



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

March 2016

Committee Members

T. Prendergast, Chair

F. Ferrer

R. Bickford

A. Cappelli

S. Metzger

J. Molloy

M. Pally

J. Sedore

V. Tessitore

C. Wortendyke

N. Zuckerman

Capital Program Oversight Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 3/21/2016

1:45 - 2:45 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES February 22, 2016

- Minutes from February '16 - Page 3

3. COMMITTEE WORK PLAN

- 2016-2017 CPOC Committee Work Plan - Page 6

4. QUARTERLY MTA CAPITAL CONSTRUCTION COMPANY UPDATE

- Progress Report on Second Avenue Subway - Page 8*
- IEC Project Review on Second Avenue Subway - Page 17*
- Second Avenue Subway Appendix - Page 22*
- Progress Report on East Side Access - Page 23*
- IEC Project Review on East Side Access - Page 33*
- East Side Access Appendix - Page 39*
- Progress Report on Cortlandt Street #1 Line - Page 40*
- IEC Project Review on Cortlandt Street #1 Line - Page 47*

5. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 51

6. QUARTERLY TRAFFIC LIGHT REPORTS

- Fourth Quarter Traffic Light Reports - Page 59

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

- CPOC Change Order Report - All Agencies - Page 118

Date of next meeting: Monday, April 18, 2016 at 1:15 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
February 22, 2016
New York, New York
1:15 P.M.

MTA CPOC members present:

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

MTA CPOC members not present:

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

MTA Board members present:

Hon. Andrew Albert
Hon. Polly Trottenberg

MTA Staff Present:

Craig Stewart
Michael Salvato
Michael Wetherell

B&T Staff Present

Joe Keane
Don Spero

LIRR Staff Present

Debbie Chin
Bruce Pohlott

MNR Staff Present

Anthony Forcina
Glen Hayden

MTACC Staff Present:

Michael Horodniceanu
Anil Parikh

Independent Engineering Consultant Staff Present:

Joe DeVito
Kent Haggas
Calvin Gordon
Mohammad Mohammadinia

* * *

Chairman Prendergast called the February 22, 2016 meeting of the Capital Program Oversight Committee to order at 12:45 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 January 25, 2016.

Committee Work Plan

Mr. Stewart reported that the Work Plan now reflects monthly updates on the Second Avenue Subway, as requested by the Committee.

B&T Capital Program Update

Mr. Keane provided a status report on the 2010-2014 and 2015-2019 Capital/Sandy Programs, Major Construction Completions, Recent Major Awards, a 2015-2019 Program Look Ahead, as well as updates on the Verrazano-Narrows Bridge Program, the Robert F. Kennedy Bridge Program, the Tunnel Program, and the Design-Build Program. In its Program Reviews of the Verrazano Narrows Bridge Upper Deck Replacement (VN-80B), RFK Bridge Bronx Plaza Rehabilitation (RK-65A), Hugh L. Carey Tunnel Restoration (BB-28/28S, BB-54), and the Queens Midtown Tunnel Restoration (QM-40/40S and QM-18 Projects), the IEC stated that the projects are all on schedule and budget and that project contingencies are in line with project progress. Further details of these presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

LIRR and MNR Positive Train Control (PTC) Update

Ms. Chin reported on progress on the Positive Train Control (PTC) initiative since the last report to CPOC in September, 2015. She stated that the Railroads' current estimated project cost remains \$968 million. With respect to schedule, Ms. Chin reported that the Railroads will meet the PTC deadline. In its Project Review, the IEC reported that there have been no cost issues affecting the project estimate since the September 2015 report to CPOC. With respect to schedule, the IEC cited a concern about the possibly of impact to the project end date due to the extension of Pilot Testing and the vehicle on-board equipment installation. 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 Enterprise Asset Management (EAM) Update

Mr. Salvato provided an overview of the MTA's EAM initiative, including the EAM Strategic Business Outcomes, which comprise the following: Improving safety and reliability through better asset management; Efficient use of operating and capital resources; Optimized asset investment decisions through integrated data, informed maintenance decision-making consistent with best practices; and Achieving and sustaining a fit-for-purpose transportation system. In addition, he cited the major EAM initiative milestones that have taken place since 2012 as well as future such milestones, culminating in 2020 with Phase 3 – World Class EAM. Further details of this presentation, 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. Horodniceanu outlined a number of measures being taken to ensure that the project meets the December 2016 Revenue Service Date; he then cited a chart indicating the status of various issues/milestones since the January 2016 update. In its Status Review, the IEC noted that several start dates for major tests have been rescheduled and that the top schedule risk -- continuing design and scope changes during construction -- has not been mitigated. 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 that will be tracked throughout the year. Agencies committed a total of \$251 million through January, versus a \$323 million January goal. With respect to Completions, the agencies plan a total of \$4.6 billion in 2016, including 43 major completions. Agencies completed \$213 million in January, versus a \$31 million January goal.

Adjournment

Upon motion duly made and seconded, Chairman Prendergast adjourned the February 22, 2016 meeting of the MTA Capital Program Oversight Committee at 1:50 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

April 2016

NYCT Capital Program Update

- Canarsie Tube Restoration
- Reconstruction of Clifton Shop
- St George Signal Restoration
- South Ferry Station Restoration

NYCT, LIRR, MNR Update on New Fare Payment System

MTACC Monthly Second Avenue Subway Update

Update on Capital Program Security Projects (in Exec Session)

May 2016

LIRR Capital Programs Update

- Jamaica Capacity Improvements
- Main Line Double Track

MNR Capital Programs Update

- Harmon Shop Replacement
- Hudson Line Sandy Restoration

MTACC Monthly Second Avenue Subway Update

June 2016

Quarterly MTACC Capital Program Update

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

LIRR and MNR Update on Positive Train Control (PTC)

Quarterly Change Order Report

Quarterly Traffic Light Reports

July 2016

NYCT Capital Program Update
MTACC Monthly Second Avenue Subway Update
Update on Minority, Women and Disadvantaged Business Participation
Update on Small Business Development Program

September 2016

Quarterly MTACC Capital Program Update
Quarterly Change Order Report
Quarterly Traffic Light Reports
Update on Capital Program Security Projects (in Exec Session)

October 2016

LIRR and MNR Capital Programs Update
LIRR and MNR Update on Positive Train Control (PTC)
MTACC Monthly Second Avenue Subway Update

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
MTACC Monthly Second Avenue Subway Update
Update on Minority, Women and Disadvantaged Business Participation

February 2017

B&T Capital Program Update
MTACC Monthly Second Avenue Subway Update

March 2017

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

MTACC Quarterly Progress Report to Transit Committee/CPOC

Second Avenue Subway

March 21, 2016

Project Overview

Overall Status (as per 2009 Plan)

Item	Comments
Schedule	December 2016 Revenue Service Date
Cost	On budget

Highlights

Progress

- ConEd has energized facility power for 96th Station.
- 63rd Street Station Contractor is performing testing and commissioning work for elevators, escalators, HVAC Systems and emergency tunnel ventilation fans.
- 72nd , 86th and 96th Street Station Contractors are performing installation of permanent facility power, elevators, escalators, HVAC, emergency tunnel ventilation fans and architectural work.
- Systems contractor is performing installation of track work, signal work, communications work and traction power work. Track work is 87% complete (19,146 LF out of 22,000 LF).

90 Day Look Ahead

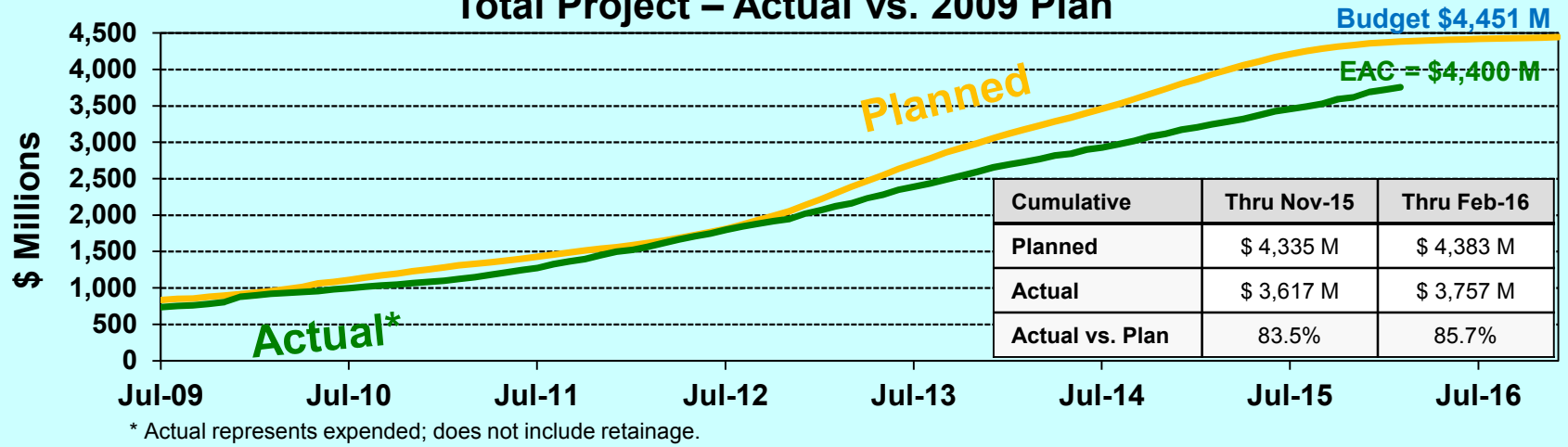
- Complete all Level 3-4 testing for 63rd Street Station by April 30, 2016, one month later than last report.
- ConEd to energize facility power for 86th and 72nd Street Stations.
- Complete installation of Tunnel Vent Fans at 96th Street Station.
- Complete all track work.

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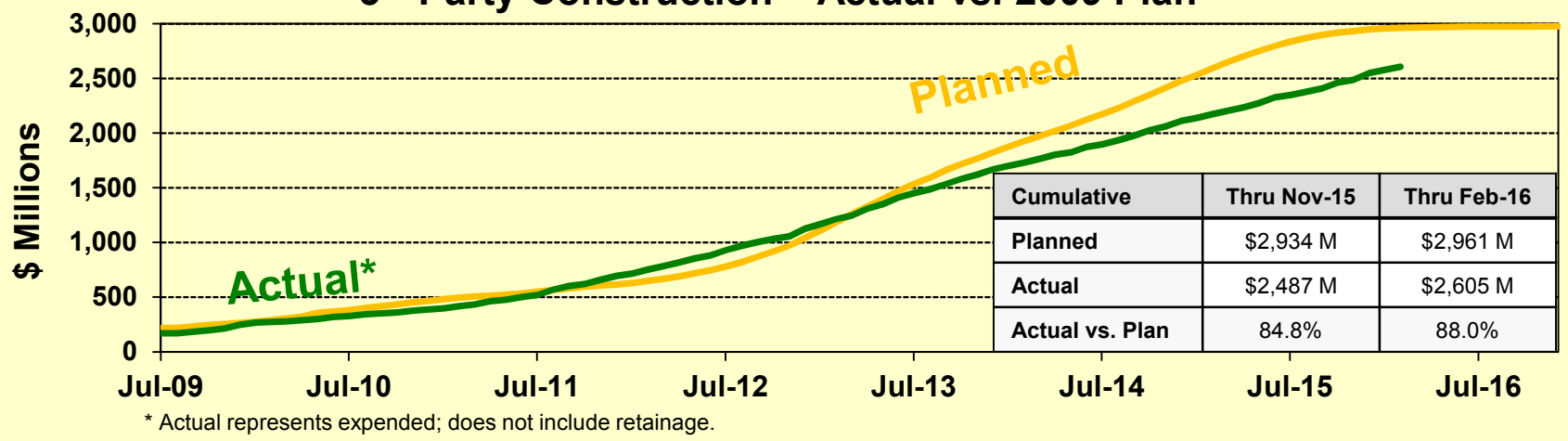


Cost & Schedule Performance

Total Project – Actual vs. 2009 Plan

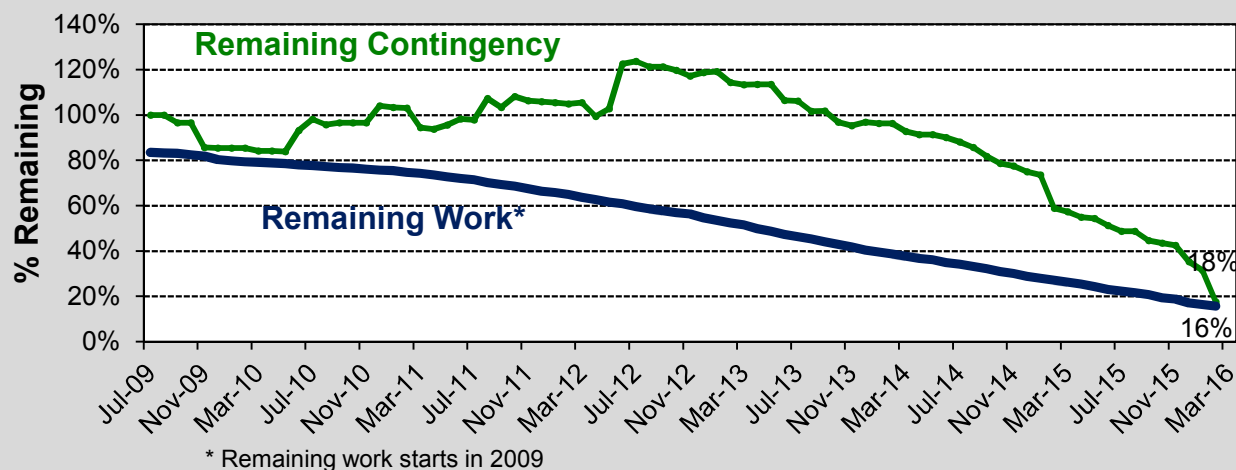


3rd Party Construction – Actual vs. 2009 Plan



SAS




Cost Contingency Status






- 2009 budget contingency: \$322 million
- Current budget contingency is \$56 million, \$81 million less than the last report (\$137 million).
- This reduction in contingency is due primarily to
 - Acceleration of 3 station finishes contracts (C2B, C4C, C5C) and the Systems contract (C6 contract) and;
 - Approved and pending negotiation AWO's associated with 96th Street Utility Relocation and Roadway Restoration and Wiring and 72nd Street Conduit Changes from Mimic Panel to Substation and SCADA Equipment.

SAS

Critical Milestones and Issues





63rd Street Station (Contract 3)			
Status	Critical Milestone	Target Date	Remark
 Green	Elevators and Escalators Installation	March 2016	Elevators and Escalators installation is expected to be completed by March 31, 2016.
 Green	Fire Life Safety Installation	March 2016	Fire Life Safety is expected to be completed by March 31, 2016.
 Yellow	Level 3-4 Testing	April 2016	Level 3-4 testing for escalators, elevators and fire life safety is expected to be completed by April 30, 2016, one month later than expected.

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.

SAS

Critical Milestones and Issues





72nd Street Station (Contract 4C)			
Status	Critical Milestone	Target Date	Remark
 Green	Permanent Power Energization	April 2016	Permanent Power is scheduled for energization by April 15, 2016 to support planned Testing and Commissioning activities.
 Red	Elevator and Escalator Installation	September 2016 October 2016	All Elevators will be installed by September 1, 2016. All Escalators will be installed by September 1, except for Entrance1; these will be installed by October 28, 2016.
 Yellow	Tunnel Vent Fans and Mechanical Readiness	May 2016	Tunnel Ventilation Fans and HVAC installation will be completed by May 31, 2016.
 Yellow	Level 3-4 Testing	August 2016 November 2016	Level 3-4 testing for all escalators (except for Entrance 1), elevators, tunnel vent fans and fire life safety is expected to be completed in August, 2016. Level 3-4 testing for escalators at Entrance 1 will be completed mid November, 2016.

Legend




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Critical Milestones and Issues





86th Street Station (Contract 5C)			
Status	Critical Milestone	Target Date	Remark
 Green	Permanent Power Energization	April 2016	Permanent Power is scheduled for energization by April 30, 2016 to support planned Testing and Commissioning activities.
 Green	Escalator Installation	June 2016	Escalator installation for Entrance 1, Entrance 2 and Platform to Mezzanine will be completed by June 1, 2016.
 Green	Ancillary 1 and 2 Structures and MEP work	April 2016	A plan has been adopted to reduce construction duration by 2 1/2 months by working extended work hours and weekends. The structures will be completed by April 30, 2016.
 Yellow	Level 3-4 Testing	August 2016	Level 3-4 testing for escalators, elevators, tunnel vent fans and fire life safety is expected to be completed in August, 2016.

Legend




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SAS

Critical Milestones and Issues





96 th Street Station (Contract 2B)			
Status	Critical Milestone	Target Date	Remark
 Green	Tunnel & Stations Smoke Management and HVAC	June 2016 May 2016	Tunnel Ventilation Fans will be installed by June 21, 2016. HVAC installation will be completed by May 31, 2016.
 Green	Elevators and Escalators Installation	May 2016 July 2016	Escalators installation at Entrance 1, 2, 3 and Platform to Mezzanine level will be completed by May 2016. Elevators installation will be completed by July 2016.
 Green	Fire Life Safety Installation	June 2016	Fire Life Safety installation is expected to be completed by June 2016.
 Yellow	Level 3-4 Testing	August 2016	Level 3-4 testing for escalators, elevators, tunnel vent fans and fire life safety is expected to be completed in August, 2016.

Legend




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SAS

Critical Milestones and Issues

Systems (Contract 6)			
Status	Critical Milestone	Target Date	Remark
 Yellow	Communication Systems Installation (Fire Alarm, PA/CIS)	August 2016	Contractor is working at all three stations at the same time and working extended work hours and weekends. Communication Systems installation will be completed by August 31, 2016.
 Red	Communication Systems Installation (Police Radio)	October 2016	Police Radio is scheduled for delivery mid-September and for in-service mid-October 2016.
 Green	Traction Power Energization	July 2016	Acceleration to include working extended work hours and weekends. Traction power energization will be completed by July 11, 2016.
 Green	Signal and Track Work	July 2016 May 2016	Utilizing extended work hours and weekends, signal work will be completed through Level 3-4 testing by July 18, 2016. Track work will be completed by May 15, 2016.

Legend

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

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



Second Avenue Subway



March 21, 2016

Schedule Review

The Project Team issued an updated summary schedule incorporating the accelerated installation, testing & commissioning activities of each contract on March 8th. The schedule is designed to support a December 2016 Revenue Service Date.

