 14	Construction	\$13,545,979	55	.00	■	1.00	■	0	■	G
Modifications to Signal Control Lines - Phase 6	10 - 14	Construction	\$15,226,485	12	.00	■	1.00	■	0	■	G
Public Address/Customer Info Screen Systems	10 - 14	Construction	\$64,391,733	53	.00	■	.97	■	0	■	Y
Upgrade/Expansion of Communication Rooms - Phase 1	10 - 14	Construction	\$15,835,903	0	.00	■	.90	■	0	■	G
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	50	.00	■	1.00	■	0	■	G
Upgrade/Replacement of Copper Communications Cable - Phase 3	10 - 14	Construction	\$9,775,398	80	.00	■	.99	■	0	■	Y
Upgrade Ventilation Systems in 19 Communication Rooms	10 - 14	Construction	\$11,223,891	3	.00	■	1.03	■	0	■	G
Passenger Station Local Area Network at 30 Stations	10 - 14	Construction	\$26,530,419	88	.81	▼	1.00	■	0	■	Y
Help Point at 93 Stations	10 - 14	Construction	\$79,405,702	56	.00	■	1.04	▲	0	■	Y
Integrated Service Information & Management B-Division, Module 1	10 - 14	Construction	\$59,141,528	2	.00	■	1.00	■	0	■	G
Install Help Point Systems at 62 Stations	10 - 14	Construction	\$27,886,545	59	.00	■	1.00	■	0	■	Y
Help Point at 64 Stations	10 - 14	Construction	\$36,486,400	90	.00	■	1.00	■	0	■	G
Repair/Replace Underground Substation Hatchways - Phase 3	10 - 14	Construction	\$11,135,512	5	.00	■	.98	■	0	■	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Construction	\$15,058,928	72	.70	▲	.98	■	0	■	Y
Rehab 3 Car Washers at 3 Yards	10 - 14	Construction	\$17,068,520	28	.00	■	.98	■	2	▲	G
Rehab 1 Car Washer at Coney Island Yard	10 - 14	Construction	\$9,782,959	85	.06	■	1.00	■	0	■	G
2015 Welded Rail Installation on the 8th Avenue Line	10 - 14	Construction	\$26,497,289	59	.00	■	1.00	■	0	■	G

**1st 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
NYCT - New York City Transit Program											
2015 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$10,634,085	61	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the West End Line	10 - 14	Construction	\$10,167,966	93	.00	■	2.10	▼	0	■	Y
2015 Mainline Track Replacement on the White Plains Road Line	10 - 14	Construction	\$5,165,738	93	.00	■	1.00	■	-3	▼	G
2015 Mainline Switch Replacement on the Dyre Line	10 - 14	Construction	\$7,557,188	80	.00	■	2.00	■	0	■	G
2015 Mainline Switch Replacement on the Queens Boulevard Line	10 - 14	Construction	\$6,410,119	80	.00	■	2.00	■	0	■	G
Upgrade Heating, Ventilation, Air Condition Systems and Rehab Office at East New York Depot	10 - 14	Construction	\$4,830,000	5	.00	■	1.00	■	0	■	Y
Replacement of Bus Radio System	10 - 14	Construction	\$233,239,442	3	.20	▲	.99	▲	0	■	G
Manhattanville Comprehensive Facade Repairs	10 - 14	Construction	\$21,898,845	5	.00	■	1.00	■	0	■	G
New Bus Command Center Building	10 - 14	Construction	\$52,038,207	7	.00	■	1.00	■	0	■	G
Construct 1 Bus Washer and Rehab 2 Bus Washers at Michael J. Quill Depot	10 - 14	Construction	\$5,730,862	100	.00	■	1.09	■	0	■	G
Purchase 91 Non-Revenue Vehicles	10 - 14	Construction	\$15,785,653	97	.00	■	1.00	■	0	■	G
Purchase 101 Non-Revenue Vehicles	10 - 14	Construction	\$11,222,176	96	.00	■	1.00	■	1	▲	Y
Purchase Vacuum Trains	10 - 14	Construction	\$35,512,996	17	.00	■	.99	■	0	■	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$20,825,478	51	.00	■	1.02	■	0	■	G
Wide Area Network/Local Area Network Equipment Replacement Phase 1	10 - 14	Construction	\$9,609,800	0	.00	■	1.00	■	0	■	Y
Fire Sprinkler/Alarm Systems at 11 Employee Facilities	10 - 14	Construction	\$26,558,692	92	.89	■	.93	■	0	■	G
Replace Fire Alarm at 207 St Overhaul Shop	10 - 14	Construction	\$12,850,363	0	.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	■	9	▲	Y
Livingston Plaza Repairs	10 - 14	Construction	\$27,257,503	34	-.09	▼	1.00	■	0	■	G
Facility Roof Repair/Replacement Phase 4	10 - 14	Construction	\$16,405,404	4	.00	■	1.00	■	0	■	G

**1st 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
NYCT - New York City Transit Program											
Design of New "B" Division Railcar	10 - 14	Design	\$12,367,058	35	.00	■	.99	■	0	■	Y
ADA Accessibility at 68 St-Hunter College Station on the Lexington Av Line	10 - 14	Design	\$64,009,149	90	.00	■	66.48	■	0	■	Y
ADA Accessibility at Bedford Avenue Station on the Canarsie Line - Design Only	10 - 14	Design	\$6,387,864	95	.00	■	1.00	▼	0	■	G
ADA Accessibility at 1st Avenue Station on the Canarsie Line - Design Only	10 - 14	Design	\$6,011,569	95	.00	■	1.00	▼	0	■	G
Integrated Service Information & Management B-Division (ISIM-B)	10 - 14	Design	\$9,990,300	100	.00	■	.99	■	0	■	G
Integrated Service Information & Management B-Division, Module 2	10 - 14	Design	\$17,978,106	0	.00	■	1.00	■	0	■	Y
Rehabilitation of St. George Interlocking	10 - 14	Construction	\$14,212,175	55	.00	■	1.00	■	0	■	G
Construction of New Power Substation: Prince's Bay	10 - 14	Construction	\$25,086,342	35	.00	■	.99	■	0	■	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$23,225,687	84	1.72	▼	1.00	■	3	▲	R
LIRR - Long Island Rail Road Program											
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	91	.00	■	1.00	■	0	■	G
Wantagh Station Platform Replacement	10 - 14	Construction	\$19,560,000	0	.00	▼	1.00	▼	0	■	G
Escalator Replacement Program	10 - 14	Construction	\$11,174,245	38	.00	■	1.00	■	1	▲	G
Construction equipment purchase used for track program	10 - 14	Construction	\$7,000,000	85	.00	■	1.00	■	0	■	Y
Atlantic Branch Half tie replacement	10 - 14	Construction	\$29,400,000	66	.50	▼	1.00	■	0	■	Y
East River Tunnel Track Replacement	10 - 14	Construction	\$43,200,000	74	.00	■	1.00	■	0	■	G
Extend Great Neck Pocket Track	10 - 14	Construction	\$25,400,000	58	.00	■	1.00	■	0	■	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	87	.00	■	1.00	■	0	■	Y
Colonial Road Highway Bridge Replacement	10 - 14	Construction	\$19,800,000	58	.08	▲	1.00	■	0	■	G
150th Street - Jamaica Bridge Rehabilitation	10 - 14	Construction	\$24,824,404	76	.00	■	1.00	■	1	▲	Y