In its preliminary review, the IEC notes several items of concern:

- The testing period for major station equipment systems has been compressed to 3-4 months as compared to the 10 month period in the original contracts
- The testing of all 3 new stations is concurrent which maximizes the demand on construction management and NYCT staff
- There appears to be a limited allowance for test failure and retesting activities
- Escalator/elevator completions at 72nd Street are close to impacting RSD



Budget Review

- Project is on budget and its cost contingency of \$56M remains in line with the current level of project completion.
- IEC analysis indicates that average monthly project construction expenditures have increased to \$39M over the last three months. Further increases to an average of \$47M/mo. are needed to support the accelerated schedule to complete by December 2016.



Schedule Risk

Of the top five 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:

- **Late design changes** have continued and the backlog has not been significantly reduced
- **Testing of the fire alarm system** is being complicated by the need to accommodate the delayed completion of the entrances at the 72nd Street Station

In addition, the IEC believes that the compressed testing program elevates the risk of delay due to contractor-subcontractor coordination issues and the short time available to recycle test failures.



Recommendations

A clear target date for completion of the final testing and commissioning tasks for the 63rd Street Station Entrances should be established with the intent of completing acceptance before the testing program for the additional 3 new stations commences in earnest.



Recommendations Log

Recommendation	Agency Action	Status
<p>January 2016</p> <p>Expedite their efforts to complete the new integrated project schedule. This schedule should then be detailed with weekly checkpoints to identify critical delays for mitigation and recovery.</p>	<p>A meeting was held with systems and stations contractors and agreement was reached on alignment of system's contractors accelerated schedule with the stations contractors accelerated schedules. The Project plans to approve all contract acceleration schedule by February 22, 2016. The Project plans to then complete the new integrated project schedule by March 15, 2016. This schedule will be detailed with weekly checkpoints to identify critical delays.</p>	<p>IN-PROGRESS</p>
<p>January 2016</p> <p>Complete implementation of an augmented staffing plan for construction management as soon as practical.</p>	<p>Twenty-two new people have been added to the construction management staff to support the implementation of the acceleration effort. These individuals have been placed at each station contract and the systems contract. Additional people are being interviewed to fill key positions to manage the Observation List, resolve issues with facility power, and interface with communications installation and testing. It is planned to have all the necessary additional personnel in place by mid-March 2016.</p>	<p>IN-PROGRESS</p>

MTACC Quarterly Progress Report to CPOC

East Side Access

March 21, 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 work required for Substantial Completion, with the exception of the cutover of 2 electrical feeders, on the GCT Concourse and Facilities Fit-Out Early Work (CM014A) contract.
- Expect to achieve Substantial Completion of Manhattan South Structures (CM005) by March 31st.
- Achieved Substantial Completion of Harold Structures Part 1 and GO2 Substation (CH053).
- Achieved Substantial Completion of Harold Track Work – 48th St. Bridge & Retaining Wall (CH057C).
- Awarded the Midday Storage Yard CIL Procurement (VQ033) contract.
- Expect to award the Grand Central Terminal Station Caverns and Track (CM007) contract by the end of March.
- Began site work on the Harold Structures—Part 3 (CH057) contract.

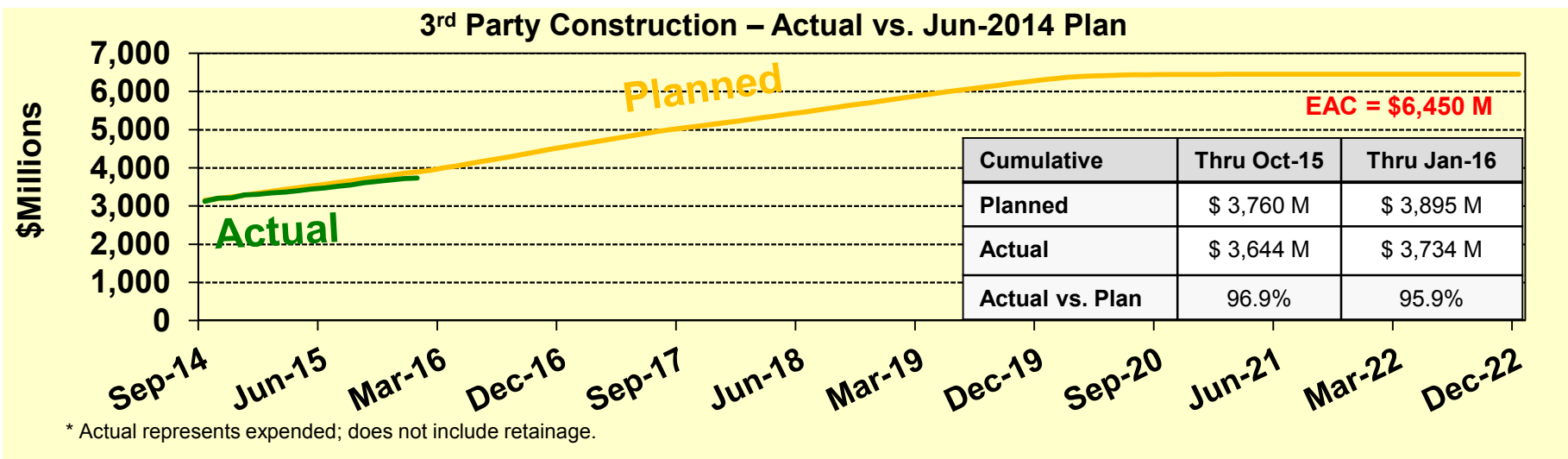
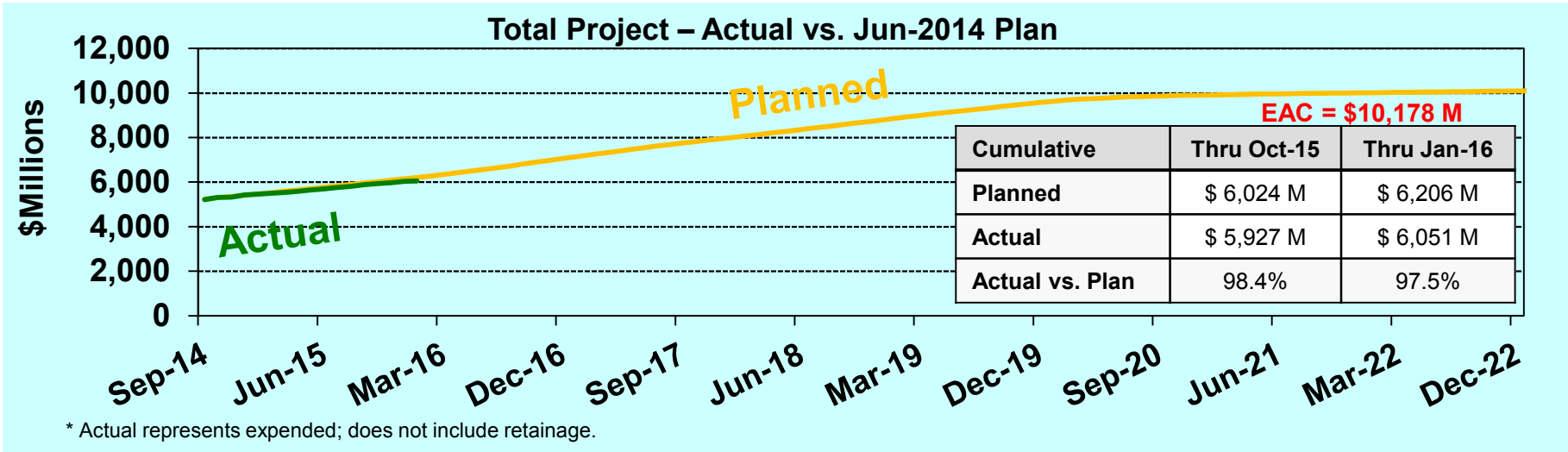
90 Day Look Ahead

- Exercise 3 options to the Systems Package 1—Facilities Systems (CS179) contract.
- Advertise Mid-Day Storage Yard Facility (CQ033).
- Start mining of Westbound By-Pass Tunnel (CH057A).
- Advertise Harold Tunnel A Cut and Cover (CH061A) contract.

ESA

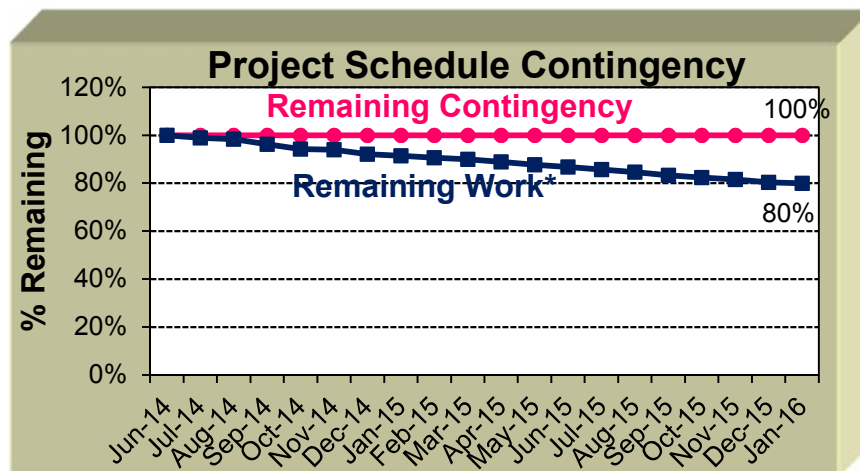


Cost & Schedule Performance



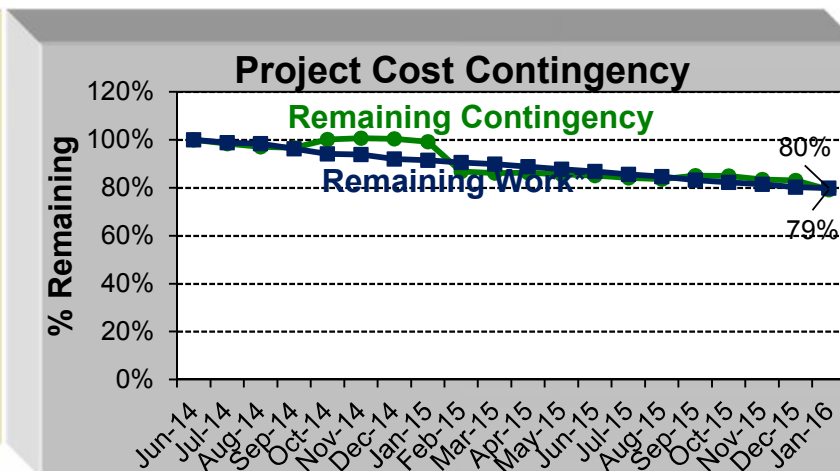
ESA

Cost & Schedule Contingency Status



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

- June 2014 plan schedule contingency: 22 months (669 days)
- Current contingency: 22 months (669 days)




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

- June 2014 plan budget contingency: \$818 million
 - Unallocated contingency: \$439 million
 - Allocated contingency: \$266 million
 - Design development contingency (AFI): \$113 million
- Current budget contingency: \$648 million (last reported \$695 million)
 - Unallocated contingency: \$386 million
 - Allocated contingency: \$182 million
 - Design development contingency (AFI): \$80 million
 - The \$47 million decrease in contingency is primarily driven by pending contract modifications to CM006 (\$22M), CQ032 (\$9M) and CS179 (\$9.5M).




March 21, 2016

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Milestone #2: Completion of Lower Tunnels in Manhattan North Structures (CM006)	June 2016 (previously February 2016)	<p><u>Issue:</u></p> <ul style="list-style-type: none"> Manhattan North Structures (CM006) contract is behind schedule and is not meeting its recovery schedule. <p><u>Impact:</u></p> <ul style="list-style-type: none"> CM006 Milestone #2—Lower Level Tunnels, needed to be completed by February 2016 so that it did not impact site access for CM007 which was scheduled to commence in April 2016. CM007 is on the project's critical path. Milestone #2 is currently forecasted by the Contractor to be achieved on May 9, 2016. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> The Contractor has increased the number of concurrent activities and employed alternate means and methods to recover schedule. ESA has acknowledged the delays to Milestone #2 and has modified the milestone date to June 2016 (the CM007 access date is August 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.




March 21, 2016

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><u>Issue:</u></p> <ul style="list-style-type: none"> The Contractor's design is forecast to be complete in September 2016, 6 months later than originally scheduled. <p><u>Impact:</u></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 impact to the production of an Integrated Systems Testing (IST) plan and schedule. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> The Project Team is working with the Contractor in sequencing the various system designs to reduce pressure on the schedule. ESA reached an agreement with the Contractor to revise access restraints and milestones to add time to the IST schedule and substantial completion.


Legend

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March 21, 2016

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Procurement of Grand Central Terminal Station Caverns and Track Contract (CM007)	January 2016	<p>Issue:</p> <ul style="list-style-type: none"> Untimely award of this contract will impact Integrated Systems Testing (IST) and potentially impact project contingency. <p>Impact:</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>Mitigation:</p> <ul style="list-style-type: none"> The contract for Grand Central Terminal Station Caverns and Track (CM007) was approved by the Board in January 2016. Notice of Award/Notice to Proceed is expected to be issued in March 2016. During negotiations, the schedules for CM007 and CS179 were modified to mitigate the impact of the delayed award.


Legend

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March 21, 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 has not consistently provided the required outages and/or railroad support to complete the critical path work at the Westbound Bypass Tunnel Launch Pit. Preparation for the tunneling has started, but is still subject to Amtrak providing resources and an extended track outage in Sunnyside Yard. <p>Impact:</p> <ul style="list-style-type: none"> A lack of Amtrak support could delay the start of the mining of the Westbound Bypass Tunnel, which is now scheduled for May 2016. It could also cause further delays to Substantial Completion and add additional costs to the contract. Substantial Completion is currently forecasted for April 2017, which is already 15 months past the contract date. Further delays could add to the cost exposure associated with the schedule delays, which is currently estimated to be in excess of \$9M. <p>Mitigation:</p> <ul style="list-style-type: none"> ESA continues to coordinate with the Contractor and Amtrak to plan the work and acquire the required outages and resources.


Legend

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March 21, 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. <p>Impact:</p> <ul style="list-style-type: none"> If the above issue is not resolved, Harold Interlocking work will 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 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

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March 21, 2016

ESA

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Cutover of H5, H6 and L30 Central Instrument Locations (CIL) in Harold Interlocking	Second Half of 2017	<p><u>Issues:</u></p> <ul style="list-style-type: none"> Based on lessons learned from the single cutover of previous CILs, the cutover of the H5, H6, and L30 CILs is re-scheduled for the second half of 2017. <p><u>Impact:</u></p> <ul style="list-style-type: none"> Postponed cut-over of the H5, H6 and L30 CILs and associated follow-on activities may delay the completion of the Harold Interlocking work required for Revenue Service. <p><u>Mitigation:</u></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 optimize the available signal resources. ESA is also working to expedite utility work, equipment testing and the approval of software changes.

Legend

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

March 21, 2016

March 2016 CPOC IEC Project Review



East Side Access

March 21, 2016



BUDGET & SCHEDULE

- The ESA Budget remains at \$10.178B
 - Contingency: \$648M; a decrease of \$47M from December 2015 CPOC due to contract modifications
 - An increase to the Owner Controlled Insurance Program (OCIP) could reduce the contingency further
- The ESA Revenue Service Date remains December 2022
 - Unallocated contingency 22-months
- Harold Interlocking work is off the Project critical path by 5 months - an increase of 4 months since last reported in December, due to the extension of Manhattan and Systems work



IEC OBSERVATIONS – MANHATTAN

- **Manhattan South Structures (CM005):**
 - Substantial Completion is 2 months delayed; access date for follow-on contract CM007 is being revised
- **Manhattan North Structures (CM006):**
 - Milestone#2 (access to the lower level tunnels) was missed; planned access for CM007 is expected in August 2016
- **GCT Concourse and Facilities Fit-Out (CM014B):**
 - Milestone#1 (Train Management Center and Communication Rooms) is pushed by 2 months; this delays access for CS179 and requires contract modification
- **GCT Caverns and Track (CM007):**
 - Notice to Proceed has slipped 2 months and is expected by end March 2016; substantial completion was pushed out 4 months



IEC OBSERVATIONS – SYSTEMS

- Facilities Systems Package 1 (CS179) Schedule:
 - Interim systems design milestones are not being met on time
 - Design delays have pushed out the completion of installation and local testing
 - An Integrated Systems Testing (IST) framework is required to demonstrate the feasibility of overlap between local testing and IST
 - The schedule issues need to be assessed and the remaining risk to IST evaluated to measure impact to the revised substantial completion date



IEC OBSERVATIONS – HAROLD

- Delays to the remaining signal hut (CIL) cutovers are pushing out Harold infrastructure improvements and civil/structural work required for revenue service
- In addition, inconsistent Amtrak support combined with low work productivity at contract CH057A could put Harold on the Project critical path



IEC CONCERNS

- The absence of a current Integrated Project Schedule (IPS) hampers demonstrating progress as well as the complete review of any potential changes

IEC RECOMMENDATIONS

- As cited last December, 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



Recommendations Log

Recommendation (June 2015)	Agency Response/Action	Status
The IEC recommends that the contractor provide a framework that shows proper logic and high level durations until a detailed integrated systems testing schedule is available.	MTACC agrees and committed to provide a framework by the end of the preliminary design review for the ten control subsystems in September/October 2015.	In Progress
A detailed schedule for Systems Package 1, which includes project-wide integrated systems testing (IST), agreed on by the contractor and MTACC has to be provided without further delay to allow tracking of progress.	MTACC received a contractor baseline schedule and several updates. Full approval of the schedule will be given once a detailed IST schedule will be included at the end of design in July 2016.	In Progress
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 (January 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

MTACC Quarterly Progress Report to CPOC

Cortlandt Street #1 Line Station Reconstruction

March 21, 2016

Cortlandt

Project Overview

Overall Status

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

Highlights

Progress

- Demolished 80% of southbound and northbound platform slabs and manholes
- Completed 80% of the platform edge concrete for both northbound and southbound platforms
- Demolished 50% of existing platform walls, manholes, and fan plant walls
- Relocated 50% of utilities underneath the platform edge, including two 3" hydraulic air lines, fire stand pipe, and water lines
- Design for the Vesey Street entrances (stair and ADA elevator) has been completed and issued to the Contractor