**1st Quarter 2016 Traffic Light Report
Projects in Design and Construction**

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LIRR - Long Island Rail Road Program											
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	96	.00	■	1.00	■	5	▲	R
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	81	.00	■	1.00	■	0	■	G
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	76	.00	■	1.00	■	0	■	G
Speonk to Montauk Signalization	10 - 14	Construction	\$73,000,000	63	.00	■	1.00	■	0	■	G
Centralized Train Control	10 - 14	Construction	\$12,940,000	78	.64	▼	1.00	■	0	■	Y
Hillside Facility Roof Renewals	10 - 14	Construction	\$6,000,000	98	1.05	■	1.00	■	0	■	G
Employee Facilities Renewals	10 - 14	Construction	\$10,472,391	86	.08	▼	1.00	■	0	■	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	83	.00	■	1.00	■	1	▲	G
Replacement of Port Washington Substation	10 - 14	Construction	\$22,459,452	36	.00	■	1.00	■	0	■	G
MNR - Metro-North Railroad Program											
Signal System Replacement	05 - 09	Construction	\$34,388,272	95	.49	■	.98	■	0	■	G
HRLB Replace Breaker Houses	05 - 09	Construction	\$16,677,099	95	1.05	■	.99	■	0	■	Y
EMU Replacement / Repair	10 - 14	Construction	\$24,969,000	90	.00	■	1.00	■	-6	▼	G
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Construction	\$23,791,057	75	.02	■	.95	■	0	■	G
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$18,264,456	44	2.27	▲	.98	▲	0	■	G
Grand Central Terminal Elevator Rehabilitation - Phase 4	10 - 14	Construction	\$8,829,002	42	1.03	▼	.91	■	3	▲	R
Grand Central Terminal Utility System Improvements	10 - 14	Construction	\$31,567,635	10	.00	■	.94	▲	0	■	G
Fordham Station Improvements	10 - 14	Construction	\$14,980,537	91	1.09	▼	.99	■	2	▲	Y
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$60,921,173	56	.00	■	.95	■	0	■	G
Drainage and Undercutting Improvements Along the Right-of-Way	10 - 14	Construction	\$9,788,125	10	.00	■	.97	■	0	■	G
Annual Track Program (2014)	10 - 14	Construction	\$12,806,972	100	.00	■	.94	■	2	▲	G
Harlem River Lift Bridge Cable Replacement	10 - 14	Construction	\$10,471,014	95	.71	■	.99	■	0	■	Y

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MNR - Metro-North Railroad Program											
Upgrade West of Hudson Signal System	10 - 14	Construction	\$63,736,013	96	.02	■	.94	■	2	▲	G
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$41,770,040	83	.00	■	1.00	▲	12	▲	R
Harlem and Hudson Line Power Improvements	10 - 14	Construction	\$31,394,979	14	.28	▼	.93	■	0	■	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$14,207,454	95	.39	■	.95	■	0	■	Y
Customer Communication/Connectivity Improvements to provide Real-time Information at East of Hudson Stations	10 - 14	Design	\$36,522,847	78	.00	■	1.65	■	0	■	G
Rock Slope Remediation -Priority Sites Along the Right-of-Way	10 - 14	Design	\$7,511,891	90	.00	■	.98	■	0	■	G
Repair/Replacement of Undergrade Bridges	10 - 14	Design	\$23,548,272	75	.00	■	.92	■	0	■	G
Hudson & Harlem Line Wayside Communications and Signals Systems Design	10 - 14	Design	\$7,305,662	40	.00	■	.70	▼	0	■	G
B&T - Bridges and Tunnels Program											
Rehabilitation of tunnel walls Roadway drainage and fire line repair at Brooklyn-Battery Tunnel	10 - 14	Construction	\$63,039,282	14	.00	■	.96	■	0	■	G
Miscellaneous structural rehabilitation: steel and concrete repairs - Bronx Whitestone Bridge	10 - 14	Construction	\$30,935,285	3	.00	■	8.51	▼	0	■	G
Monitoring, inspection, and testing of the Bronx-Whitestone Bridge's main cable and cable wires	10 - 14	Construction	\$18,472,689	3	.00	■	6.56	■	0	■	G
This project will construct miscellaneous structural steel repairs at various locations on the Marine Parkway Bridge.	10 - 14	Construction	\$29,147,056	2	.00	■	1.04	■	0	■	G
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Construction	\$14,971,739	7	.00	■	.90	■	0	■	G
Rehabilitation of Tunnel Walls, Ceiling Repair and Leak Control - Queens Midtown Tunnel	10 - 14	Construction	\$54,105,045	7	.00	■	.86	■	0	■	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Construction	\$107,405,126	35	.11	▲	.95	■	0	■	G

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B&T - Bridges and Tunnels Program											
Miscellaneous structural repair - Robert F Kennedy Bridge	10 - 14	Construction	\$10,999,979	50	.00	■	.98	■	0	■	G
Miscellaneous structural rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$20,560,193	95	.64	▼	.93	■	0	■	G
Design only of an anchorage dehumidification system - Throgs Neck Bridge	10 - 14	Construction	\$44,985,251	1	.00	■	13.64	■	0	■	G
Steel repairs, concrete rehabilitation and repair/rehabilitation of drainage systems - Verrazano-Narrows Bridge	10 - 14	Construction	\$11,712,891	80	.00	■	.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	\$48,442,367	62	.38	▼	.97	■	2	▲	G
Rehabilitation of the Rockaway Point Boulevard and Jacob Riis Park pedestrian bridges	10 - 14	Construction	\$10,504,122	68	.00	■	.95	■	1	▲	G
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Construction	\$45,285,446	59	.49	▲	.97	■	0	■	G
Rehabilitation of the Programmable Logic Controller and electrical and mechanical systems of the Marine Parkway Bridge Lift Span	10 - 14	Construction	\$7,336,344	1	.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	2	.00	■	1.02	▲	0	■	G
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$55,948,342	50	.40	▲	.99	▼	0	■	G
Rehabilitation of Electrical Substation #1 at the Verrazano-Narrows Bridge	10 - 14	Construction	\$15,953,984	93	.00	■	.95	■	0	■	G
Service Building rehabilitation at Brooklyn-Battery Tunnel	10 - 14	Construction	\$8,957,233	80	.42	▲	1.05	■	0	■	Y

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B&T - Bridges and Tunnels Program											
Zone and Spot Paint Rockaway Point Boulevard Bridge, Jacob Riis Pedestrian Bridge, and Marine Parkway Bridge	10 - 14	Construction	\$26,271,467	2	.00	■	.95	■	0	■	G
Paint steel members, toll plaza deck and approach ramps at Robert F Kennedy Bridge	10 - 14	Construction	\$24,109,957	14	1.93	▲	.96	■	0	■	G
Paint Brooklyn and Staten Island lower level ramps at Verrazano Narrows Bridge	10 - 14	Construction	\$15,794,641	80	.30	■	.92	■	0	■	G
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$31,440,627	64	.01	■	.95	■	0	■	G
Phase A of the suspended span deck replacement - Throgs Neck Bridge - Utility relocation and prototype construction	10 - 14	Design	\$17,050,288	70	.00	■	.76	■	0	■	Y
MTA Bus Program											
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$14,589,796	80	.08	■	.96	■	0	■	G
Purchase 75 Articulated Buses	10 - 14	Construction	\$61,567,920	27	.00	■	1.00	■	0	■	G
New Bus Command Center Building	10 - 14	Construction	\$17,119,402	7	.00	▼	1.00	■	0	■	G
Replacement of Bus Radio System	10 - 14	Construction	\$24,423,000	0	.00	■	1.00	▼	0	■	G

MTA Agency: New York City Transit	Status as of March 31, 2016
Project Name: Depot Equipment and Machinery	Current Budget: \$9.9M
	Project EAC: \$9.9M
	Substantial Completion Date at Award: Jun 2009
Project No: T5120413	Current Substantial Completion Date: Sep 2016
Project Phase: Construction	Phase Complete: 47%

Project Description
<p>This project will replace existing depot equipment that has passed its useful life. The scope of work includes the replacement of the emergency generator at Casey Stengel Depot and the installation of Diesel Exhaust Fluid (DEF) equipment at all NYCT depots.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the First Quarter 2016, the forecasted Substantial Completion date slipped five months, from February 2016 to July 2016, due to a delay in the pending delivery of materials for work at Kingsbridge and Manhattanville.</p>
What is Being Done
<p>Schedule: Work is proceeding with completion expected in September 2016, as the result of an additional two month delay forecasted subsequent to the reporting quarter. This additional delay was attributable to scheduling issues and further delay in the delivery of materials. Subsequent to the reporting quarter, the work at Kingsbridge was completed in April, with the remaining work at Manhattanville expected to be completed by September.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The project work has been performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of March 31, 2016
Project Name: Station Ventilators: Phase 6 – 5 Locations / Upper Manhattan & Bronx	Current Budget: \$5.9M
	Project EAC: \$5.9M
	Substantial Completion Date at Award: Dec 2015
Project No: T6041295	Current Substantial Completion Date: Sep 2016
Project Phase: Construction	Phase Complete: 53%

Project Description

The objective of this multi-phase project is to rehabilitate all subway ventilators and gratings rated 4.0 or worse, based on NYCT’s asset condition survey. Phase 6 will rehabilitate ventilators at five (5) locations:

- 116th Street / 8th Avenue Line
- Bedford Park Boulevard / Concourse Line
- Fordham Road / Concourse Line
- 174-175th Streets / Concourse Line
- 155th Street / Concourse Line

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2016, the forecast Substantial Completion date slipped four months from May 2016 to September 2016. This delay was due to additional work required on several of the Fordham Road ventilators.

During the 2012 Station Survey, access to the interior of some of the vents at Fordham Road was not feasible resulting in an incomplete survey. During a recent Infrastructure Capital Construction (ICC) visual inspection, it was found that, although the site was recorded as having two (2) bays, the original configuration was twelve (12) bays, ten (10) of which have been slabbed over. ICC contacted Maintenance of Way (MOW) Engineering, who conducted an analysis and directed ICC to revert the structure back to its original twelve (12) bays. An estimate for this work is currently being prepared. A cost impact is expected and a budget modification will be initiated to address the shortfall.

What is Being Done

Schedule: Further delays are anticipated due to diversion of in-house forces to complete other high priority vent projects. As a result of this need, all remaining vent phases must be re-prioritized, with Phase 6 work suspended immediately.

Department of Subways is currently performing an analysis of the vent rehabilitation program to determine what resources are needed to facilitate the work. The analysis is expected to be complete by the end of July 2016, at which time a revised substantial completion date will be provided.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.

MTA Agency: New York City Transit	Status as of March 31, 2016
Project Name: Station Ventilators: Phase 7 – 8 Locations / Lower Manhattan	Current Budget: \$5.1M
	Project EAC: \$7.3M
	Substantial Completion Date at Award: May 2016
Project No: T60412F2	Current Substantial Completion Date: Sep 2016
Project Phase: Construction	Phase Complete: 50%

Project Description

The objective of this multi-phase project is to rehabilitate all subway ventilators and gratings rated 4.0 or worse, based on NYCT’s asset condition survey. Phase 7 will rehabilitate ventilators at eight (8) locations:

- 8th Street - NYU / Broadway Line
- Canal Street / Broadway Line
- Whitehall Street / Broadway Line
- 14th Street / Broadway-7th Ave Line
- Houston Street / Broadway-7th Ave Line
- Spring Street / 8th Avenue Line
- Park Place / Clark St Line
- 33rd Street / Lexington Ave Line

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2016, the forecast Substantial Completion date slipped four months, from May 2016 to September 2016. This delay was due to five AWO’s submitted totaling \$857K. In addition to those five, three additional AWO’s totaling approximately \$1.4M are being prepared for submittal.