90 Day Look Ahead

- Complete 100% demolition of southbound and northbound platform slabs and manholes
- Complete 100% placement of platform edge concrete, install platform slabs, and construct duct banks, manholes and walls
- Finalize communications, electrical, and architectural design changes
- Complete 100% relocation of existing track centerline utilities; signals, air lines, antenna, fire stand pipe, and fiber optic
- Complete 100% demolition of centerline columns and install permanent signal cable trough

March 21, 2016

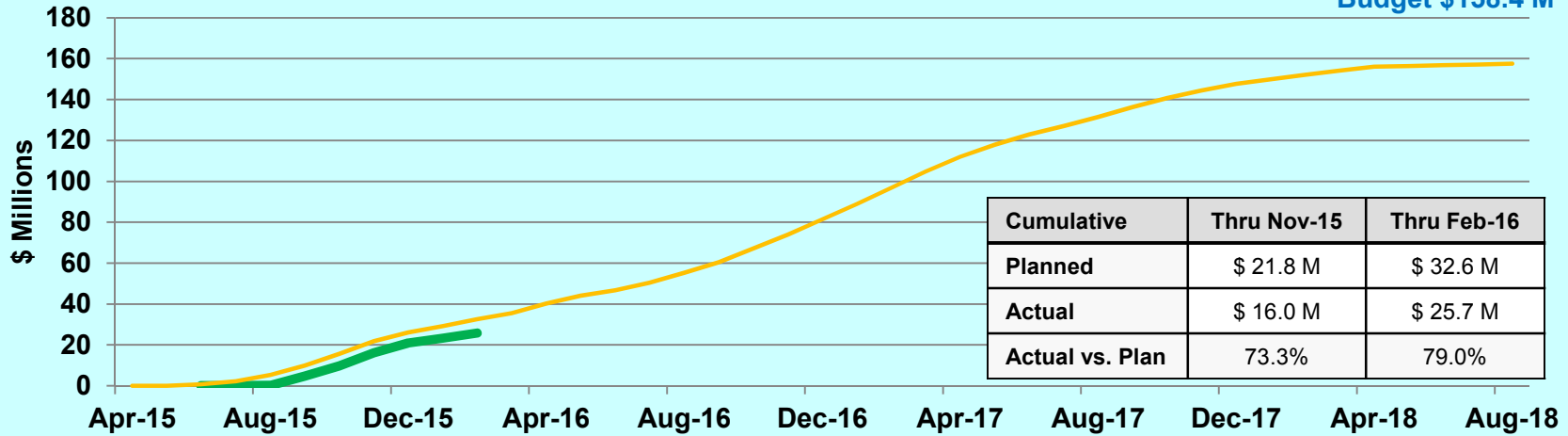
Cortlandt



Cost & Schedule Performance

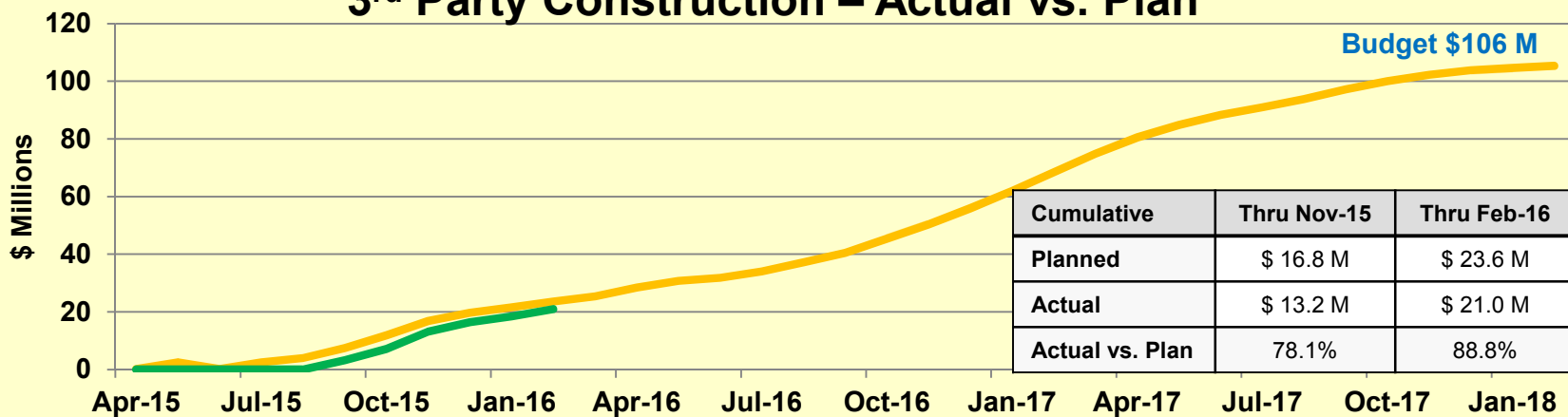
Total Project – Actual vs. Plan

Budget \$158.4 M



3rd Party Construction – Actual vs. Plan

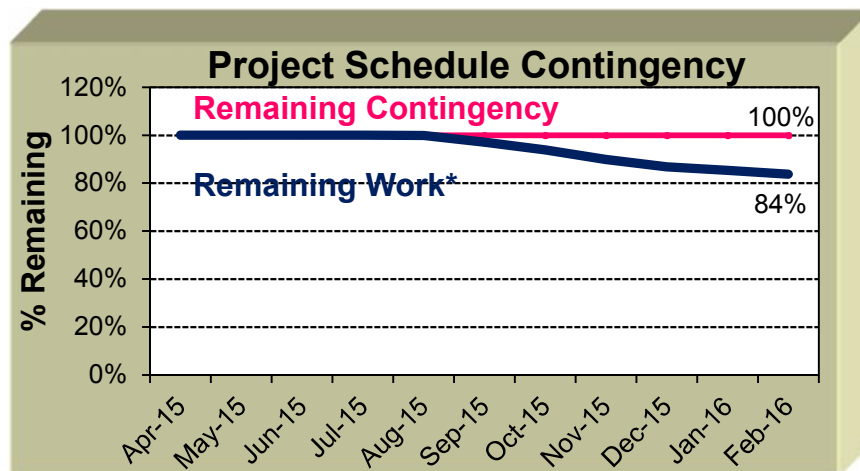
Budget \$106 M



March 21, 2016

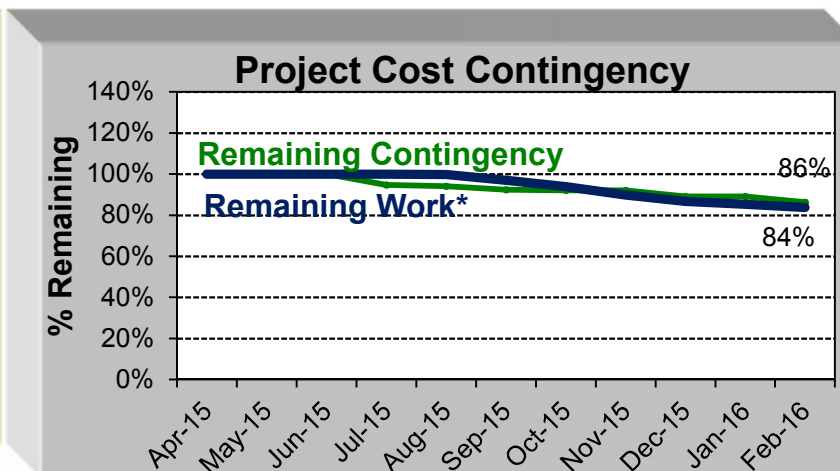
Cortlandt

Cost & Schedule Contingency Status



* Remaining work starts in 2015

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




* Remaining work starts in 2015




- Original Budget contingency was established at \$5.6 million
- Current contingency is \$4.8 million, \$0.4 million less than last report (\$5.2 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.

Cortlandt

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	Previously January 2016 New June 2017	<p><u>Issue:</u> 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 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><u>Impact:</u> 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><u>Mitigation:</u> 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.




March 21, 2016

Cortlandt

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Complete Design of Vesey Street Entrances: (Stair and ADA Elevator)	Resolved, January 2016	<p><u>Issue:</u> Delays in completing the design for the Vesey Street entrances (stair and ADA elevator), may impact the issuance of the construction change order and construction of the north end.</p> <p><u>Impact:</u> None</p> <p><u>Mitigation/Status:</u> Design for the Vesey Street entrances has been completed and issued to the Contractor.</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.




March 21, 2016

Cortlandt

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Complete All Right of Way Work	June 2016	<p><u>Issue:</u> 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><u>Impact:</u> Delay in completing all Right-of Way work by June 2016 will impact the completion of the project.</p> <p><u>Mitigation:</u> NYCT has committed to provide all necessary GO's through June 2016 in order to accomplish the Right-of-Way work (platform edge, conduit installation, ceiling, lights, cable relocation, steel demo). Additionally, piggyback opportunities will provide additional GO opportunities into October 2016 if needed. Project will continue to closely monitor progress.</p>

Legend

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

March 21, 2016

March 2016 CPOC IEC Project Review



Cortlandt Street # 1 Line Station



March 21, 2016

Schedule Review

- The IEC concurs that the following milestone associated with completing the Vesey Street entrance must be achieved in order to meet the current project completion date of August 2018:
 - The PANYNJ must turn over the PATH North Temporary Access space by June 2017 so the contractor can start work.
- Track work has progressed and is 100% complete.



Budget Review

- The IEC notes that the current budget is \$158.4M with a project contingency of \$4.8M, which is approximately 5% of the remaining construction budget.
- The IEC also notes that there are a number of outstanding un-negotiated change orders that could reduce the contingency.



IEC Concerns & Issues

Requirements for Station Opening:

- In the IEC's opinion 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 \$4.8M is not an adequate amount to support the remaining construction budget with the project's current risk profile.

Change Orders:

- The IEC is concerned that changes to communication, electrical upgrades and station finishes could pose a risk to the project's substantial completion.

MTA Capital Program Commitments & Completions

through February 29th, 2016



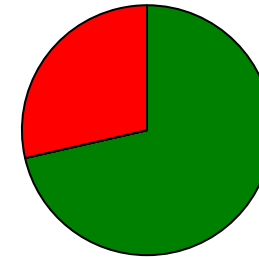
Capital Projects – Major Commitments – February 2016

41 major commitments are planned for 2016. The total MTA commitments goal for 2016 is \$6.6 billion.

Through February, agencies are reporting on seven major commitments. Five are on time or early and two are delayed including NYCT's PSLAN 188 Stations award (a \$50 million forecast) and East Side Access' Grand Central Terminal Caverns award (a \$712 million forecast). Year to date, agencies have committed \$658 million versus a \$1.5 billion goal. The \$880 million shortfall is mainly due to the aforementioned delays at NYCT and East Side Access as well as a separate delay for East Side Access' OCIP insurance renewal.

By year-end, the MTA forecasts committing 99% of its \$6.6 billion goal.

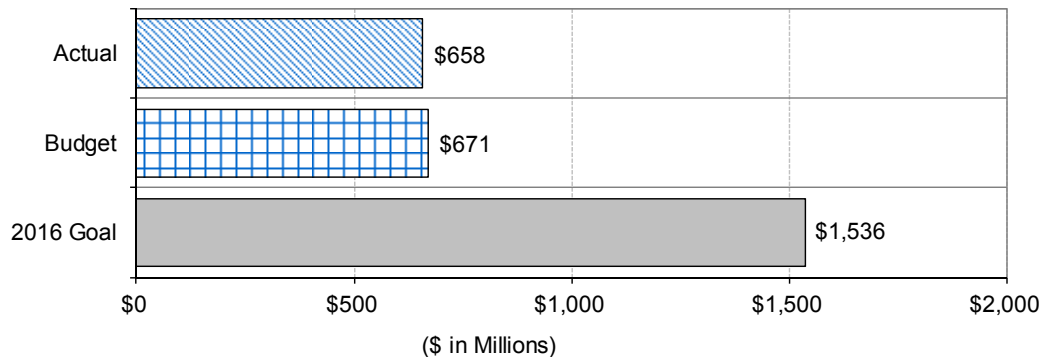
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within Goal	5	71%	↑ 3
YELLOW = Commitments delayed beyond Goal (already achieved)	0	-	-
RED = Commitments delayed beyond Goal (not yet achieved)	2	29%	↑ 2
	7	100%	↑ 5

Budget Analysis

2016 Annual Goal	\$6,599	(\$ in millions)
2016 Forecast	99%	of Annual Goal
Forecast left to Commit	90%	(\$5,892)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – February 2016 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Forecast
2 All-Agency Red Commitments (2 new this month)			
NYCT			
<i>Signals & Communications</i>			
Passenger Station LAN: 188 Stations (New Item)	Construction Award	Feb-16 \$50.0M	Mar-16 \$50.0M
Delayed award due to approvals and budget changes.			
MTACC			
<i>East Side Access</i>			
Grand Central Terminal Station Caverns & Track (New Item)	Construction Award	Feb-16 \$777.4M	Mar-16 \$712.M
The delay is due to MTACC finalizing open issues prior to issuing a notice to proceed, expected in March. The award value reflects a favorable bid.			

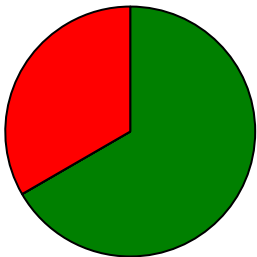
Capital Projects – Major Completions – February 2016

43 major completions are planned for 2016. The total MTA completions goal is \$4.6 billion.

Through February, agencies are reporting on three major completions. Two were achieved on time and one is delayed: an East Side Access structures contract. Year to date, agencies have completed \$232 million versus a \$346 million goal. The shortfall was primarily due to the aforementioned East Side Access delay. One bus procurement was completed ahead of schedule.

By year-end, the MTA forecasts achieving 102% of its \$4.6 billion goal. The higher forecast is partly impacted by cost increases from the Second Avenue Subway acceleration.

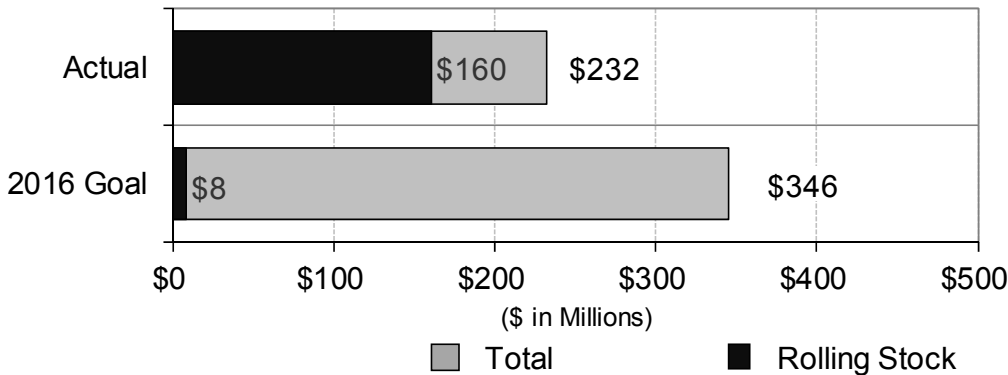
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	2	67%	-
YELLOW = Completions delayed beyond Goal (already achieved)	0	-	-
RED = Completions delayed beyond Goal (not yet achieved)	1	33%	↑ 1
	3	100%	↑ 1

Budget Analysis

2016 Annual Goal \$4,629 (\$ in millions)
2016 Forecast 102% of Annual Goal
Forecast left to Complete 95% (\$4,474)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – February 2016 – Schedule Variances

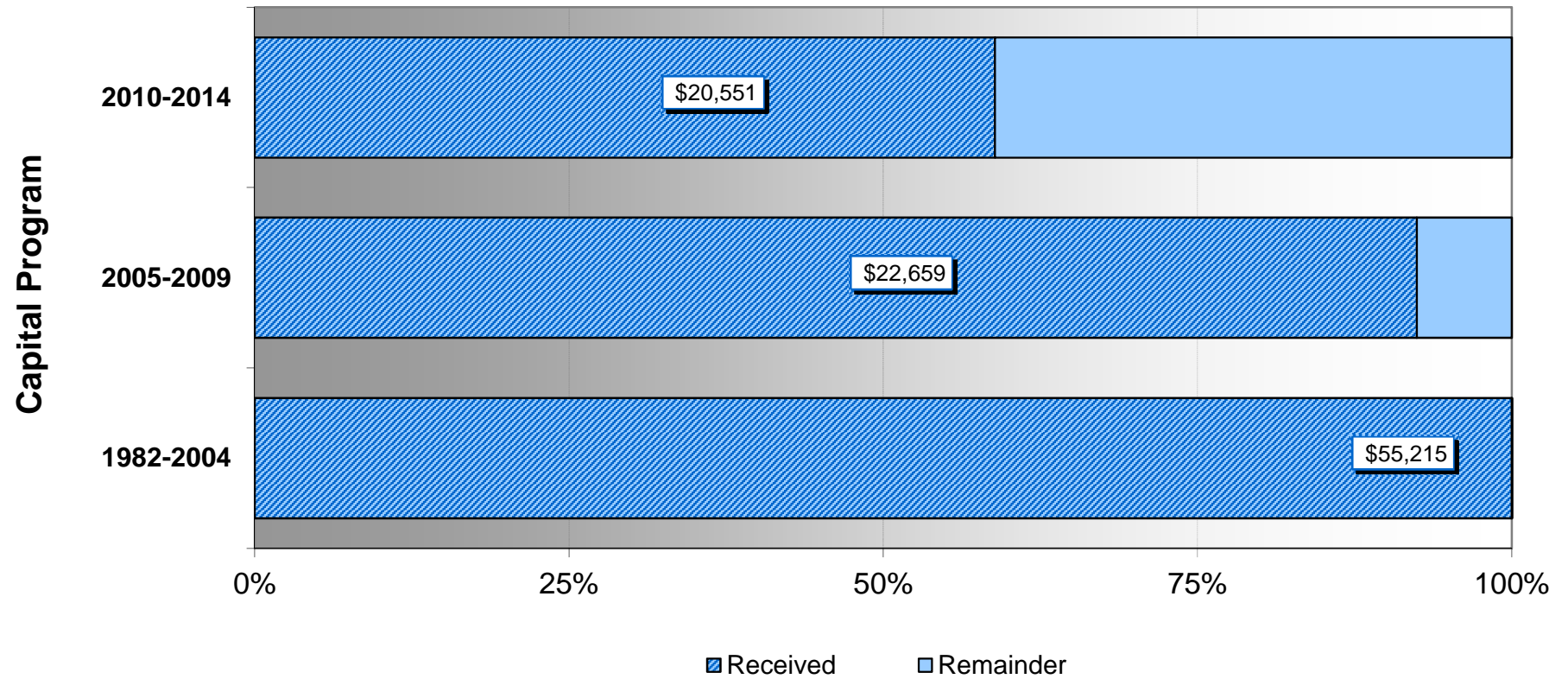
Actual Results Shaded

Project	Completion	Goal	Forecast
1 All-Agency Red Completions (1 new this month)			
MTACC			
<i>East Side Access</i>			
Manhattan South Structures <i>(New Item)</i>	Construction Completion	Feb-16 \$249.8M	Mar-16 \$249.8M
One- month delay is due to additional time required to complete final remaining work.			

Status of MTA Capital Program Funding

Capital Funding (February 29, 2016)

\$ in millions



Capital Funding Detail (February 29, 2016)

\$ in millions

2005-2009 Program

	Funding Plan	Receipts		
	<u>Current</u>	<u>Thru January</u>	<u>This month</u>	<u>Received to date</u>
	\$5,186	\$5,186	\$ -	\$5,186
	2,810	2,222	-	2,222
	323	262	-	262
	11	11	-	11
	654	654	-	654
	418	409	-	409
	2,367	2,204	-	2,204
	149	142	-	142
	1,184	563	-	563
	1,450	1,064	-	1,064
	3,039	3,039	-	3,039
	1,153	1,153	-	1,153
	5,624	5,624	-	5,624
	138	126	-	126
Total	24,507	22,659	-	22,659

2010-2014 Program

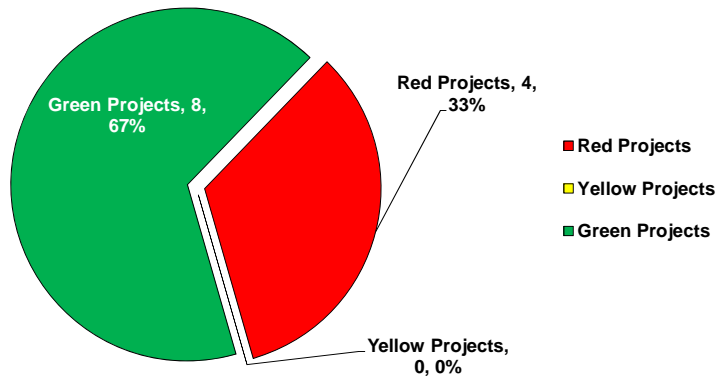
	Funding Plan	Receipts		
	Current	Thru January	This month	Received to date
	\$5,839	\$5,614	\$ -	\$5,614
	295	295	-	295
	206	100	-	100
	-	-	-	-
	774	574	0.3	575
	770	150	-	150
	132	69	-	69
	12,703	8,419	(0.9)	8,419
	1,535	638	4	642
	2,111	931	361	1,292
	9,376	3,177	-	3,177
	160	160	-	160
	758	-	-	-
	230	55	3	59
Total	34,889	20,183	368	20,551



4th Quarter 2015 Traffic Light Report on MTA Core Capital Program Projects

A total of 201 Projects were Reviewed for the 4th Quarter 2015

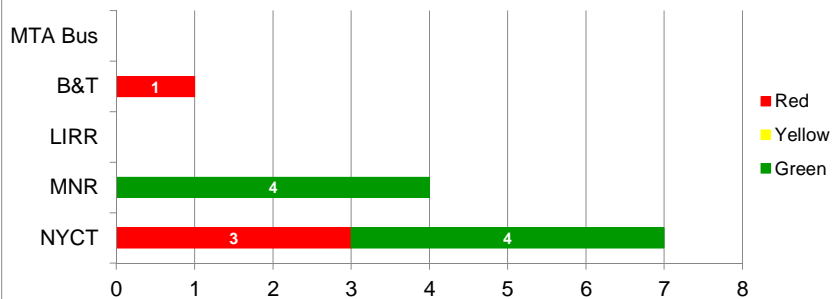
12 Projects in Design



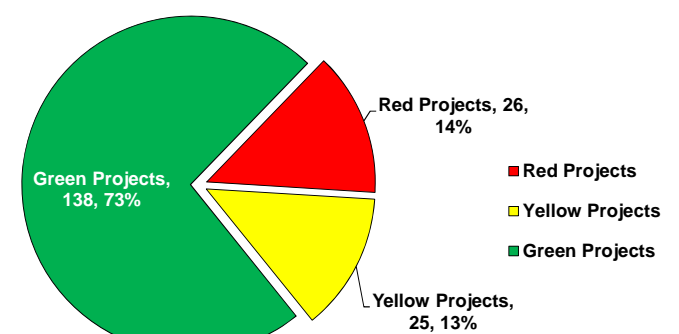
Projects in Design: 12 projects were reviewed in the design phase with 8 (67%) projects designated green and 4 (33%) were red. This is an increase of 3 red projects since the 3rd quarter 2015. The 4 projects designated red this quarter were for schedule variances. The schedule variances were due to in part to design and specification changes, community concerns/issues, and contract repackaging.

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

12 Projects in Design



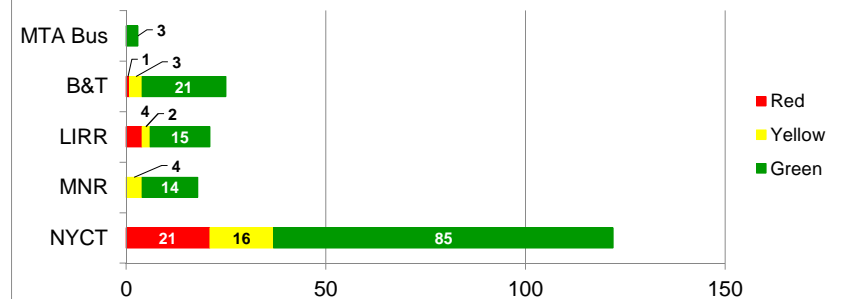
189 Projects in Construction



Projects in Construction: 189 projects were reviewed in the construction phase with 138 (73%) designated green, 25 (13%) yellow and 26 (14%) red. This is a increase of 8 red projects since the 3rd quarter 2015. Of the 26 red projects, 23 (89%) were red for a schedule variance, 1 for a contingency variance, 1 for a cost variance, and 1 for both cost and schedule variances. For the 23 projects designated red for schedule, the variances ranged from 3 to 24 months. The schedule variances were due in part to unforeseen conditions, subcontractor issues, inability to obtain GOs, and additional scope.

Last Quarter: 193 projects were reviewed in the construction phase with 137 (71%) designated green, 38 (20%) yellow and 18 (9%) red.

189 Projects in Construction







Terms and Definitions

4th Quarter 2015 Traffic Light Report on MTA Capital Program Projects





The following Terms and Definitions used to identify “red light projects” show variances from quarter to quarter and are based on three performance indicators: cost, contingency and schedule. A project is designated a “red light project” when one or more of the three indicators exceed a specified threshold. Agencies are required to produce follow-up one-page reports for all red light projects. Included in this report are one-page agency summaries (on pink paper stock) of issues associated with each project showing a **red** indicator and how the issues are being resolved.

Traffic Light Report Project Terms and Definitions

Projects in Design: 12

-  Green: No indices 115% or more and no index movement 15% or more
-  Red: Cost Index: An EAC increase of 15% (or index movement of 15% or more since last Traffic Light Report)
-  Red: Schedule Variance: An increase of 3 months or more to substantial completion since last Traffic Light Report
-  Yellow: Previously indicated as **red** with no new substantial change since last Traffic Light Report / A project in design that has been designated Yellow may be returned to Green when it has been in compliance with the three performance indicators for (four consecutive quarters) one year.

Projects in Construction: 189

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

Report Index Formulas and Criteria:

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



4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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

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

■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
PA/CIS B Division Furnish/Deliver CIS 89 Stations	05 - 09	Construction	\$8,400,000	10	.00	■	1.00	■	0	■	G
Public Address / Customer Information Screens - Phase 3	05 - 09	Construction	\$105,911,228	58	.00	■	1.00	■	0	■	G
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$46,019,061	75	.33	▲	1.01	■	1	▲	Y
Yard Fencing: 2 Locs (38th St, Linden)	05 - 09	Construction	\$16,102,971	50	.16	▲	1.00	■	6	▲	R
Depot Equipment	05 - 09	Construction	\$9,880,197	37	.00	■	1.00	■	0	■	G
Priority Repairs: 3 Depots	05 - 09	Construction	\$19,227,077	82	.18	■	.98	■	8	▲	R
Purchase 324 Standard Buses	10 - 14	Construction	\$163,320,932	68	.00	■	1.00	■	0	■	G
Purchase 300 Express Buses	10 - 14	Construction	\$188,884,762	68	.00	■	1.00	■	0	■	G
Purchase 276 Standard Buses	10 - 14	Construction	\$152,493,847	91	.00	■	1.00	■	0	■	G
Purchase 72 Standard Diesel Buses	10 - 14	Construction	\$39,174,103	89	.00	■	1.00	■	3	▲	R
Replacement of MetroCard Electronic Components	10 - 14	Construction	\$30,000,000	46	.00	■	.91	■	0	■	G
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,185,198	46	.00	■	1.00	■	1	▲	G
Replace 7 Hydraulic Elevators	10 - 14	Construction	\$29,350,292	12	.07	▼	1.00	■	0	■	G
Ceiling Repair at 181 St and 168 St on the Broadway-7th Av Line	10 - 14	Construction	\$61,691,096	76	.99	▼	1.01	■	1	▲	Y
Renewal of 104 Street Station on the Liberty Line	10 - 14	Construction	\$15,935,381	96	.37	■	1.01	■	1	▲	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$7,377,212	53	.88	▼	1.00	■	4	▲	R
Renewal of 111 Street Station on the Liberty Line	10 - 14	Construction	\$15,118,583	53	.03	▼	1.00	■	1	▲	G
Renewal of Rockaway Blvd Station on the Liberty Line	10 - 14	Construction	\$18,892,724	99	.02	■	1.15	▲	1	▲	R
Renewal of 88 Street Station on the Liberty Line	10 - 14	Construction	\$16,452,209	93	.84	■	1.01	■	1	▲	G
Renewal of 80 Street Station on the Liberty Line	10 - 14	Construction	\$16,116,637	58	.03	▼	1.00	■	1	▲	G
Renewal of Avenue X Station on the Culver Line	10 - 14	Construction	\$16,767,640	38	1.58	▲	1.00	■	0	■	G
Renewal of Avenue U Station on the Culver Line	10 - 14	Construction	\$16,720,859	6	.28	▼	1.00	■	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
Renewal of 18 Avenue Station on the Culver Line	10 - 14	Construction	\$19,768,420	8	.17	▼	1.00	■	0	■	G



4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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

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

■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Renewal of Ditmas Avenue Station on the Culver Line	10 - 14	Construction	\$19,094,083	58	.69	▲	.99	■	0	■	G
Renewal of Avenue I Station on the Culver Line	10 - 14	Construction	\$17,152,318	8	.19	▼	1.00	■	0	■	G
Renewal of Pennsylvania Avenue Station on the New Lots Line	10 - 14	Construction	\$13,282,293	1	.00	■	.97	■	0	■	G
Renewal of Rockaway Avenue Station on the New Lots Line	10 - 14	Construction	\$13,300,164	46	.00	■	.98	■	0	■	G
Renewal of Saratoga Avenue Station on the New Lots Line	10 - 14	Construction	\$12,894,884	1	.00	■	.98	■	0	■	G
Renewal of Junius Street Station on the New Lots Line	10 - 14	Construction	\$13,009,830	0	.00	■	.97	■	0	■	G
Renewal of Sutter Avenue Station on the New Lots Line	10 - 14	Construction	\$12,937,296	0	.00	■	.97	■	0	■	G
Renewal of Van Siclen Avenue Station on the New Lots Line	10 - 14	Construction	\$17,471,637	44	.00	■	1.21	■	0	■	Y
Component Repairs at 103 Street Station on the Lexington Line	10 - 14	Construction	\$15,242,076	63	.53	▼	1.00	■	0	■	G
Component Repairs at 2 Stations on the Culver Line	10 - 14	Construction	\$20,594,820	6	.35	▼	.99	■	0	■	G
Component Repairs at 49 Street Station on the Broadway Line	10 - 14	Construction	\$6,698,197	100	.18	▼	1.00	■	-1	▼	G
Component Repairs at 2 Stations on the 4th Avenue Line	10 - 14	Construction	\$13,868,458	60	.44	▲	1.01	■	2	▲	G
Component Repairs at 3 Stations on the Lexington Line	10 - 14	Construction	\$11,094,314	44	.00	■	1.00	■	0	■	G
Component Repairs at 2 Stations on the Queens Boulevard Line	10 - 14	Construction	\$13,350,314	36	.00	■	1.00	■	0	■	G
Ventilator Repairs at 5 Locations in Upper Manhattan and the Bronx	10 - 14	Construction	\$5,872,617	60	.00	■	1.00	■	5	▲	R
Component Repairs at Eastchester-Dyre Avenue Station on the Dyre Avenue Line	10 - 14	Construction	\$25,903,462	9	.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	▲	4	▲	R
Component Repairs at 5 Stations on the Canarsie Line	10 - 14	Construction	\$20,691,797	27	.00	■	1.00	■	0	■	G
Ventilator Repairs at 8 Locations in Lower Manhattan	10 - 14	Construction	\$5,114,406	49	.00	■	1.00	■	0	■	G
Reconstruction of Hard Rail Track Panels at 9 Stations on the Sea Beach Line	10 - 14	Construction	\$8,057,796	72	.00	■	1.00	■	6	▲	Y
Ventilator Repairs at 3 Locations in Southeast Brooklyn	10 - 14	Construction	\$6,454,000	29	.00	■	1.00	■	0	■	G



4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
ADA Accessibility at 23 St Station on the Lexington Av Line	10 - 14	Construction	\$17,586,263	71	.92	▼	1.00	■	4	▲	R
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$21,678,502	53	.49	▼	1.00	■	4	▲	R
Water Condition Remedy	10 - 14	Construction	\$6,979,438	91	.57	▼	1.06	▼	0	■	Y
Access Improvements at Grand Central Station	10 - 14	Construction	\$21,760,158	21	.54	▼	.99	■	0	■	G
2014 Mainline Track Replacement on the Lexington Avenue and 42 Street Shuttle Lines	10 - 14	Construction	\$17,241,259	100	.00	■	1.27	▼	0	■	Y
2015 Mainline Track Replacement on the Queens Boulevard Line	10 - 14	Construction	\$49,328,099	33	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the 8th Avenue Line	10 - 14	Construction	\$18,626,232	27	.00	■	1.00	■	0	■	G
2015 Welded Rail Installation on the Queens Boulevard Line	10 - 14	Construction	\$11,814,054	35	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the Flushing Line	10 - 14	Construction	\$10,991,721	27	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the Broadway 7th Avenue Line	10 - 14	Construction	\$14,399,527	76	.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
2014 Mainline Switch Replacement on the White Plains Road Line	10 - 14	Construction	\$14,488,642	100	.00	■	.84	▼	0	■	G
2015 Mainline Switch Replacement on the 6th Avenue Line	10 - 14	Construction	\$8,881,107	45	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the Canarsie Line	10 - 14	Construction	\$13,396,322	100	.00	■	.84	▼	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	98	.25	■	1.00	■	3	▲	R
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,338,068	50	.33	■	1.00	■	10	▲	R
Replace Ventilation Controls at 22 Locations	10 - 14	Construction	\$16,199,489	20	.00	■	.99	■	0	■	G
Rehab of Pumps at 2 Locations in Manhattan	10 - 14	Construction	\$13,559,178	0	.00	■	1.00	▲	0	■	G
Rehabilitate Emergency Exits at 125 Locations	10 - 14	Construction	\$29,072,428	100	.00	■	1.00	■	0	■	Y



4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Rehabilitation of the Culver Viaduct (Underside) - Phase 3	10 - 14	Construction	\$43,481,428	100	.00	■	.99	■	1	▲	G
Demolish Abandoned Structures	10 - 14	Construction	\$15,149,820	40	.00	■	.99	■	0	■	Y
Overcoat Painting from Portal-E 180 St on the White Plains Road Line	10 - 14	Construction	\$30,425,245	100	.00	■	1.00	■	-11	▼	G
Overcoat Painting from Broadway Junction-New Lots Ave on the Canarsie Line	10 - 14	Construction	\$28,175,506	38	.00	■	.99	■	1	▲	G
Structural Repairs at 9 Avenue Station on the West End Line	10 - 14	Construction	\$22,203,522	59	.12	■	1.00	■	6	▲	R
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$310,818,652	49	1.09	■	1.00	■	1	▲	Y
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$226,288,743	54	.40	▼	1.00	■	0	■	G
Modernize Signal Interlocking at Roosevelt Avenue on the Queens Boulevard Line	10 - 14	Construction	\$101,355,148	76	.41	■	1.00	■	0	■	G
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Construction	\$180,085,080	20	.10	▲	1.00	■	0	■	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Construction	\$174,020,756	14	.00	■	.99	■	0	■	G
Replacement of Automatic Train Supervision A-Division and Communications-Based Train Control Status Boards at the Rail Control Center	10 - 14	Construction	\$6,631,911	100	.00	■	1.00	■	0	■	Y
Automated Train Supervision: Hardware and Software Upgrade	10 - 14	Construction	\$5,900,000	80	.00	■	1.00	■	7	▲	R
AC to DC Line Relay Conversion on the Fulton Line	10 - 14	Construction	\$13,545,979	43	.00	■	1.00	■	0	■	G
Modifications to Signal Control Lines - Phase 6	10 - 14	Construction	\$15,226,485	11	.00	■	1.00	■	-19	▼	G
Public Address/Customer Info Screen Systems	10 - 14	Construction	\$64,365,849	49	.00	■	.97	■	24	▲	R
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	50	.00	■	1.00	■	0	■	G