In addition, there are structural issues with vents affecting the sidewalk in front of the hospital on 7th Avenue. Maintenance of Way (MOW) Engineering has inspected the location and provided direction to Infrastructure Capital Construction (ICC). The area needs major reconstruction work, and ICC’s estimate (AWO #8) is approximately \$1.1M. A cost impact is expected and a budget modification will be initiated to address the shortfall.

What is Being Done

Schedule: Further delays are anticipated due to the diversion of in-house forces to complete other high priority projects to address vents various locations. As a result of this need, all remaining vent phases must be re-prioritized, with Phase 7 work suspended immediately.

Department of Subways is currently performing an analysis of the vent rehabilitation program to determine what resources are needed to facilitate the work. The analysis is expected to be complete by the end of July 2016, at which time a revised substantial completion date will be provided.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.

MTA Agency: New York City Transit	Status as of March 31, 2016
Project Name: Construction of New Arthur Kill Station – Staten Island Railway	Current Budget: \$23.2M
	Project EAC: \$23.2M
	Substantial Completion Date at Award: Aug 2015
Project No: S6070108	Current Substantial Completion Date: Nov 2016
Project Phase: Construction	Phase Complete: 84%

Project Description
<p>This project will construct a new Americans with Disabilities Act (ADA) compliant passenger station at Arthur Kill Road on the Staten Island Railway to replace the existing Atlantic and Nassau Stations. Also included in the project is the construction of a 150-car parking lot and demolition of the Atlantic and Nassau Stations.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the First Quarter 2016, the forecast Substantial Completion date slipped three months from August 2016 to November 2016 due to changes to the Electrical Distribution Room and the following related work:</p> <ul style="list-style-type: none"> • Installation of Department of Transportation (DOT) pole, that interferes with Con Edison high-tension cables. • Obtaining approval for procurement of communications equipment. • Obtaining approval to change the quantities and redesign the Station and DOT signs. • A Department of Environmental Protection (DEP) Sewer Connection issue.
What is Being Done:
<p>Schedule:</p> <ul style="list-style-type: none"> • Con Edison has addressed the issue by raising their cables. • A Request for Proposal (RFP) has been issued for additional Station signs. • DOT is working on the shop drawings for DOT signs. • All communication equipment has been approved and an RFP for miscellaneous communications work has been issued. <p>Additionally, an impact to the project cost is expected and will be addressed by a budget modification.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency’s ACE evaluation of the overall contractor’s performance rating for this reporting period.</p>

MTA Agency: Long Island Rail Road	Status as of March 31, 2016
Project Name: Fiber Optic Network Investments System Wide	Current Budget: \$10.0M
	Project EAC: \$10.0M
	Substantial Completion Date at Award: Jan 2016
Project No: L60501L1	Current Substantial Completion Date: Jun 2016
Project Phase: Construction	Phase Complete: 96%

Project Description	
<p>The project will improve LIRR Communications Network by utilizing fiber optic plant to supersede existing copper cables. Fiber Optic Cable and equipment will be installed along the Main Line between Hicksville and Bethpage; Mattituck and Greenport; along the Oyster Bay, Long Beach, and Port Jefferson Branches; and Morris Park to Jamaica. In addition, electronic equipment will be installed on a site-by-site basis as required to use the new fiber plant and obsolete Nortel equipment [SONET and ATM equipment] will be replaced on the Babylon Branch, with new equipment that will support Multiprotocol Label Switching [MPLS].</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the First Quarter 2016, the forecasted Substantial Completion date was revised five months from January 2016 to June 2016 due to additional scope added to the project. In addition to increasing the original quantity of fiber optic cable to be installed, the replacement of obsolete Nortel equipment [SONET and ATM equipment] on the Babylon Branch was also required.</p>	
What is Being Done	
<p>Schedule: The project has been revised to accommodate the additional scope elements. The objective of the additional scope is to replace obsolete Nortel equipment (SONET and ATM equipment) on the Babylon Branch with new equipment that will support MPLS. Equipment failures and lack of parts for the fiber optic communications network caused concerns with maintaining the network. The need to replace the obsolete equipment with new equipment is expected to be completed in June 2016 within the original project budget.</p> <p>Since December 2011, the LIRR has been experiencing equipment failures, averaging approximately 75 card failures a year. LIRR does not have the ability to repair this level of technology in house and replacement parts are extremely scarce and are difficult to obtain. The added scope allows LIRR to alleviate this problem, and achieve optimum benefit of the newly installed optic network system.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>	

MTA Agency: Metro-North Railroad	Status as of March 31, 2016
Project Name: Grand Central Terminal Elevator Renewal-Phase 4	Current Budget: \$9.6M
	Project EAC: \$8.8M
	Substantial Completion Date at Award: Oct 2016
Project No: M6020106	Current Substantial Completion Date: Feb 2017
Project Phase: Construction	Phase Complete: 42%

Project Description

The purpose of this project is to continue with the fourth phase of Grand Central Terminal’s (GCT) Elevator renewal project, under the 2010 to 2014 Capital Program. This phase, includes design repairs, increased car load capacity and associated power improvements to four (4) exiting freight elevators: SE-1, SE-2, A-Car, and T-35. It also includes rehabilitation of the first three (3) elevators out of the four (4) as further described below:

- Car SE-1 & SE2 serve the Lower Level (Track 100), Upper Level (Track 14), and Depew Place loading dock. These cars are used extensively by GCT Department, tenants and contractors to move supplies and material into the Terminal.
- A-Car is the only elevator that serves the M-42 substation, is original to GCT and has never been rehabilitated.
- Car T-35 serves Hall C, and is the only freight elevator in the four Hall Towers; is original to GCT; and has never been rehabilitated. Its rehabilitation will be funded under the 2015 to 2019 Capital Program.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2016, the forecasted Substantial Completion date slipped three months from October 2016 to January 2017. The schedule slip is due to existing field conditions which required A-Car elevator cab dimensions to be reduced. This subsequently impacted the elevator rail attachment detail to the existing structural steel.

What is Being Done

Schedule: The contractor has been directed to submit a recovery plan. In addition the MNR project team is working closely with the contractor to mitigate the delay. Subsequent to the reporting period, the contractor’s latest CPM schedule shows the Substantial Completion date slipping an additional month to February 2017.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

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

MTA Agency: Metro-North Railroad	Status as of March 31, 2016
Project Name: Replace and Upgrade Substation Bridge 23	Current Budget: \$63.2M
	Project EAC: \$62.5M
	Substantial Completion Date at Award: July 2014
Project No: M6050101	Current Substantial Completion Date: June 2017
Project Phase: Construction	Phase Complete: 73%

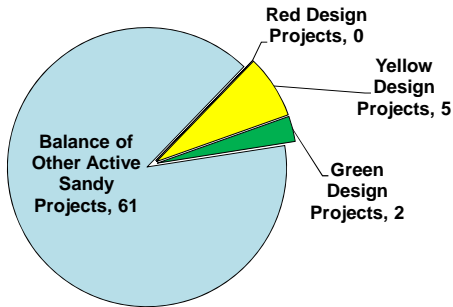
Project Description	
<p>Metro-North Railroad (MNR) entered into a joint agreement with the New York Power Authority (NYPA) to design and construct a replacement of the existing Bridge 23 substation. The design scope includes a new breaker house at Pelham, new 27 kv feeders, new switchgear at New Rochelle and a new signal power supply station (MA Set) at the C-14 substation. In addition, the existing Bridge 23 substation at Mount Vernon was reconfigured to better utilize the existing 138KV three phase supply.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the First Quarter 2016, the forecasted Substantial Completion date slipped twelve months from June 2016 to June 2017. This is due to the complexity of the construction work requiring continued coordination of engineering design, manufacturer submittals and overall system integration while maintaining an active “supply” substation serving the New Haven Line. In addition, the phasing in of work and “cutover(s)” required strict adherence to maintaining redundancy wherever possible and work was executed in the safest and most efficient manner.</p>	
What is Being Done	
<p>Schedule: MNR has initiated quarterly meetings with senior leadership of NYPA and its contractor to discuss management and the project schedule. Through MNR’s urgency, NYPA has changed its management team to one that will aggressively press to resolve scheduling issues.</p> <p>With these changes, NYPA has started to take a more proactive approach to managing the Bridge 23 Project. In addition to quarterly meetings, NYPA is actively participating in the biweekly project progress meetings at MNR’s offices in order to manage other project related issues. MNR will continue to monitor NYPA’s involvement in managing its contractors.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The NYPA administers the prime construction contracts. Project work is being performed by NYPA’s contractor. Agency ACE evaluation is not applicable for this project.</p>	

1st Quarter 2016 Traffic Light Report on MTA SANDY Program

A total of 68 Active Sandy Projects were Reviewed for the 1st Quarter 2016

The 68 active projects include 7 projects in Design, 4 in Post-Design to Construction Award, and 57 in Construction

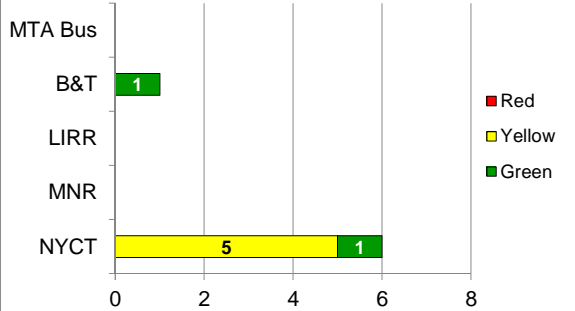
7 of 68 Projects in Design



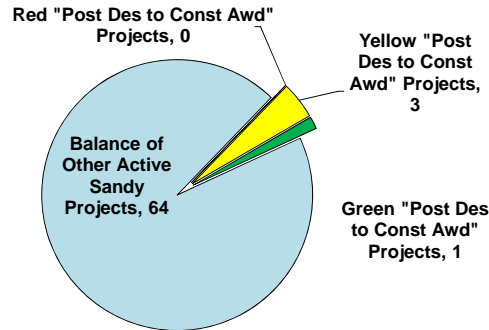
Summary of Projects in Design: 7 projects were reviewed in this phase with 2 (29%) designated green, 5 (71%) yellow and none (0%) were Red.

Last Quarter: 7 projects were reviewed in this phase with 3 (43%) designated green, 3 (43%) yellow and 1 (14%) was Red.

7 Projects in Design



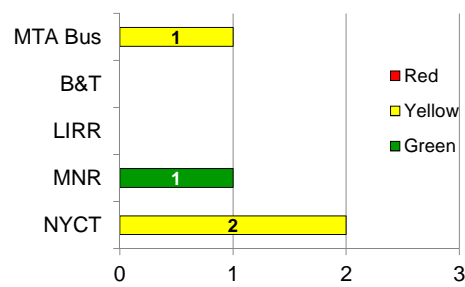
4 of 68 Projects in Post-Design to Construction Award



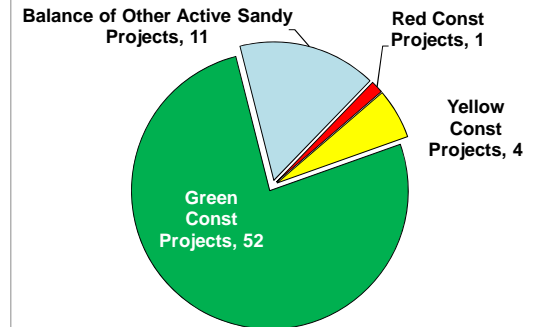
Summary of Projects in Post-Design to Construction Award: 4 projects were reviewed in this phase with 1 (25%) designated green, 3 (75%) yellow and none (0%) were Red.

Last Quarter: 3 projects were reviewed in this phase with 0 (0%) designated green, 1 (33%) yellow and 2 (67%) were Red.

4 Projects in Post-Design to Construction Award



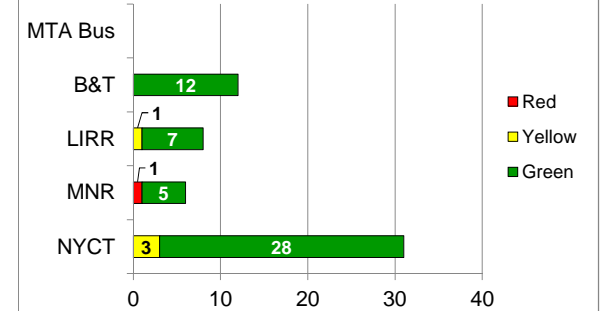
57 of 68 Projects in Construction



Summary of Projects in Construction: 57 projects were reviewed in this phase with 52 (91%) designated green, 4 (7%) yellow and 1 (2%) was red. The 1 project in the Construction phase this quarter that was designated Red, was for a schedule variance directly related to additional construction work required.

Last Quarter: 63 projects were reviewed in this phase with 57 (91%) designated green, 2 (3%) yellow and 4 (6%) Red.