4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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NYCT - New York City Transit Program											
Upgrade/Replacement of Copper Communications Cable - Phase 3	10 - 14	Construction	\$9,775,398	72	.00	■	.99	■	5	▲	R
Upgrade Ventilation Systems in 19 Communication Rooms	10 - 14	Construction	\$11,223,891	0	.00	■	1.03	■	0	■	G
Passenger Station Local Area Network at 30 Stations	10 - 14	Construction	\$26,530,419	76	.94	▲	1.00	■	3	▲	R
Help Point at 93 Stations	10 - 14	Construction	\$75,511,456	53	.00	■	.99	▼	0	■	Y
Integrated Service Information & Management B-Division, Module 1	10 - 14	Construction	\$59,141,528	1	.00	■	1.00	■	0	■	G
Install Help Point Systems at 62 Stations	10 - 14	Construction	\$27,842,545	54	.00	■	1.00	■	0	■	Y
Help Point at 64 Stations	10 - 14	Construction	\$36,486,400	75	.00	■	1.00	■	0	■	G
Help Point at 16 Stations	10 - 14	Construction	\$10,267,600	95	.00	■	1.00	■	0	■	G
Repair/Replace Underground Substation Hatchways - Phase 3	10 - 14	Construction	\$11,286,895	0	.00	■	1.00	■	0	■	G
Rehab Circuit Breaker Houses #74/74A on the Jamaica Line	10 - 14	Construction	\$18,859,459	100	.58	■	.99	■	-2	▼	G
Yard Lighting at Jerome and Pelham Yards	10 - 14	Construction	\$15,058,928	70	.00	■	.98	■	10	▲	R
Facility Waterproofing at 180th Street Maintenance Shop	10 - 14	Construction	\$5,705,912	100	.00	■	1.00	■	0	■	G
Rehab 3 Car Washers at 3 Yards	10 - 14	Construction	\$17,068,520	17	.00	■	.98	■	0	■	G
Rehab 1 Car Washer at Coney Island Yard	10 - 14	Construction	\$9,782,959	47	.07	■	1.00	■	1	▲	G
2015 Welded Rail Installation on the 8th Avenue Line	10 - 14	Construction	\$26,497,289	57	.00	■	1.00	■	2	▲	G
2015 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$10,634,085	39	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the West End Line	10 - 14	Construction	\$10,515,282	76	.00	■	2.17	▲	12	▲	R
2015 Mainline Track Replacement on the White Plains Road Line	10 - 14	Construction	\$5,165,738	86	.00	■	1.00	■	1	▲	G
2015 Mainline Switch Replacement on the Dyre Line	10 - 14	Construction	\$7,557,188	42	.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	4	.00	■	1.00	■	14	▲	R
Upgrade Heating, Ventilation, Air Condition Systems at 4 Depots	10 - 14	Construction	\$18,022,409	100	.65	▼	1.00	▼	-5	▼	G
Manhattanville Comprehensive Facade Repairs	10 - 14	Construction	\$21,898,845	0	.00	■	1.00	▼	0	■	G



4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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NYCT - New York City Transit Program											
New Bus Command Center Building	10 - 14	Construction	\$52,038,207	5	.00	■	1.00	■	0	■	G
Construct 1 Bus Washer and Rehab 2 Bus Washers at Michael J. Quill Depot	10 - 14	Construction	\$5,730,862	85	.00	■	1.09	▲	0	■	G
Purchase 91 Non-Revenue Vehicles	10 - 14	Construction	\$15,785,653	94	.00	■	1.00	■	0	■	G
Purchase 101 Non-Revenue Vehicles	10 - 14	Construction	\$11,222,176	67	.00	■	1.00	■	3	▲	R
Purchase Vacuum Trains	10 - 14	Construction	\$35,512,996	13	.00	■	.99	■	0	■	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$20,825,478	51	.00	■	1.02	▼	0	■	Y
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	\$26,733,692	88	.92	▲	.93	■	32	▲	G
Replace Fire Alarm at 207 St Overhaul Shop	10 - 14	Construction	\$12,901,419	0	.00	■	1.00	▼	0	■	G
Facility Roof Repair/Replacement Phase 3	10 - 14	Construction	\$12,424,571	100	.61	■	1.00	■	0	■	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	98	.00	■	1.00	■	3	▲	R
Livingston Plaza Repairs	10 - 14	Construction	\$27,257,503	28	.00	■	1.00	■	0	■	G
Facility Roof Repair/Replacement Phase 4	10 - 14	Construction	\$16,405,404	0	.00	■	1.00	▼	0	■	G
Design of New "B" Division Railcar	10 - 14	Design	\$12,367,058	35	.00	■	.99	■	13	▲	R
ADA Accessibility at 68 St-Hunter College Station on the Lexington Av Line	10 - 14	Design	\$64,009,149	85	.00	■	66.48	■	3	▲	R
ADA Accessibility at Bedford Avenue Station on the Canarsie Line - Design Only	10 - 14	Design	\$6,546,272	65	.00	■	1.18	▲	0	■	G
ADA Accessibility at 1st Avenue Station on the Canarsie Line - Design Only	10 - 14	Design	\$6,190,060	65	.00	■	1.18	▲	0	■	G
Integrated Service Information & Management B-Division (ISIM-B)	10 - 14	Design	\$44,514,770	95	.00	■	1.00	■	-45	▼	G



4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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NYCT - New York City Transit Program											
Integrated Service Information & Management B-Division, Module 2	10 - 14	Design	\$17,978,106	78	.00	■	1.00	■	4	▲	R
Rehabilitate Roof/Enclosure at Jerome-East 162nd Street Substation on the Jerome Line - Design Only	10 - 14	Design	\$1,099,000	30	.00	■	1.00	■	1	▲	G
Structural Repairs at Eight Staten Island Railway Stations	10 - 14	Construction	\$14,430,432	100	1.03	■	1.00	■	2	▲	Y
Rehabilitation of St. George Interlocking	10 - 14	Construction	\$14,212,175	40	.00	■	1.00	■	0	■	G
Construction of New Power Substation: Prince's Bay	10 - 14	Construction	\$25,086,342	25	.00	■	.99	■	0	■	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$23,225,687	76	2.05	▼	1.00	■	4	▲	Y
LIRR - Long Island Rail Road Program											
Main Line Corridor Improvements -Divide Supervisory Control & Remote Terminal Units (RTUs)	05 - 09	Construction	\$13,900,000	95	.67	▼	1.00	■	-8	▼	G
Main Line Corridor Improvements -Ellison Avenue Bridge	05 - 09	Construction	\$17,500,000	83	.00	■	1.00	■	0	■	G
Escalator Replacement Program	10 - 14	Construction	\$11,174,245	20	.00	■	1.00	■	0	■	G
Construction equipment purchase used for track program	10 - 14	Construction	\$7,000,000	85	.00	■	1.00	■	3	▲	R
Atlantic Branch Half tie replacement	10 - 14	Construction	\$29,400,000	77	1.25	▲	1.00	■	0	■	R
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	49	.00	■	1.00	■	0	■	G
2015 Track Program	10 - 14	Construction	\$65,000,000	100	.00	■	1.00	■	0	■	G
Bridge Rehabilitation Program	10 - 14	Construction	\$24,600,000	84	.00	■	1.00	■	0	■	Y
Colonial Road Highway Bridge Replacement	10 - 14	Construction	\$19,800,000	49	.00	■	1.00	■	0	■	G
150th Street - Jamaica Bridge Rehabilitation	10 - 14	Construction	\$24,824,404	69	.00	■	1.00	■	6	▲	R
Fiber Optic Network Investments system wide	10 - 14	Construction	\$10,000,000	88	.00	■	1.00	■	0	■	G
Private Branch Exchange / Wayside Phone systems replacement - Phase 1	10 - 14	Construction	\$10,500,000	78	.00	■	1.00	■	0	■	G
Radio Coverage Improvements	10 - 14	Construction	\$10,300,000	72	.00	■	1.00	■	0	■	G



4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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LIRR - Long Island Rail Road Program											
Speonk to Montauk Signalization	10 - 14	Construction	\$73,000,000	49	.00	■	1.00	■	0	■	G
Centralized Train Control	10 - 14	Construction	\$12,940,000	78	3.28	■	1.00	■	19	▲	R
Hillside Facility Roof Renewals	10 - 14	Construction	\$6,000,000	95	1.05	▼	1.00	■	0	■	Y
Employee Facilities Renewals	10 - 14	Construction	\$9,371,391	83	.97	■	1.00	■	0	■	G
Replacement of Hillside & Kew Garden Substations	10 - 14	Construction	\$26,122,757	99	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Lighting replacement	10 - 14	Construction	\$7,000,000	77	.00	■	1.00	■	0	■	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
Grand Central Trainshed and Park Avenue Tunnel Structure Rehabilitation	10 - 14	Construction	\$23,431,953	65	.00	■	.93	▲	0	■	G
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$16,694,106	35	1.36	▼	.89	■	0	■	G
Grand Central Terminal Elevator Rehabilitation - Phase 4	10 - 14	Construction	\$8,834,588	42	1.56	▼	.91	■	0	■	G
Grand Central Terminal Utility System Improvements	10 - 14	Construction	\$29,630,485	10	.00	■	.89	■	0	■	G
Fordham Station Improvements	10 - 14	Construction	\$15,020,537	85	1.17	▼	.99	■	2	▲	Y
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$60,910,192	56	.00	■	.95	■	0	■	G
Drainage and Undercutting Improvements Along the Right-of-Way	10 - 14	Construction	\$9,769,979	10	.00	■	.97	▼	0	■	G
Annual Track Program (2014)	10 - 14	Construction	\$12,806,972	98	.00	■	.94	■	0	■	G
2015 GCT Turnout/Switch Renewal	10 - 14	Construction	\$3,000,000	100	.00	■	1.00	■	0	■	G
Harlem River Lift Bridge Cable Replacement	10 - 14	Construction	\$10,471,014	95	.71	■	.99	■	0	■	Y
West of Hudson Annual Track Program	10 - 14	Construction	\$17,705,777	82	.00	■	.99	■	0	■	G
West of Hudson Track (2015)	10 - 14	Construction	\$6,466,604	100	1.00	■	1.00	■	0	■	G
Upgrade West of Hudson Signal System	10 - 14	Construction	\$64,362,805	96	.02	■	.95	■	2	▲	G

4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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MNR - Metro-North Railroad Program											
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$32,445,796	73	.00	■	.77	▼	0	■	G
Harlem and Hudson Line Power Improvements	10 - 14	Construction	\$31,435,569	12	.43	■	.93	■	0	■	G
Replacement of Harlem River Lift Bridge Breaker Houses/Electric Controls	10 - 14	Construction	\$14,413,845	95	.39	■	.96	■	0	■	Y
Station Building Improvements and Net Lease Efforts at Select Locations	10 - 14	Design	\$7,037,777	35	.00	■	.95	■	0	■	G
Customer Communication/Connectivity Improvements to provide Real-time Information at East of Hudson Stations	10 - 14	Design	\$36,522,847	60	.00	■	1.65	▲	0	■	G
Rock Slope Remediation -Priority Sites Along the Right-of-Way	10 - 14	Design	\$7,511,891	80	.00	■	.98	■	0	■	G
Repair/Replacement of Undergrade Bridges	10 - 14	Design	\$23,547,872	75	.00	■	.92	▲	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	\$62,491,567	12	.00	■	.95	■	0	■	G
Miscellaneous structural rehabilitation: steel and concrete repairs - Bronx Whitestone Bridge	10 - 14	Construction	\$31,886,189	0	.00	■	8.77	▲	0	■	G
Monitoring, inspection, and testing of the Bronx-Whitestone Bridge's main cable and cable wires	10 - 14	Construction	\$18,472,689	0	.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	0	.00	■	1.04	■	0	■	G
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Construction	\$14,971,739	17	.00	■	.90	■	0	■	G
Rehabilitation of Tunnel Walls, Ceiling Repair and Leak Control - Queens Midtown Tunnel	10 - 14	Construction	\$54,105,045	17	.00	■	.86	■	0	■	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Construction	\$107,405,126	25	.04	■	.95	■	0	■	G



4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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B&T - Bridges and Tunnels Program											
Miscellaneous structural repair - Robert F Kennedy Bridge	10 - 14	Construction	\$10,999,979	17	.00	■	.98	■	0	■	G
Miscellaneous structural rehabilitation - Throgs Neck Bridge	10 - 14	Construction	\$20,560,193	83	.71	▼	.93	■	0	■	G
Verrazano-Narrows Bridge main cable testing	10 - 14	Construction	\$5,356,046	15	.00	▼	1.00	■	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	4	.00	■	.97	■	0	■	G
Replacement of the Upper and Lower Level Toll Plaza and Southbound Approach - Henry Hudson Bridge	10 - 14	Construction	\$48,276,367	50	.47	▼	.97	■	0	■	G
Rehabilitation of the Rockaway Point Boulevard and Jacob Riis Park pedestrian bridges	10 - 14	Construction	\$10,501,867	59	.00	■	.95	■	0	■	G
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Construction	\$41,232,500	50	.00	■	1.01	■	0	■	G
Installation of New Necklace Lighting System and Acoustic Monitoring System - Bronx-Whitestone Bridge	10 - 14	Construction	\$11,843,512	93	1.03	▼	.98	■	0	■	Y
Rehabilitation of the Programmable Logic Controller and electrical and mechanical systems of the Marine Parkway Bridge Lift Span	10 - 14	Construction	\$9,646,009	1	.00	▼	.94	▼	0	■	G
Rehabilitation of the Programmable Logic Controller and electrical and mechanical systems of the Marine Parkway Bridge Lift Span	10 - 14	Construction	\$37,044,641	0	.00	■	.95	■	0	■	G
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$59,316,687	46	.00	▼	1.05	■	0	■	Y
Rehabilitation of Electrical Substation #1 at the Verrazano-Narrows Bridge	10 - 14	Construction	\$15,953,984	89	.00	▼	.95	■	0	■	G



4th Quarter 2015 Traffic Light Report Projects in Design and Construction

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

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

■ = No Change since last quarterly report

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
B&T - Bridges and Tunnels Program											
Service Building rehabilitation at Brooklyn-Battery Tunnel	10 - 14	Construction	\$8,637,956	75	.00	■	1.01	■	5	▲	R
Zone and Spot Paint Rockaway Point Boulevard Bridge, Jacob Riis Pedestrian Bridge, and Marine Parkway Bridge	10 - 14	Construction	\$26,271,467	0	.00	■	.95	■	0	■	G
Paint steel members, toll plaza deck and approach ramps at Robert F Kennedy Bridge	10 - 14	Construction	\$23,820,543	12	.00	■	.95	■	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	56	.02	■	.95	■	0	■	G
Phase A of the suspended span deck replacement - Throgs Neck Bridge - Utility relocation and prototype construction	10 - 14	Design	\$17,553,020	67	.00	■	.79	■	2	▲	R
MTA Bus Program											
Elec Upgrd/Emer Gens 6 Depots	05 - 09	Construction	\$15,133,463	61	.11	■	1.00	■	0	■	G
Purchase 75 Articulated Buses	10 - 14	Construction	\$61,567,920	0	.00	■	1.00	■	0	■	G
New Bus Command Center Building	10 - 14	Construction	\$17,119,402	5	3.28	▲	1.00	■	0	■	G

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Yard Fencing: 2 Locations (38th St Yard & Linden Yard)	Current Budget: \$16.1M
	Project EAC: \$16.1M
	Substantial Completion Date at Award: Apr 2016
Project No: T5119903	Current Substantial Completion Date: Oct 2016
Project Phase: Construction	Phase Complete: 50%

Project Description
<p>This project will install new security fencing sections at two yards in Brooklyn, 38th Street and Linden. New fencing will reduce each yard's susceptibility to intrusion and vandalism by replacing weak, old, and deteriorated sections of fencing that are more easily compromised.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date was delayed by six months from April 2016 to October 2016 due to field conditions at fence segments #2 and #18 in the 38th Street Yard, including obstruction to fence installation from concrete retaining wall footing.</p>
What is Being Done
<p>Schedule: NYCT is working to provide resolutions for the field problems encountered and expedite processing of AWOs, issuing retroactive AWO directives as necessary. Potential further delays are anticipated due to changes necessary for additional secondary control for three gates at Linden Yard and to increase gate access at gate #2 in 38th St. Yard.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Priority Repairs - 3 Depots	Current Budget: \$19.5M
	Project EAC: \$19.2M
	Substantial Completion Date at Award: Feb 2012
Project No: T5120416	Current Substantial Completion Date: Dec 2016
Project Phase: Construction	Phase Complete: 82%

Project Description
<p>This project will make repairs to the Ulmer Park, Flatbush and Jamaica Bus Depots. The scope of work includes, but is not limited to the following: refurbish/repair sections of deteriorated exterior walls, rehabilitation of facilities at transportation and store room areas, replacement of windows and doors, replacement of roof, boiler replacement and new gas services, the extension of offices and employee amenities, in-ground lift replacement and safety compliance work.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped eight months from April 2016 to December 2016 for contract C40221 - Roof Replacement at Ulmer Park and related asbestos abatement work. This schedule update reflects the lengthy 9-month bid and award phase from September 2014 (Authorization to Advertise) to June 2015 (Contract Award), and a longer contract duration of 18 months, which resulted from the closely coordinated asbestos abatement work.</p>
What is Being Done
<p>Schedule: The project is proceeding as described above and Substantial Completion is anticipated by the end of December 2016.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Purchase 72 Standard Diesel Buses	Current Budget: \$39.2M
	Project EAC: \$39.2M
	Substantial Completion Date at Award: Dec 2015
Project No: T6030230	Current Substantial Completion Date: Jan 2016
Project Phase: Construction	Phase Complete: 89%

Project Description
<p>This project will purchase 72 low floor 40-foot standard diesel buses as an additional work order to the existing contract with New Flyer for the purchase of 276 standard diesel buses.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date was delayed three months from December 2015 to March 2016. This was the result of two buses being damaged during delivery from the manufacturer's facility. One bus is being repaired and the other is being replaced, resulting in this minor delay in delivery of the final bus.</p>
What is Being Done
<p>Schedule: No recovery/acceleration action is being contemplated at this time. Damage during delivery is a risk borne by the vendor and will result in no additional costs to NYCT. Subsequent to the reporting period, the project achieved Substantial Completion in January 2016.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Station Renewal and ADA Accessibility at Ozone Park Lefferts Blvd Station - Liberty Line	Current Budget: \$7.4M & \$21.6M
	Project EAC: \$7.4M & \$21.7M
	Substantial Completion Date at Award: Apr 2016
Project No: T6041232 & T6041312	Current Substantial Completion Date: Aug 2016
Project Phase: Construction	Phase Complete: 53%