57 Projects in Construction







MTA Sandy Recovery Projects Terms and Definitions

1st 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: 7

-  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: 4

-  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: 57

-  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.
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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.
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Report Index Formulas and Criteria:
--

- | |
|--|
| ➤ Cost Variance = $EAC / \text{Current Project Budget Amount}$
(Note: Current Budget is not Budget at Award) |
| ➤ Cost Contingency Index = $\% \text{ Contingency Spent} / \% \text{ 3}^{\text{rd}} \text{ Party Contract Completion}$
– Contingency used includes expended & pending AWOs.
– Prompted when project has reached 50% completion or higher. |
| ➤ Schedule Variance = Number of months of change in schedule since last Traffic Light Report |
| ➤ Projects with current budgets below \$5M are not displayed in the current quarter's Sandy TLR, but will continue to be maintained in the TLR database for reporting purposes on the overall Sandy Program. If the current budget increases above the \$5M minimum threshold, the projects will return to an active status. |

1st 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
NYCT - New York City Transit Sandy Program												
South Ferry Rehab												
ET040213	Recovery: South Ferry Station Complex	Construction	Recovery	\$175,687,018	48	.06	■	1.05	■	0	■	G
ET050213	Recovery: Mainline Track (South Ferry)	Construction	Recovery	\$18,837,838	95	.50	■	1.00	■	0	■	Y
ET050216	Recovery: Mainline Switches (South Ferry)	Construction	Recovery	\$6,746,779	90	.00	■	1.00	■	0	■	G
ET060217	Recovery: Pump Room (South Ferry)	Construction	Recovery	\$5,403,075	48	.00	■	1.00	■	0	■	G
ET060223	Recovery: Fan Plant (South Ferry)	Construction	Recovery	\$7,307,176	48	.00	■	1.00	■	0	■	G
ET060227	Recovery: Tunnel Lighting (South Ferry)	Construction	Recovery	\$9,198,732	48	.00	■	1.00	■	0	■	G
ET080201	Recovery: South Ferry Interlocking	Construction	Recovery	\$66,443,423	48	.00	■	.99	■	0	■	G
ET090235	Recovery: 2 Circuit Breaker Houses (South Ferry)	Construction	Recovery	\$18,891,129	48	.00	■	1.00	■	0	■	G
ET160212	Recovery: Leak Remediation (South Ferry)	Construction	Recovery	\$11,334,524	95	.35	▲	1.00	■	0	■	G
Cranberry Tube Rehab												
ET060230	Recovery: 2 Pump Rooms (Cranberry Tube)	Construction	Recovery	\$12,501,874	32	.00	■	1.00	■	0	■	G
ET060231	Recovery: 2 Fan Plants (Cranberry Tube)	Construction	Recovery	\$16,616,778	32	.00	■	1.00	■	0	■	G
ET080214	Recovery: Signals (Cranberry Tube)	Construction	Recovery	\$17,463,334	32	.00	■	.96	■	0	■	G
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Construction	Recovery	\$50,686,785	32	.00	■	.99	■	0	■	G
Coney Island Yard Flood Mitigation												
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Design	Mitigation	\$24,159,382	85	.00	■	1.15	▼	0	■	Y
53rd St Tube Rehab												
ET050212	Recovery: Mainline Track (53 Street Tube)	Construction	Recovery	\$12,036,095	20	.00	■	1.00	■	0	■	G
ET080215	Recovery: Signals (53 Street Tube)	Construction	Recovery	\$10,394,141	20	.00	■	1.00	■	0	■	G
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Construction	Recovery	\$49,569,143	25	.00	■	1.00	■	0	■	G
ET090238	Recovery: Substation (53 Street Tube)	Construction	Recovery	\$20,145,722	20	.00	■	1.00	■	0	■	G

**1st Quarter 2016 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction**

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET040217	Recovery: Purchase and Install Automated Fare Collection Equipment	Construction	Recovery	\$12,021,714	86	.00	■	1.00	■	0	■	Y
ET040314	Mitigation: Stairwell Protection (Flexgates)	Construction	Mitigation	\$18,688,686	8	.00	■	.99	■	0	■	G
ET040318	Mitigation: Coastal Storm Mechanical Closure Devices	Construction	Mitigation	\$10,326,220	0	.00	■	.99	■	0	■	G
ET040320	Mitigation: Critical Room Resiliency	Construction	Mitigation	\$22,659,179	0	.00	■	1.00	▼	0	■	G
ET060216	Recovery: Tunnel Lighting (Joralemon Tube)	Construction	Recovery	\$44,477,300	11	.00	■	1.00	■	0	■	G
ET060218	Recovery: 2 Pump Rooms (Southern Manhattan)	Construction	Recovery	\$7,215,402	72	.35	■	1.00	■	0	■	G
ET060224	Recovery: 3 Fan Plants (Southern Manhattan)	Construction	Recovery	\$25,711,415	84	.18	■	1.00	■	0	■	G
ET060228	Recovery: Tunnel Lighting (200th to 207th Street / 8th Avenue)	Construction	Recovery	\$18,973,449	62	.03	■	1.00	■	0	■	Y
ET060313	Mitigation: 2 Pump Rooms (Joralemon Tube)	Construction	Mitigation	\$7,353,461	11	.00	■	1.00	■	0	■	G
ET090218	Recovery: Substation (Joralemon Tube)	Construction	Recovery	\$5,597,241	11	.00	■	1.00	■	0	■	G
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Construction	Recovery	\$60,590,909	11	.00	■	1.01	■	0	■	G
ET100212	Recovery: Power Cable at Rockaway Park Yard	Construction	Recovery	\$14,749,362	100	.14	■	.99	■	0	■	G
ET060206	Recovery: Line Equipment Restoration at Various Locations - Design Only	Design	Recovery	\$15,204,332	72	.00	■	1.06	■	0	■	Y
ET090206	Recovery: Traction Power Restoration at Various Locations - Design Only	Design	Recovery	\$22,633,561	95	.00	■	1.28	■	0	■	Y
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Design	Recovery	\$14,951,799	98	.00	■	1.00	■	0	■	Y
ET100211	Recovery: Power Cable at Coney Island Yard	Design	Recovery	\$7,192,159	99	.00	■	1.13	■	1	▲	Y