Project Description
<p>The renewal project will eliminate all deficient conditions rated 3 or worse at this station as rated by the Station Condition Survey at the Ozone Park-Lefferts Blvd Station on the IND Liberty Line in Queens. Work includes repair or replacement of street stairs, mezzanine to platform stairs, mezzanine floors, doors and windows, interior and exterior walls, and canopies as required. The station will also be painted. The ADA project will provide full accessibility to the station, which has been identified as an ADA Key Station.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped four months, from April 2016 to August 2016, due to the addition of the installation of an access ladder to the contract, a safety feature and code requirement. This change delayed approval of the elevator shaft structural steel and, subsequently, the architectural submittals for the glass enclosure. Additionally, a change order was initiated to add Help Point (HP) Infrastructure to the project, which also contributed to the delay. However, this change order was ultimately, cancelled due to budget and schedule constraints.</p>
What is Being Done
<p>Schedule: The Help Point scope will be installed by in-house forces, in order to mitigate potential delays to the schedule. The communication changes are being finalized and should be further simplified, without impact to schedule. Additionally, shop drawings for the structural steel for the elevator shaft have been approved and steel inspection has been scheduled at the fabricator. The review and approval of the architectural shop drawings for the glass enclosure is being expedited to facilitate the glass enclosure cuts. The addition of the access ladder to the scope will not impact cost.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Project Name: Station Renewal at Rockaway Blvd Station - Liberty Line	Current Budget: \$16.4M
	Project EAC: \$18.9M
	Substantial Completion Date at Award: Sep 2016
Project No: T6041234	Current Substantial Completion Date: Apr 2016
Project Phase: Construction	Phase Complete: 99%

Project Description
<p>The project work consists of the renewal of the Rockaway Boulevard Station, on the Liberty Line. This project will eliminate all deficient conditions rated 3 or worse at this station as rated by the Station Condition Survey. Work will include repair or replacement of street stairs, mezzanine to platform stairs, mezzanine floors, doors and windows, interior and exterior walls, and canopies as required. The station will also be painted.</p> <p>This project is combined with a contract for the renewal of 4 additional stations (104th St., 111th St., 88th St. and 80th St.) on the Liberty Line.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Fourth Quarter 2015, the Estimate at Completion (EAC) of the project increased from \$16.4M to \$18.9M due to the additional TA Labor support services such as diversions, flagging, etc. required to address additional work for corroded steel repairs at all five locations</p>
What is Being Done
<p>Cost: A budget modification was approved on January 14, 2016 to address the budget shortfall.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
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: May 2016
Project Phase: Construction	Phase Complete: 52%

Project Description
<p>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:</p> <ul style="list-style-type: none"> • 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
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion slipped five months from December 2015 to May 2016. This delay was due to the temporary diversion of manpower to support the completion of the following higher priority projects: Ventilators – Phase 5, 14th Street Signal Facility and the Second Avenue Connector.</p>
What is Being Done
<p>Schedule: The project is proceeding with Substantial Completion expected in May 2016.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The project work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Station Ventilators: Phase 5 – 4 Locations	Current Budget: \$7.9M
	Project EAC: \$10.0M
	Substantial Completion Date at Award: Nov 2014
Project No: T60412A5	Current Substantial Completion Date: Apr 2016
Project Phase: Construction	Phase Complete: 98%

Project Description
<p>The objective of the station ventilator program is to rehabilitate all subway ventilators and gratings rated 4.0 or worse, based on NYCT's asset condition survey. Phase 5 will rehabilitate ventilators at four (4) of the five (5) locations:</p> <ul style="list-style-type: none"> • West 4th Street - 8th Avenue Line • 63rd Drive-Rego Park - Queens Blvd Line • 21st Street (Van Alst) - Crosstown Line • Newkirk Avenue - Nostrand Line <p>A drip pan will be replaced at a fifth location - Times Square-42nd Street - Broadway-7th Avenue Line</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost & Schedule
<p>Cost: During the Fourth Quarter 2015, the Estimate at Completion (EAC) increased from the budgeted amount of \$7.9M to \$10M to address additional deficient assets, including concrete beams at Newkirk Avenue and two additional ventilators at West 4th Street Stations.</p> <p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped four months, from October 2015 to February 2016. The project was delayed due to the additional work identified above as well as a collapsed drain line discovered at the Times Square Station and missing drain line connection at the West 4th Street Station.</p> <p>Subsequent to the reporting period, the forecast Substantial Completion date slipped an additional two months to April 2016.</p>
What is Being Done
<p>Cost: A budget modification is being circulated to address the project shortfall.</p> <p>Schedule: Punchlist items at all locations have been completed, with the exception of the remaining work required at West 4th Street.</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 project work is being performed by in-house labor, Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: ADA Elevators at 23rd Street Station, Lexington Ave. Line (IRT)	Current Budget: \$17.6M
	Project EAC: \$17.6M
	Substantial Completion Date at Award: Apr 2016
Project No: T6041310	Current Substantial Completion Date: Aug 2016
Project Phase: Construction	Phase Complete: 70%

Project Description
<p>This project will provide full ADA (Americans with Disabilities Act) accessibility at the 23rd Street Station on the Lexington Avenue Line (IRT).</p> <p>The project scope of work includes the incorporation of all the station's elements to provide full ADA accessibility at the 23rd Street Station. This includes the installation of two ADA-compliant elevators, an accessible travel route and modifications of the platforms to reduce gaps. In addition, modifications of gates, agent booth windows and other ADA enhancements will be undertaken, as appropriate.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2015, the forecast Substantial Completion date was delayed by four months, from April 2016 to August 2016 due to a change in the elevator subcontractor and additional work added under AWO #24 to furnish and install an elevator roof access hatch, galvanized gratings and a steel ladder to provide maintenance access to Elevators #s 298 and 299.</p>
What is Being Done
<p>Schedule: The project is proceeding with completion expected in August 2016.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: New Vent Plant at Mulry Square, Manhattan	Current Budget: \$60.9M
	Project EAC: \$60.9M
	Substantial Completion Date at Award: Oct 2015
Project No: T6060303	Current Substantial Completion Date: Apr 2016
Project Phase: Construction	Phase Complete: 98%

Project Description
<p>This project will construct a new ventilation plant in Manhattan at the intersection of Greenwich and 7th Avenues on NYCT property known as Mulry Square (8th Avenue and Broadway-7th Avenue Lines). The vent plant construction includes a new above ground building and an underground vent plant structure, plenum, vent bays and flues and the furnishing and installation of mechanical, electrical and communication equipment.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the Substantial Completion date slipped three months, from January 2016 to April 2016, due to the following:</p> <ul style="list-style-type: none"> • During the support of excavation, it was detected that existing cracks in the neighboring building facade had widened. This resulted in NYCT having to stop excavation and repair the neighboring building façade. • To avoid further settlement of the neighboring building, NYCT changed the sequence of excavation, which resulted in a longer excavation period. • During the excavation of 7th Avenue for the replacement of the gas pipe, NYCT found sheets of asbestos buried in the soil. The Con Edison subcontractor needed additional time to complete the asbestos abatement.
What is Being Done
<p>Schedule: The construction manager is making efforts to accelerate the completion of remaining activities so that the schedule can be recovered, however insufficient power from Con Ed is likely to further delay the substantial completion.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: New Vent Plant at 46th St, Queens	Current Budget: \$82.3M
	Project EAC: \$82.3M
	Substantial Completion Date at Award: Oct 2016
Project No: T6060304	Current Substantial Completion Date: Oct 2017
Project Phase: Construction	Phase Complete: 50%

Project Description

This project is for the construction of a new vent plant on the IND Queens Boulevard Line at 46th Street and Northern Boulevard in the Borough of Queens. Vent plant construction includes a new underground vent plant structure, plenum, vent bays, flues and the furnishing and installation of mechanical equipment. The construction of the new structure also involves major site excavation and underground utilities work.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped by ten months from October 2016 to August 2017, due to Department of Transportation (DOT) fiber optic and Con Edison cable relocation work.

The DOT fiber optic cable was not shown on the project drawing due to security reasons, since the cable contains sensitive security data. This line had no back up and DOT would not allow any work within the vicinity, until the cable was rerouted. This work has now been completed by DOT, but it did impact the project schedule.

The second delay was caused by issues with the Con Edison power cable. Initially, Con Edison informed the contractor that the cable had enough slack and that the contractor would be able to move the cable around during secant pile work. When the contractor was ready to do the work, no slack was found, therefore splicing had to be provided by Con Edison.

What is Being Done

Schedule: Analysis of the schedule will be completed after all utilities have been rerouted or temporarily supported. Subsequent to the reporting period, the Substantial Completion date has been revised to October 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: New York City Transit	Status as of December 31, 2015
Project Name: Structural Repairs at 9th Avenue Station – West End Line	Current Budget: \$22.2M
	Project EAC: \$22.2M
	Substantial Completion Date at Award: Dec 2015
Project No: T6070324	Current Substantial Completion Date: Oct 2016
Project Phase: Construction	Phase Complete: 54 %

Project Description
<p>This project provides for structural steel repairs at the lower level of the 9th Avenue Station on the West End Line in the Borough of Brooklyn. Work will include the repair/replacement of corroded structural steel and concrete on the platforms and North portal.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Fourth Quarter of 2015, the forecast Substantial Completion date slipped by six months from April 2016 to October 2016, due to the unavailability of three weekend General Orders (GOs) on the upper level tracks D-2, D-3/4, C-3/4 and three weekend GOs on upper level tracks D-1, D-3/4, C-3/4.</p>
What is Being Done
<p>Schedule: Weekend GOs have been approved from April 2016 to August 2016. There is no impact cost associated with the project delay.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Automated Train Supervision: Hardware and Software Upgrade	Current Budget: \$5.9M
	Project EAC: \$5.9M
	Substantial Completion Date at Award: Mar 2015
Project No: T6080326	Current Substantial Completion Date: May 2016
Project Phase: Construction	Phase Complete: 80%

Project Description
<p>This project will upgrade/replace the hardware and software that have reached the end of their useful lives that support the Rail Control Center (RCC) and various field locations.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped seven months from October 2015 to May 2016, due to several issues.</p> <ul style="list-style-type: none"> • A decision had to be made to either upgrade the ATS-A system with new network switches or defer it after the upgrade. Ultimately, the network switches were chosen. • The vendor's three software release upgrades had to be coordinated with user department personnel. • The workstation model originally specified was no longer available from the contractor at the time of purchase, resulting in a delay in the delivery and testing of the new model.
What is Being Done
<p>Schedule: The project is proceeding with Substantial Completion expected in May 2016.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: PA/CIS: 45 Stations	Current Budget: \$66.1M
	Project EAC: \$64.4M
	Substantial Completion Date at Award: Nov 2014
Project No: T6080604	Current Substantial Completion Date: Dec 2017
Project Phase: Construction	Phase Complete: 49%

Project Description
<p>This project will install Public Address and Customer Information Screens (PA/CIS) at 45 stations system-wide. These are the only remaining stations without any form of PA/CIS system. The systems to be installed under this project will feature audio and text-messaging capabilities, and will be connected to the NYCT communications network.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped by 24 months, from December 2015 to December 2017 due to the reassignment of in-house personnel to support the Help Point program and other higher priority initiatives.</p>
What is Being Done
<p>Schedule: Planning and coordination by NYCT at locations where there is other ongoing work, including Help Points, will allow for efficient use of in-house personnel, in order to mitigate the overall delay to substantial completion.</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: New York City Transit	Status as of December 31, 2015
Project Name: Replace Copper Communication Cable – Phase 3	Current Budget: \$9.8M
	Project EAC: \$9.8M
	Substantial Completion Date at Award: Apr 2016
Project No: T6080615	Current Substantial Completion Date: Sept 2016
Project Phase: Construction	Phase Complete: 72%

Project Description
<p>This project will replace copper cable from 42nd Street to 125th Street on the Lexington Line with new cables to maintain the reliability of NYCT communications infrastructure. This is the third phase of an initiative that began in a previous capital program.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped five months from April 2016 to September 2016, due to:</p> <ul style="list-style-type: none"> • A shortage of work trains and diversion availability. • The closure of a station under a Station Rehabilitation project (103rd St – Lex Line) impacted work on Track L1.
What is Being Done
<p>Schedule: NYCT Project Management is working with the Division of Operations Planning to find piggybacking opportunities and obtain the extended hour diversions and work trains needed to complete the work.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Passenger Station Local Area Network at 30 Stations	Current Budget: \$26.5M
	Project EAC: \$26.5M
	Substantial Completion Date at Award: Feb 2016
Project No: T6080621	Current Substantial Completion Date: May 2016
Project Phase: Construction	Phase Complete: 76%

Project Description
<p>This project will install a highly reliable Ethernet Local Area Network throughout NYCT passenger stations infrastructure with strategically located "Access Points", in order to connect to NYCT's system wide network. This network will provide a communications infrastructure to support a multitude of technology initiatives that will improve security, fare collection, customer communications and service delivery.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped three months from February 2016 to May 2016, due to a delay in the submittal of test procedures and revised shop drawings from the contractor.</p>
What is Being Done
<p>Schedule: The schedule has been reviewed and discussed with the contractor, in order to mitigate delays. No subsequent delays are anticipated at this time.</p>
Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Rehabilitation of Yard Lighting at Jerome and Pelham Yards	Current Budget: \$15.0M
	Project EAC: \$19.4M
	Substantial Completion Date at Award: Jan 2016
Project No: T6100409	Current Substantial Completion Date: Nov 2016
Project Phase: Construction	Phase Complete: 70%

Project Description
<p>This project will replace yard lighting at the Jerome and Pelham railcar yards located in the Borough of the Bronx. Work will include rehabilitation of the light fixtures and/or light towers to ensure operational safety</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped ten months from January 2016 to November 2016, due to the following:</p> <ul style="list-style-type: none"> • The footing design for installation of high mast (HM) poles # 6, 8 & 10 in the Pelham Yard had to be modified due to field conditions. • At Jerome, the lighting fixtures needed to be redesigned with a new type of bracket. • The field conditions at Pelham Yard required the issue of change orders for duct work and foundation work. • Potential AWO (# 1) due to modification of light fixture installation details at Diesel Shop, Pelham Yard.
What is Being Done
<p>Schedule: The contractor was directed to take soil borings for design of mini piles to be used instead of caissons and expedite submittal of the mini piles design, which is now approved. AWOs are being processed on a retroactive basis to minimize impact to the schedule. A decision on whether to proceed with AWO # 1 or to delete installation of light fixtures at the Diesel Shop, Pelham Yard is under review. The contractor is working under a recovery schedule to decrease schedule slippage.</p> <p>A budget impact is expected and a budget modification is being reviewed to increase the project budget to address the shortfall.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: 2015 Mainline Track Replacement on the West End Line	Current Budget: \$4.8M
	Project EAC: \$10.5M
	Substantial Completion Date at Award: Jun 2016
Project No: T6100436	Current Substantial Completion Date: Jun 2017
Project Phase: Construction	Phase Complete: 76%

Project Description
<p>This Track Reconstruction project (Contract M44112) is for the installation of Type III and Type VI Panels and has a scope of 3,007 Track Feet (77 Panels) on the West End Line, Track's D-1 & D-2, BMT.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion slipped 12 months from June 2016 to June 2017. This is due to the inclusion of 2016 track program locations on the West End Line. The Year 2015 – 2016 Track and Switch Program is a two year program. The Substantial Completion Date for the 2015 jobs consisting of four jobs involving 60 Type III & Type VI Panels is June 2016 and the Substantial Completion Date for the 2016 jobs consisting of one job involving 17 Type III Panels is June 2017.</p>
What is Being Done
<p>Schedule: The project is going to install 17 Type III Panels on the West End Line and is anticipated to be completed by June 2017.</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 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 December 31, 2015
Project Name: HVAC and Office Rehabilitation at East New York Bus Depot	Current Budget: \$4.8M
	Project EAC: \$4.8M
	Substantial Completion Date at Award: Oct 2016
Project No: T6120311	Current Substantial Completion Date: Dec 2017
Project Phase: Construction	Phase Complete: 4%

Project Description
<p>This project will upgrade the Heating, Ventilation and Air Conditioning (HVAC) systems as well as the rehabilitation of the offices at the East New York Bus Depot in the Borough of Brooklyn.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2015, the forecast Substantial Completion date slipped 14 months from October 2016 to December 2017 due to a reallocation of in-house construction forces to other priority Department of Buses depot and facility work.</p>
What is Being Done
<p>Schedule: In-house construction staff will be reassigned to the project to enable its completion by December 2017. Currently, there isn't a budget impact expected for this schedule delay.</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: New York City Transit	Status as of December 31, 2015
Project Name: Purchase 65 Non Revenue Vehicles	Current Budget: \$11.2M
	Project EAC: \$11.2M
	Substantial Completion Date at Award: Jan 2015
Project No: T6130206	Current Substantial Completion Date: Mar 2016
Project Phase: Construction	Phase Complete: 67%

Project Description
<p>This project will replace 65 Non Revenue vehicles that have exceeded their expected life span. Replacement of these vehicles will allow Support Feet Services (SFS) to keep its fleet in a state of good repair which is vital to the support of system wide maintenance and operational abilities in the Departments of Subways and Buses.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2015, the forecast Substantial Completion date slipped three months from December 2015 to March 2016, due to a delay in delivery of three outstanding vehicles.</p>
What is Being Done
<p>Schedule: The remaining vehicles are expected to be delivered during the First Quarter of 2016.</p>
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 project work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Rehabilitate Employee Facility at 207th Street/ 8th Avenue Station	Current Budget: \$8.4M
	Project EAC: \$10.2M
	Substantial Completion Date at Award: Jul 2013
Project No: T6160713	Current Substantial Completion Date: Dec 2016
Project Phase: Construction	Phase Complete: 98%

Project Description
<p>This project provides for construction of a new employee facility, and rehabilitation of existing employee facilities, on the mezzanine level and platform level of the 207th Street Station, 8th Avenue Line. The total area of rehabilitation and reconstruction is approximately 14,000 sq. ft. The project will provide offices, Male/Female locker rooms and toilets, workshop, storage rooms, wash-up areas, mechanical room, EPR, heating ventilation, electrical system, air conditioning, lighting, plumbing, flooring and communication systems. The facilities from six operating divisions, including Stations, Car Equipment, Track, Structures and Facilities, RTO and Signals, will be rehabilitated.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped three months from December 2015 to March 2016, due to the need to provide ventilation and cooling to the communications room in the new employee facility.</p>
What is Being Done
<p>Schedule: Punch-list work and the installation of communications equipment (telephone, data connections, etc.) are in progress. The design for the additional work is currently in development. Subsequent to the reporting period, the Substantial Completion date has slipped to December 2016.</p> <p>The additional work will result in a budget impact. A budget modification will be circulated to address the shortfall.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated 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: New York City Transit	Status as of December 31, 2015
Project Name: Design of New “B” Division Railcar (R211)	Current Budget: \$12.4M
	Project EAC: \$12.4M
	Original Design Completion Date: Mar 2016
Project No: T6010104	Current Design Completion Date: Apr 2017
Project Phase: Design	Phase Complete: 35%