1st Quarter 2016 Traffic Light Report
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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET100218	Recovery: 207 Street Yard Signal System	Design	Recovery	\$6,334,200	89	.00	■	1.00	■	0	■	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$41,712,027	100	.00	■	4.20	■	0	■	Y
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Post Des to Const Awd	Recovery	\$89,968,350	69	.00	■	13.45	▼	0	■	Y
ES070213	Recovery: St. George Terminal Tower B - Phase 2	Construction	Recovery	\$6,602,800	55	.00	■	1.00	■	0	■	G
ES070214	Recovery: St. George Interlocking	Construction	Recovery	\$102,446,078	55	.26	▼	1.00	■	0	■	G
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
EL0402ZB	Wreck Lead Bridge Systems Restoration	Construction	Recovery	\$14,859,812	50	.00	■	1.00	■	0	■	G
EL0403ZJ	Atlantic Ave Tunnels Mitigation	Construction	Mitigation	\$9,900,000	52	.00	■	1.00	■	0	■	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$64,910,327	28	.00	■	1.00	■	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	25	.00	■	1.00	■	0	■	G
EL0603ZK	Long Island City Yard Resiliency	Construction	Mitigation	\$26,803,367	14	.00	■	1.00	■	0	■	Y
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$51,632,999	62	.00	■	1.00	■	0	■	G
EL0702ZM	First Avenue Substation Restoration	Construction	Recovery	\$8,429,861	46	.00	■	1.00	■	0	■	G
EL0902ZF	Infrastructure / System Upgrades (Various Locations)	Construction	Recovery	\$9,700,000	40	.00	■	1.00	■	0	■	G
MNR - Metro-North Railroad Sandy Program												
Hudson Line Ph I Power and C&S Restoration												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$44,369,727	12	.00	■	.95	■	0	■	G
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$50,000,000	5	.00	■	1.00	■	0	■	G
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$31,000,000	7	.00	■	1.00	■	0	■	G
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$84,344,709	12	.00	■	.95	■	0	■	G

1st Quarter 2016 Traffic Light Report
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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
MNR - Metro-North Railroad Sandy Program												
All Other Projects												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,284,664	40	.00	■	.91	■	21	▲	R
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$40,643,151	37	1.85	▼	.92	■	0	■	G
EM030301	Rail Vacuum Mitigation	Post Des to Const Awd	Mitigation	\$5,656,302	0	.00	■	.94	■	0	■	G
B&T - Bridges and Tunnels Sandy Program												
Hugh Carey Tunnel Restoration												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$120,716,100	17	.00	■	.49	■	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$8,484,013	17	.00	■	.47	■	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$137,991,096	17	.00	■	.80	■	0	■	G
ED050202	Environmental clean-up at the Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$16,705,815	17	.43	▲	.82	■	0	■	G
Queens Midtown Tunnel Rehab												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$115,039,686	10	.63	▼	.83	■	0	■	G
ED020203	Restore Queens Midtown Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$2,025,966	7	.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	.00	■	.95	■	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$11,506,697	10	.00	■	.71	■	0	■	G

**1st Quarter 2016 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction**

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
B&T - Bridges and Tunnels Sandy Program												
All Other Projects												
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Construction	Recovery	\$8,002,447	1	.00	■	.89	■	0	■	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Construction	Recovery	\$13,196,234	1	.00	■	.95	■	0	■	G
ED050301	Flood Mitigation - Relocate revenue equipment at the Verrazano Narrows Bridge	Construction	Mitigation	\$7,260,566	18	.00	■	.95	■	0	■	G
ED060201	MTA B&T administration related to Sandy funding and program implementation.	Construction	Recovery	\$15,510,000	0	.00	■	1.00	■	0	■	G
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Design	Mitigation	\$9,589,426	63	.00	■	.95	■	0	■	G
MTA Bus Program												
All Other Projects												
EU030201	Recovery: Far Rockaway Depot	Post Des to Const Awd	Recovery	\$15,000,000	0	.00	■	.60	■	2	▲	Y

MTA Agency: Metro-North Railroad	Status as of March 31, 2016
Project Name: Project Name: Sandy Recovery: Right of Way Restoration: Various Locations	Current Budget: \$8.0M
	Project EAC: \$7.3M
	Substantial Completion Date at Award: Sep 2015
Project No: EM030202	Current Substantial Completion Date: Dec 2017
Project Phase: Construction	Phase Complete: 40%

Project Description

Superstorm Sandy generated strong winds and severe storm surge/flooding which led to damaged and downed trees affecting the right-of-way (ROW), critical infrastructure, and significant Hudson River shoreline erosion over more than half of the 60 plus mile Hudson Line. Although trees that fell directly onto the ROW have been removed, work still remains along the much wooded ROW of the Hudson, as well as the Harlem and New Haven lines. Damaged trees will be identified and removed in all locations. This work will ensure that the critical infrastructure of the railroad remains unobstructed and that service will not be impacted. Tree removal will require track outages and will be coordinated with ongoing projects to take advantage of track outage opportunities to maximize efficiencies.

Shoreline restoration sufficient to restore service occurred in the immediate aftermath of Sandy's devastation. Additional shoreline restoration will continue with placement of rip-rap and ballast at critical locations including culverts, foundations to bridges, stairs, etc., adjacent to the shoreline.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter of 2016, the Substantial Completion date slipped twelve months from March 2016 to March 2017 due to tree cutting and rip-rap installation delays. Subsequent to the reporting period, the completion date slipped nine months to December 2017.

Tree cutting – In-house MNR staff were assigned to work on other priority projects, delaying the Substantial Completion date. In addition, in the interim, the tree cutting service contract expired. MNR has plans underway to solicit a new contract.

Rip-Rap – In-house MNR staff were assigned to work on other higher-priority projects, delaying the Substantial Completion date.

What is Being Done

Schedule: Tree cutting - A new contract to continue tree cutting services, is anticipated to be advertised by the Fall of 2016.

Rip-Rap – The work will continue to advance pending track outages and crew availability. In addition, MNR plans to have under lease a continuous welded platform by Fall 2016. Although the primary purpose for this heavy piece of equipment is for other ongoing MNR in-house work, it will be assigned to this project in the Fall to first quarter of 2017 and other times throughout the year pending priorities. With the ability to utilize this piece of heavy equipment, the work can be advanced much more efficiently.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The project work has been performed by in-house labor, Agency ACE evaluation is not applicable.