Project Description
<p>This project provides for the development of the overall car type/design, technical specifications, and pre-award support for New York City Transit’s next B-Division railcar fleet (R211). This new car class will provide for the normal cycle replacement of the aging R46 fleet and will also include a prototype open-gangway train.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Design Completion date slipped 13 months from March 2016 to April 2017 due to additional work and an extension of the overall procurement timeframe, including the RFP evaluation and selection process, with the forecasted purchase award date of April 2017. The extension of the design phase allows for finalization of technical specifications, as well as sufficient time for additional work including: conducting feasibility studies and testing prototypes of potential car components or systems; qualifying carbuilders and suppliers; preparation of R211 physical and virtual mock-ups and conducting public outreach on the design choices; adding Staten Island cars to the contract specifications.</p>
What is Being Done
<p>Schedule: The revised design completion date is in accordance with the intended award schedule for the R211 railcar procurement.</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 design rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: ADA Accessibility at 68th Street Station – Hunter College / Lexington Avenue Line	Current Budget: \$8.7M
	Project EAC: \$64.0M
	Original Design Completion Date: Mar 2012
Project No: T6041307	Current Design Completion Date: Apr 2016
Project Phase: Design	Phase Complete: 85%

Project Description
<p>This project is to provide full Americans with Disabilities Act (ADA) accessibility at the 68th Street Hunter College station on the Lexington Avenue Line. The project will provide three new ADA elevators, two new platform to street stairs and associated mezzanines to relieve congestion and the widening and rehabilitation of existing street stairs. In addition, the project includes ADA improvements such as platform edge reconstruction, platform warning strip, and modification of the agent booth deal tray, AFAS gates, and modification of employee facilities affected by construction.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Design Completion date slipped three months from January 2016 to April 2016. This delay is due to additional time needed to address community concerns, raised by adjacent property owners at 69th Street regarding the location of the proposed street stair entrances. After extended negotiations, an agreement has been reached to place the stair entrance east of Lexington Avenue inside the Imperial House Apartments (between 68th Street and 69th Street). This entrance is in lieu of the street entrance at the Southeast corner of 69th Street and Lexington Avenue. The additional time is necessary to complete the property acquisition, environmental study, and additional design for the new work items.</p>
What is Being Done
<p>Schedule: A project plan has been developed to assess all the activities needed to meet the new schedule. MTA Legal, MTA Real Estate and Government and Community Relations are in negotiations with the Imperial House Apartments. Design activities for the new work are proceeding.</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 design contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Integrated Service Information & Management B-Division – Module 2	Current Budget: \$18.0M
	Project EAC: \$18.0M
	Substantial Completion Date at Award: Jul 2015
Project No: T6080631	Current Substantial Completion Date: Apr 2016
Project Phase: Design	Phase Complete: 78%

Project Description
<p>This project will upgrade the existing public address systems at all 21 stations on the Flushing Line to provide state-of-the-art audio Public Address and text-based Customer Information Signs (PA/CIS). These PA/CIS systems will interface with the Communications-Based Train Control (CBTC) signals that are being installed on the Flushing line via a separate project, in order to provide real-time train arrival information ("countdown clocks") to Flushing line customers.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Design Completion date slipped four months from December 2015 to April 2016. ISIM-B Module 2 was proposed to be awarded as two separate contracts: W-32795 PA/CIS for six Stations and W-32796 PA/CIS for 15 Stations. NYCT decided to repackage and merge the two separate contracts into one contract: W-32785 PA/CIS for 21 Stations. All the contract documentation had to be changed to reflect the new contract information</p>
What is Being Done
<p>Schedule: Design is proceeding with completion expected in April.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: Long Island Rail Road	Status as of December 31, 2015
Project Name: Construction Equipment	Current Budget: \$7.0M
	Project EAC: \$7.0M
	Substantial Completion Date at Award: Jun 2016
Project No: L60301TF	Current Substantial Completion Date: Sep 2016
Project Phase: Construction	Phase Complete: 85%

Project Description
Replacement of selected construction equipment including concrete tie and surfacing equipment, hi-rail dump truck, cranes, loaders, brush cutters, snow removal, and mechanized tie and rail equipment.
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
Schedule: During the Fourth Quarter 2015, the Substantial Completion date slipped 3 months from June 2016 to September 2016. This was due in part to the decision to replace a Car Mover with a High Rail Dump in order to better meet the needs of the user department.
What is Being Done
Schedule: The remaining vehicle is expected to be delivered by September 2016.
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 is being performed by in-house labor. Agency ACE evaluation is not applicable.

MTA Agency: Long Island Rail Road	Status as of December 31, 2015
Project Name: Atlantic Branch Half Tie Replacement	Current Budget: \$29.4M
	Project EAC: \$29.4M
	Substantial Completion Date at Award: Dec 2016
Project No: L60301TG	Current Substantial Completion Date: Dec 2016
Project Phase: Construction	Phase Complete: 77%

Project Description
Design, Study, and Recommendation for a new half-tie rail fastening system to replace up to 21,500 deteriorated and damaged half-ties in the Atlantic Branch tunnel. The Design / Study effort includes evaluation of half-tie replacement options and recommendation of a new half-tie system with installation of the recommended system in test track segments; prioritized list of locations for replacement; and development of standard specifications and track details for construction. Upon completion of the Design / Study effort, replacement of deteriorated half-ties will be performed by a Third Party Contractor.
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
Contingency: During the Fourth Quarter 2015, the Contingency Index is 1.25 due to an increase in scope. During construction a more thorough hands-on inspection of the track bed was performed and a need was identified to replace more half-ties. Coupled with efficiencies gained during construction and utilizing the existing project contingency in the budget the LIRR will replace up to 5,383 more half ties and remain within the existing project budget. An MTA Board approved change order was issued to the contractor to replace the additional ties.
What is Being Done
Contingency: The budget is being monitored closely and it is anticipated that the remaining project contingency is sufficient to cover future changer orders.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.
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: Long Island Rail Road	Status as of December 31, 2015
Project Name: 150th Street Bridge Rehabilitation	Current Budget: \$24.8M
	Project EAC: \$24.8M
	Substantial Completion Date at Award: Sept 2015
Project No: L60401BK	Current Substantial Completion Date: Dec 2016
Project Phase: Construction	Phase Complete: 69%

Project Description
<p>This multiple bridge rehabilitation project includes: New bearings and bridge seats; repairs to abutments, concrete deck, piers, and structural steel. Above deck work includes waterproofing and drainage installation.</p> <p>The 150th Street Bridge Rehabilitation applies to Atlantic Track 1 Bridge, Atlantic Track 2 Bridge, and South Bridge.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Third Quarter 2015, the forecast Substantial Completion date slipped nine months, from September 2015 to June 2016 due to the discovery of significant deterioration of the main bridge girders for Atlantic 1 Track Bridge and Atlantic 2 Track Bridge and the need for extensive track outage time for repairs. Subsequent to this reporting period, during the Fourth Quarter 2015 the project was pushed out an additional six months until December 2016.</p>
What is Being Done
<p>Schedule: Substantial Completion is expected to be reforecast in the First Quarter 2016 when LIRR is in a better position to do so due to the steel at all bearing locations being exposed and track outages being established.</p> <p>While the unforeseen condition and the subsequent schedule change will have an impact on the budget, there is sufficient contingency within the project that no additional funding will be required.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The construction work is being performed by in-house labor. Agency ACE evaluation is not applicable.</p>

MTA Agency: Long Island Rail Road	Status as of December 31, 2015
Project Name: Centralized Train Control	Current Budget: \$12.9M
	Project EAC: \$12.9M
	Substantial Completion Date at Award: Jun 2015
Project No: L60502LF	Current Substantial Completion Date: Aug 2017
Project Phase: Construction	Phase Complete: 78%

Project Description
<p>The scope of this project is to centralize control of all LIRR train movement to a full Centralized Train Control (CTC) system within the Jamaica Central Control (JCC) building. Work includes the initial architectural fit-out of the CTC facility with furnishing and installation of:</p> <ul style="list-style-type: none"> • Flooring, ceiling, electrical, security, communication, and fire suppression systems. • HVAC System and connection to Building Management System. • Floor covering, interior finishes, walls, doors, and windows. • New staircase. • Acoustic treatments. • Console furniture.
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped an additional 19 months on top of the prior quarter's seven month slip, extending the schedule from January 2016 to August 2017, based on an on-going re-evaluation of the current design and operating requirements of LIRR operations.</p>
What is Being Done
<p>Schedule: In June 2015, work was suspended to mitigate cost exposure, pending the revised design requirements. The project is being re-examined based on the re-evaluation of LIRR operations, at which time the budget and schedule will be revised, accordingly.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and the action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: Bridges and Tunnels	Status as of December 31, 2015
Project Name: Service Building Rehabilitation at the Hugh Carey Tunnel	Current Budget: \$8.5M
	Project EAC: \$8.6M
	Substantial Completion Date at Award: Jan 2016
Project No: D605BB21	Current Substantial Completion Date: Jun 2016
Project Phase: Construction	Phase Complete: 75%

Project Description
<p>The project includes removing trailers from the service building parking area and relocating their functional elements into the service building garage; and relocating functional elements of the existing facility within the service building and into the service building garage. Construction of new workshops, offices, kitchens, and a new mezzanine level with conference room space. Modifications of offices, and electrical rehabilitation of the main switchboard and Automatic Transfer Switch (ATS) in the service building and replacement of the emergency generator.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the Construction Completion date slipped five months. This is a multi-phased project that requires numerous activities and relocation of personnel, both temporarily and permanently, prior to proceeding onto the next phase. Most, if not all of these phases have impacts on the operation of this active facility. The various stages took longer than expected compared to the original phasing plan, and compounded to the five month overall delay on this project.</p>
What is Being Done
<p>Schedule: Amendments for the above work have been prepared and submitted for review and approved. No additional action is required at this time.</p> <p>Despite the slip in schedule, it is anticipated that the construction project will be completed within budget. The project team is making every effort to ensure that without any further unanticipated site conditions, the project will be completed per the revised schedule and as budgeted.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: Bridges and Tunnels	Status as of December 31, 2015
Project Name: Suspended Span Replacement - Phase A for the Throgs Neck Bridge	Current Budget: \$22.2M
	Project EAC: \$17.6M
	Substantial Completion Date at Award: Aug4 2016
Project No: D602TN49	Current Substantial Completion Date: Feb 2017
Project Phase: Design	Phase Complete: 68%

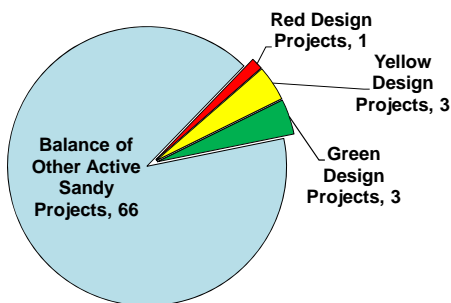
Project Description
Provide design services for roadway deck rehabilitation / replacement of the suspended spans at the Throgs Neck Bridge. These services include: field investigations, designs for structural, civil, mechanical, electrical, traffic engineering, MPT; a wind study, seismic analyses for the selected rehabilitation / replacement alternative, asbestos and lead investigation, plus preparation of complete construction plans, specifications and estimates.
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
Schedule: The schedule has been pushed out 6 months in the last year in order to accommodate the prototype design, fabrication and testing process. Upon completion of the design brief the designer recommended, and the agency accepted the recommendation, to replace the existing concrete deck of the Throgs Neck Bridge with a lighter, stronger, Orthotropic steel deck which is the only deck system that meets the 75-year minimum service life. Also recommended was to design, fabricate and test a full scale prototype orthotropic deck panel to verify the analytical design assumptions, before design could be completed. A time extension was necessary to extend the design contract in order to allow time for the design, fabrication and testing of the orthotropic deck prototype panel. The results of the prototype testing will allow for the final design to proceed and complete the design process. Additional tasks were required to be added to the design process which was not originally envisioned as the deck type had not been selected until the design brief was completed.
What is Being Done
Schedule: Despite the extended schedule, it is anticipated that the project will be completed within budget. The project team is making every effort to ensure that the contract for the prototype deck panel fabrication and contract with Lehigh University for prototype deck panel fatigue testing are awarded in February, 2016 and the project should be completed as currently planned.
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.

4th Quarter 2015 Traffic Light Report on MTA SANDY Program

A total of 73 Active Sandy Projects were Reviewed for the 4th Quarter 2015

The 73 active projects include 7 projects in Design, 3 in Post-Design to Construction Award, and 60 in Construction

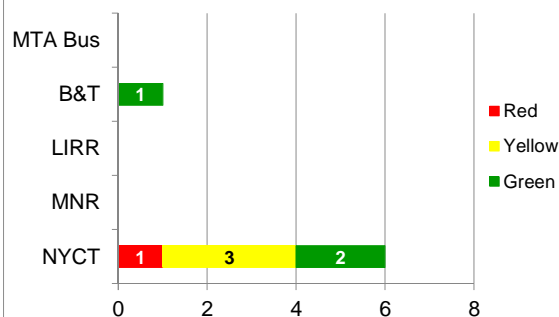
7 of 73 Projects in Design



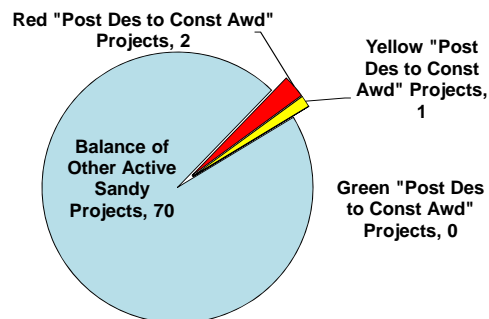
Summary of Projects in Design: 7 projects were reviewed in this phase with 3 (43%) designated green, 2 (33%) yellow and 1 (14%) was Red. The 1 design project that was designated Red was for a schedule variance, triggered by additional scope of work and design modifications.

Last Quarter: 6 projects were reviewed in this phase with 2 (33%) designated green, 3 (50%) yellow and 1 (17%) Red.

7 Projects in Design



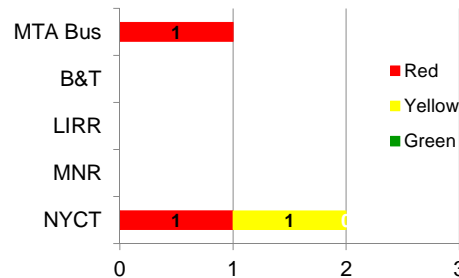
3 of 73 Projects in Post-Design to Construction Award



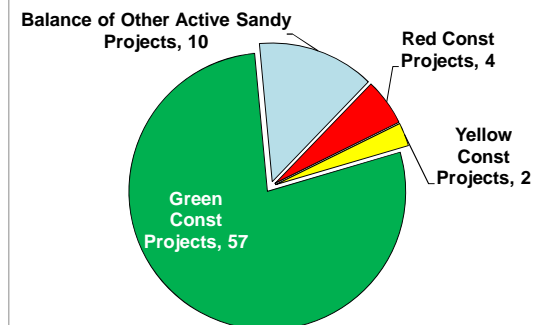
Summary of Projects in Post-Design to Construction Award: 3 projects were reviewed in this phase with none (0%) designated green, 1 (33%) yellow and 2 (67%) were Red. The 2 projects in the Post-Design to Construction Award phase this quarter that were designated Red, were for schedule variances related to track accessibility and budgetary issues that needed resolution prior to advertising

Last Quarter: 6 projects were reviewed in this phase with 5 (83.3%) designated green, 1 (16.7%) yellow and 0 (0%) Red.

3 Projects in Post-Design to Construction Award



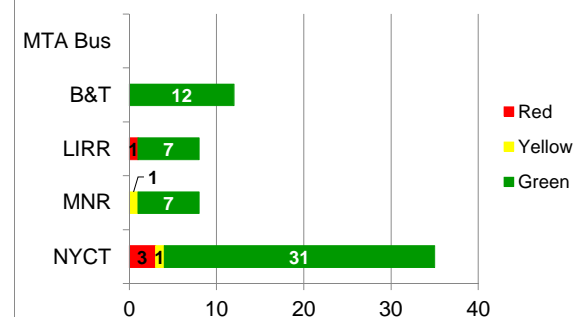
63 of 73 Projects in Construction



Summary of Projects in Construction: 63 projects were reviewed in this phase with 57 (90%) designated green, 2 (3%) yellow and 4 (6%) red. The 4 projects in the Construction phase this quarter that were designated Red, were for schedule variances and cost issues related to additional TA Labor requirements, problems with GO's flaggers and work trains, scope changes and equipment delivery delays.

Last Quarter: 60 projects were reviewed in this phase with 54 (90%) designated green, 6 (10%) yellow and 0 (0%) red.

63 Projects in Construction









MTA Sandy Recovery Projects Terms and Definitions

4th Quarter 2015 Traffic Light Report




The following Terms and Definitions used to identify “red light projects” show variances from quarter to quarter and are based on three performance indicators: cost, contingency and schedule. A project is designated a “red light project” when one or more of the three indicators exceed a specified threshold. Agencies are required to produce follow-up one-page reports for all qualified red light projects. Included in these reports are one-page agency summaries (on pink paper stock) of issues associated with each project showing a **red** indicator and how the issues are being resolved.

Sandy Recovery Traffic Light Report Project Terms and Definitions





Projects in Design: 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 / Pre-Construction Award Phase: 3

-  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: 63

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

Projects in Planning:

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



Projects Completed:

Projects that were completed in previous quarters are not displayed in the current quarter's TLR, but continue to be maintained in the TLR project database for reporting purposes on the overall Sandy Program.