Projects in CPOC's Risk-Based Monitoring Program (1st Quarter 2016 Traffic Light Report – Period Ending Mar 31, 2016)

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 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

Sandy Program

- South Ferry Terminal Complex Rehabilitation



**Projects in CPOC's Risk-Based Monitoring Program
(1st Quarter 2016 Traffic Light Report – Period Ending Mar 31, 2016)**

- 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
- 53rd Street Tube Rehabilitation
- Canarsie Tube Reconstruction
- Clifton Shop

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 1st 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	PSC-11-2903	Construction Management & Inspection Services for Project VN-80-B, Replacement of the Upper Level Roadway Deck at the Suspended Span at the VNB	\$18,539,808	\$0	\$730,976	3.94%	AM 1	1/7/16	Reimbursement to the Consultant for out of pocket expenses services related to steel fabrication and mill inspections in accordance with the Contract requirements.
MTAB&T	RK-65A	Bronx Plaza/Structural Rehabilitation at the RFK Bridge	\$213,400,793	\$706,655	\$614,600	0.29%	AM 3	1/8/16	Amendment for an interim reconciliation of the Contract unit price item quantities.
MTAB&T	QM-01X Phase 2/3 Construction	Service Building and Garage Renovation at the Queens Midtown Tunnel	\$3,287,310	\$146,132	\$470,000	14.30%	AM 2	1/12/16	Additional funding for the relocation and renovation of BTO locker rooms.
MTACC	CH054A	Harold Structures Part IIA for the East Side Access Project	\$21,777,777	\$34,546,239	\$280,937	1.29%	52	2/4/16	Cable Additions to G02 Substations
MTACC	CH057A	Harold Structures Part 3A for the East Side Access Project	\$104,300,000	\$5,481,092	\$290,500	0.28%	18	2/26/16	SMUS 1, 2 & 3 Civil Additions & Changes
MTACC	CM005	Manhattan South Structures for the East Side Access Project	\$200,602,743	\$33,707,635	\$337,917	0.17%	22	1/11/16	Demolition of Existing Signal Bridge 23
MTACC	CH053	Construct Harold Structures Part I for the East Side Access Project	\$139,280,000	\$157,926,193	\$349,604	0.25%	148	3/24/16	Additional Changes to Lower Level Cavern Walls
MTACC	CS179	Systems Facilities Package No. 1 for the East Side Access Project	\$550,388,000	\$2,873,334	\$525,314	0.10%	8	2/11/16	Increase in Concrete Repairs at 2nd Ave. and FDR
MTACC	CS179	Systems Facilities Package No. 1 for the East Side Access Project	\$550,388,000	\$2,143,020	\$591,000	0.11%	3	2/11/16	B10 Pull Boxes at Concrete Encased Conduit
MTACC	C-26512	Construction of Station Entrance at Site P - No. 7 (Flushing) Line Extension	\$83,866,000	\$1,888,468	\$313,000	0.37%	14	3/14/16	Changes to HVAC System, Fire Alarm and Help Point Intercom
MTACC	CM-1189R	Preparation of a Draft and Final Environmental Impact Statement and Provision of Transit Engineering Design Services for the No. 7 Subway Line Extension- Far West Midtown Manhattan Rezoning	\$86,590,209	\$87,563,968	\$313,876	0.36%	33	3/2/16	Review of Moinian Group's Overbuild Structures at Site P and Site A
MTACC	C-26008	Second Avenue Subway - 86th Street Station - Station Cavern Mining and Heavy Civil/Structural in the Borough of Manhattan	\$301,860,000	\$19,181,413	\$680,000	0.22%	66	3/29/16	Additional Shotcrete in Tunnels and Pump Room to Meet Criteria for Waterproofing
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$31,834,842	\$287,641	0.08%	88	2/10/16	Furnish and Installation of Equipment and Conduit Changes for Supervisory Control and Data Acquisition (SCADA) Data Drops, the Public Address System and Escalator/Elevator Rooms
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$27,814,388	\$427,000	0.13%	105	1/28/16	Invert Level Conduit Routing Changes
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$31,834,842	\$255,000	0.07%	122	2/26/16	Electrical Layout Changes in the Traction Power Switchgear Room

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 1st 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
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$28,018,561	\$590,000	0.18%	174	2/8/16	Acceleration for Power and Communication Conduits and Power Cables
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$31,859,842	\$513,000	0.15%	177	2/8/16	Additional Disconnect Switches for Uninterruptible Power Supply (UPS) System
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$31,765,461	\$424,000	0.13%	193	2/8/16	Furnish and Deliver Street Light Fixtures to Department of Transportation
MTACC	CM-1188	Engineering Services for Second Avenue Subway Project	\$337,540,114	\$99,983,487	\$741,864	0.21%	114	2/17/16	Provide Additional Scheduling, Information Technology and Communication Support
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$23,922,450	\$530,000	0.20%	142	2/5/16	Accelerate Conduit, Raceways and Junction Boxes Installation
MTACC	A-36137	Fulton Street Rehabilitation and Dey Street Head House	\$57,757,000	\$6,523,354	\$378,309	0.65%	209	1/19/16	Impact Costs Associated with Excusable Time Extension
MTACC	C-26505	Furnishing and Installing Finishes and Systems, No. 7 Line Extension	\$513,700,497	\$40,921,784	\$290,000	0.05%	266	2/1/16	Furnish and Installation of Additional Safety Items at Site J Inclined Elevators
MTACC	C-26505	Furnishing and Installing Finishes and Systems, No. 7 Line Extension	\$513,700,497	\$40,921,784	\$330,000	0.06%	277	3/21/16	Flood Proof Doors at Site A
NYCT	A-36151	New Entrance Stair and Reconfiguration of Control Area - Grand Central Station, Lexington Ave Line	\$10,750,000	\$72,841	\$749,000	6.96%	4	3/18/16	Construction of a New Mezzanine-to-Platform Staircase
NYCT	CM-1366	Design and Construction Support Services for Installation of ADA Elevators - 68th St station	\$3,009,654	\$537,146	\$547,019	18.17%	9	1/21/16	Additional Design of a New Station Mezzanine and Staircase; Contract Extension and Additional Funding
NYCT	A-37593	South Ferry Station Terminal Complex Rehabilitation in the Borough of Manhattan	\$193,800,000	\$944,468	\$254,152	0.13%	12	3/1/16	Reconfiguration of Air Conditioning Units
NYCT	P-36435	Rehabilitation of the Montague Tube, Boroughs of Manhattan and Brooklyn	\$102,443,000	\$8,421,666	\$512,500	0.50%	69	1/19/16	Track Shimming to Correct Deficiencies in the Track Profile of the Montague Tube

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

** Including any exercised options