Report Index Formulas and Criteria:

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



4th Quarter 2015 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
South Ferry Rehab												
ET040213	Recovery: South Ferry Station Complex	Construction	Recovery	\$175,687,018	34	.09	▼	1.04	—	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	25	.00	—	1.00	—	0	—	G
ET060223	Recovery: Fan Plant (South Ferry)	Construction	Recovery	\$7,307,176	30	.00	—	1.00	—	0	—	G
ET060227	Recovery: Tunnel Lighting (South Ferry)	Construction	Recovery	\$9,198,732	28	.00	—	1.00	—	0	—	G
ET080201	Recovery: South Ferry Interlocking	Construction	Recovery	\$66,465,722	30	.00	—	1.00	—	0	—	G
ET090235	Recovery: 2 Circuit Breaker Houses (South Ferry)	Construction	Recovery	\$18,891,129	35	.00	—	1.00	—	0	—	G
ET160212	Recovery: Leak Remediation (South Ferry)	Construction	Recovery	\$11,334,524	95	.00	—	1.00	—	0	—	G
Cranberry Tube Rehab												
ET060230	Recovery: 2 Pump Rooms (Cranberry Tube)	Construction	Recovery	\$12,501,874	25	.00	—	1.00	—	0	—	G
ET060231	Recovery: 2 Fan Plants (Cranberry Tube)	Construction	Recovery	\$16,616,778	25	.00	—	1.00	—	0	—	G
ET080214	Recovery: Signals (Cranberry Tube)	Construction	Recovery	\$17,463,334	25	.00	—	.96	—	0	—	G
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Construction	Recovery	\$50,760,741	25	.00	—	1.00	—	0	—	G
Coney Island Yard Flood Mitigation												
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Design	Mitigation	\$22,779,876	65	.00	—	2.71	▼	6	▲	R
53rd St Tube Rehab												
ET050212	Recovery: Mainline Track (53 Street Tube)	Construction	Recovery	\$12,036,095	17	.00	—	1.00	—	0	—	G
ET080215	Recovery: Signals (53 Street Tube)	Construction	Recovery	\$10,394,141	17	.00	—	1.00	—	0	—	G
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Construction	Recovery	\$49,569,143	17	.00	—	1.00	—	0	—	G
ET090238	Recovery: Substation (53 Street Tube)	Construction	Recovery	\$20,145,722	17	.00	—	1.00	—	0	—	G



4th Quarter 2015 Traffic Light Report

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

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET040210	Recovery: Employee Facilities at Stillwell Terminal	Construction	Recovery	\$14,611,832	100	.55	▼	.99	■	0	■	G
ET040217	Recovery: Purchase and Install Automated Fare Collection Equipment	Construction	Recovery	\$12,021,714	80	.00	■	1.00	■	7	▲	R
ET040314	Mitigation: Stairwell Protection (Flexgates)	Construction	Mitigation	\$18,618,408	8	.00	■	1.01	■	0	■	G
ET040318	Mitigation: Coastal Storm Mechanical Closure Devices	Construction	Mitigation	\$10,326,220	0	.00	■	1.00	▲	0	■	G
ET050214	Recovery: Mainline Track (Steinway Tube)	Construction	Recovery	\$11,494,100	99	1.14	▼	1.39	▲	-4	▼	R
ET060216	Recovery: Tunnel Lighting (Joralemon Tube)	Construction	Recovery	\$44,477,300	7	.00	■	1.00	■	0	■	G
ET060218	Recovery: 2 Pump Rooms (Southern Manhattan)	Construction	Recovery	\$7,215,402	58	.33	▼	1.00	■	0	■	G
ET060221	Recovery: Pump Room (Steinway Tube)	Construction	Recovery	\$20,983,500	100	.35	■	1.49	▲	-4	▼	G
ET060224	Recovery: 3 Fan Plants (Southern Manhattan)	Construction	Recovery	\$25,711,415	80	.17	■	1.00	■	0	■	G
ET060228	Recovery: Tunnel Lighting (200th to 207th Street / 8th Avenue)	Construction	Recovery	\$18,973,449	42	.00	■	1.00	■	3	▲	R
ET060313	Mitigation: 2 Pump Rooms (Joralemon Tube)	Construction	Mitigation	\$7,353,461	7	.00	■	1.00	■	0	■	G
ET090218	Recovery: Substation (Joralemon Tube)	Construction	Recovery	\$5,597,241	7	.00	■	1.00	■	0	■	G
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Construction	Recovery	\$60,668,242	9	.00	■	1.01	■	0	■	G
ET090236	Recovery: 2 Circuit Breaker Houses (Westchester Yard)	Construction	Recovery	\$6,025,785	100	.06	▲	1.00	■	0	■	G
ET090237	Recovery: 2 Circuit Breaker Houses (Westchester Yard and 239 St Yard)	Construction	Recovery	\$5,964,603	100	.24	▲	1.00	■	0	■	G
ET100212	Recovery: Power Cable at Rockaway Park Yard	Construction	Recovery	\$14,749,362	95	.14	▼	.99	■	0	■	G
ET060206	Recovery: Line Equipment Restoration at Various Locations - Design Only	Design	Recovery	\$15,887,664	71	.00	■	1.10	■	0	■	Y



4th Quarter 2015 Traffic Light Report

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

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET090206	Recovery: Traction Power Restoration at Various Locations - Design Only	Design	Recovery	\$22,633,561	70	.00	■	1.28	■	0	■	Y
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Design	Recovery	\$13,404,779	98	.00	■	1.03	▼	0	■	Y
ET100211	Recovery: Power Cable at Coney Island Yard	Design	Recovery	\$7,110,400	78	.00	■	1.13	▲	0	■	G
ET100218	Recovery: 207 Street Yard Signal System	Design	Recovery	\$6,334,200	85	.00	■	1.00	■	2	▲	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	\$91,167,400	67	.00	■	13.97	▲	3	▲	R
ES070213	Recovery: St. George Terminal Tower B - Phase 2	Construction	Recovery	\$6,602,800	4	.00	■	1.00	■	0	■	G
ES070214	Recovery: St. George Interlocking	Construction	Recovery	\$101,446,078	40	.36	▼	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	42	.00	■	1.02	▲	0	■	G
EL0403ZJ	Atlantic Ave Tunnels Mitigation	Construction	Mitigation	\$9,900,000	28	.00	■	1.00	■	0	■	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$64,910,327	26	.00	■	1.00	■	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	22	.00	■	1.00	■	0	■	G
EL0603ZK	Long Island City Yard Resiliency	Construction	Mitigation	\$26,803,367	14	.00	■	1.00	■	19	▲	R
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$50,374,726	57	.00	■	.97	■	0	■	G
EL0702ZM	First Avenue Substation Restoration	Construction	Recovery	\$8,429,861	40	.00	■	1.00	■	0	■	G
EL0902ZF	Infrastructure / System Upgrades (Various Locations)	Construction	Recovery	\$9,700,000	19	.00	■	1.00	■	0	■	G



4th Quarter 2015 Traffic Light Report

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
MNR - Metro-North Railroad Sandy Program												
Hudson Line Ph I Power and C&S Restoration												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$44,398,732	4	.00	■	.95	■	0	■	G
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$49,730,000	0	.00	■	.99	■	0	■	G
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$31,000,000	2	.00	■	1.00	■	0	■	G
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$84,355,059	4	.00	■	.95	■	0	■	G
All Other Projects												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,284,664	39	.00	■	.91	▼	2	▲	G
EM030301	Rail Vacuum Mitigation	Construction	Mitigation	\$5,656,302	0	.00	■	.94	▲	0	■	G
EM040207	Communications & Signal Infrastructure Restoration - Equipment Replacement	Construction	Recovery	\$5,229,000	98	.00	■	.99	■	-24	▼	Y
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$40,384,293	9	8.86	▼	.92	▼	0	■	G
B&T - Bridges and Tunnels Sandy Program												
Hugh Carey Tunnel Restoration												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$120,716,100	15	.00	■	.49	■	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$8,484,013	15	.00	■	.47	■	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$137,758,050	15	.00	■	.80	■	0	■	G
ED050202	Environmental clean-up at the Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$16,705,815	15	.00	■	.82	■	0	■	G
Queens Midtown Tunnel Rehab												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$114,683,036	7	.91	▲	.83	■	0	■	G



4th Quarter 2015 Traffic Light Report

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

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
B&T - Bridges and Tunnels Sandy Program												
Queens Midtown Tunnel Rehab												
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	7	.00	■	.95	■	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$11,440,742	7	.00	■	.70	■	0	■	G
All Other Projects												
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Construction	Recovery	\$7,997,840	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	7	.00	■	.95	■	-6	▼	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	0	.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	■	5	▲	R

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Sandy Recovery: Purchase and Install Automated Fare Collection Equipment	Current Budget: \$12.0M
	Project EAC: \$12.0M
	Substantial Completion Date at Award: Aug 2016
Project No: ET040217	Current Substantial Completion Date: Mar 2017
Project Phase: Construction	Phase Complete: 80%

Project Description
<p>This project is for the purchase and installation of automated fare collection equipment throughout the system to replace assets damaged from Superstorm Sandy. This included Select Bus Service (SBS) equipment and 481 Automated Fare Collection (AFC) units – including 51 vending machines.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion date slipped seven months, from August 2016 to March 2017 due to a lack of the availability of personal identification number (PIN) pads, a module required to carry out debit/credit transactions to either purchase or refill MetroCards and an important component of the vending equipment.</p>
What is Being Done
<p>Schedule: As of November 2015, the contractor was able to locate PIN pads. Production, acceptance testing, and delivery of vending machines is currently underway. As of December 31, 2015, 409 of 481 AFC units had been delivered to NYCT. The contractor will continue to expedite the work to deliver the remaining 72 AFC units, including 43 vending machines.</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 design rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Sandy Recovery: Main Line Track, Steinway Tube	Current Budget: \$8.2M
	Project EAC: \$11.5M
	Substantial Completion Date at Award: Aug 2014
Project No: ET050214	Current Substantial Completion Date: Nov 2015
Project Phase: Construction	Phase Complete 100%

Project Description
<p>This construction project is for the replacement of 1,200 linear feet of running and contact rails and spot replacement of deteriorated ties, as well as replacement of associated signal appurtenances between the station markings 59+53 to 71+53 on Tracks C1 and C2, in the Steinway Tube.</p> <p>This work is combined with Pump Room work at Steinway Tube in a single construction contract.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Fourth Quarter 2015, the Estimate at Completion (EAC) increased by \$3.3 million, due to additional TA Labor needed to replace the existing track tie plates with new plates and due to expenses to provide indirect construction support.</p>
What is Being Done
<p>Cost: A budget modification is in circulation to address the budget shortfall.</p> <p>Substantial Completion for this project was achieved on November 20, 2015, four months earlier than the forecasted date of March 31, 2016 as was reported by NYCT in September's Second Quarter 2015 Traffic Light Report.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Sandy Recovery: Tunnel Lighting – 200th to 207th St / 8th Avenue Line	Current Budget: \$19.0M
	Project EAC: \$18.9M
	Substantial Completion Date at Award: Aug 2016
Project No: ET060228	Current Substantial Completion Date: Nov 2016
Project Phase: Construction	Phase Complete 42%

Project Description
<p>This project addresses the replacement of existing tunnel lighting and receptacles in the tracks from 207th Street Yard to 200th Street/ Dyckman St. Station, 8th Avenue Line that were damaged by Superstorm Sandy.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Substantial Completion was delayed three months from August 2016 to November 2016 due to the lack of availability of flaggers, work trains & General Orders.</p>
What is Being Done
<p>Schedule: Efforts are underway to obtain General Orders and flaggers, as necessary. In addition, the contractor has been asked to expedite installation in order to mitigate the resulting delay to Substantial Completion.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and action taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall contractor's performance rating for this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Sandy Recovery: Power & Communication Cable – Clark Street Tube	Current Budget: \$6.5M
	Project EAC: \$91.2M
	Original Construction Award Date: Feb 2016
Project No: ET090224	Current Construction Award Date: May 2016
Project Phase: Post-Design to Constr Award	Phase Complete: 100%

Project Description
<p>This project provides for the replacement of various cables that were damaged due to Superstorm Sandy, including power and communication cables in the Clark Street Tube. This project is part of a larger project to rehabilitate the Clark Street Tube.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Construction Award date slipped three months from February 2016 to May 2016 due to track access availability. Conflict with the Joralemon Tube rehabilitation will not allow for track access until January 2017. Delaying award will minimize inactive time for the contractor.</p>
What is Being Done
<p>Schedule: The Authorization to Advertise the construction contract was granted on February 8, 2016. The construction contract procurement process has begun. The expected Bid Opening date is March 31, 2016 and award on May 31, 2016.</p> <p>A discrepancy between the current budget and Estimate at Completion (EAC) currently exists. NYCT will reconcile the budget following advertisement and after bids are received.</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 project is in the post-design to construction award phase. Agency ACE evaluation is not applicable.</p>

MTA Agency: New York City Transit	Status as of December 31, 2015
Project Name: Sandy Mitigation: Long Term Perimeter Protections - Coney Island Yard	Current Budget: \$8.4M
	Project EAC: \$22.8M
	Original Design Completion Date: Jul 2015
Project No: ET100307	Current Design Completion Date: May 2016
Project Phase: Design	Phase Complete: 65%

Project Description
<p>This design project is for long term flood mitigation at Coney Island Yard. The scope includes the installation of a perimeter protection wall, drainage and pumping for the entire yard.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecast Design Completion date slipped six months from November 2015 to May 2016 due to modifications to include flood mitigation of the two track bridges for the Sea Beach and West End Line approaches to the yard.</p>
What is Being Done
<p>Schedule: Design drawings and specifications for the two track bridges are being finalized. Distribution of Final Design documents for the stakeholders review and comment is planned for April 2016. Final Design signoff is forecast for May 2016.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed the project performance for consistency in the Agency's ACE evaluation of the overall design contractor's performance rating for this reporting period.</p>

MTA Agency: Long Island Rail Road	Status as of December 31, 2015
Project Name: Long Island City Yard Resiliency	Current Budget: \$26.8M
	Project EAC: \$26.8M
	Substantial Completion Date at Award: Jun 2017
Project No: EL0603ZK	Current Substantial Completion Date: Jan 2019
Project Phase: Construction	Phase Complete: 14%

Project Description
<p>The project involves design and construction for the reconstruction of Tracks 9 through 12, including the restoration of third rail systems, switch replacements, remediation, perimeter flood protection walls and gates, construction of car cleaning platforms, underground utilities, storm water detention and management system with flap valves, sumps, pumps, and chambers, raised track profiles, traction power systems and the removal of petroleum contaminated soil.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: As of the Fourth Quarter 2015, the forecast Substantial Completion date slipped 19 months, from June 2017 to January 2019 in order to address the design and installation challenges of the perimeter flood walls, alignment of tracks 9-12 and for phasing of the work. The design effort has evolved into a much more complex undertaking with an elaborate perimeter flood wall system required to protect the contents of the yard and which necessitates a change to the track alignment in the south yard and the acquisition of property easements along the north and west perimeters to maintain operational clearances in the yard. The addition of permanent perimeter flood walls and sump pump systems has greatly extended and altered the original design requirements of the project. The use of deployable and removable protection walls, up to 9 feet in height, was deemed infeasible. Hydrology/hydraulic studies and noise/vibration assessments have also been requested by the FTA to ascertain the project's environmental impact. Although these studies were submitted in June 2015 with no significant adverse impact to the environment/community, the FTA has requested that LIRR not advance past the 90% design level.</p>
What is Being Done
<p>LIRR is in the process of revising the schedule to represent the significant changes in the magnitude and complexity of the project. Once completed, the revised baseline will be forwarded to the FTA for approval, incorporating the new activities and challenges related to the resiliency elements necessary to protect the Long Island City yard.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The IEC has reviewed that project performance for consistency with the Agency's ACE evaluation of the overall design contractor's performance rating for this reporting period.</p>

MTA Agency: MTA Bus	Status as of December 31, 2015
Project Name: Sandy Recovery: Far Rockaway Depot Rehabilitation	Current Budget: \$15.0M
	Project EAC: \$15.0M
	Original Forecast Award Date: Jan 2016
Project No: EU030201	Current Forecast Award Date: Jun 2016
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project repairs damage to the Far Rockaway Depot facilities that occurred as a result of Superstorm Sandy.</p> <p>The Depot rehabilitation will restore damaged internal and external building structures and will include;</p> <ul style="list-style-type: none"> • Repairing and/or cleaning of the drainage system, including dry wells, etc. • Rehabilitation/restoration of windows and garage doors. • Rehabilitation/restoration of the office/employee amenity spaces. • Repair of depot lighting, electrical receptacle outlets, fire alarm, paging, telephone and internet systems. • Repair of electrical, HVAC and plumbing systems. • Relocation of existing battery room and the modification of the existing bus was system.
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2015, the forecasted Construction Award date was pushed out five months from January 2016 to June 2016. The schedule variance was triggered by an Estimate at Completion (EAC) / budget issue that needed to be resolved before the project's Request to Advertise (RTA) could be approved.</p>
What is Being Done
<p>Schedule: The project's EAC/budget issue was resolved and the RTA was approved. The forecast award date has been revised to June 2016.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The project is in the post-design to construction award phase. Agency ACE evaluation is not applicable.</p>



Projects in CPOC's Risk-Based Monitoring Program (4th Quarter 2015 Traffic Light Report – Period Ending Dec 31, 2015)

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

2010-14 Capital Program

- **Second Avenue Subway**
- **East Side Access & Regional Investments**
- **East Side Access Readiness**
- **Cortlandt Street Station #1 Line**
- **Signals & Communications**
 - Positive Train Control
 - CBTC- Flushing Line
 - Culver Line CBTC Integrated Test Facility
 - CBTC Queens Blvd. West, Phase 1
 - VHF Radio
 - Integrated Service Information & Management (ISIM B-Div.)
 - Replace Bus Radio System
 - Construct Bus Operations Command Center
- **New Fare Payment System**
- **New Subway Car Procurement**
- **New Bus Procurement**
- **CRR Rolling Stock Procurement**
- **NYCT Stations Program**
 - Sea Beach Line –Renewal 9 Stations
- **MNR Shops and Yards**
 - Harmon Shop Replacement Phase V, Stage 1
- **LIRR Infrastructure**
 - Main Line Double Track – Phase I, Central Islip to Ronkonkoma
- **Bridges & Tunnels**
 - Verrazano-Narrows Bridge Upper Level Deck Replacement
 - RFK Bridge Bronx Toll Plaza Structure Reconstruction

Sandy Program

- **South Ferry Terminal Complex Rehabilitation**
- **Hugh L. Carey Tunnel Restoration**



Projects in CPOC's Risk-Based Monitoring Program
(4th Quarter 2015 Traffic Light Report – Period Ending Dec 31, 2015)

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

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 4th Quarter 2015

(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTAB&T	TN-85C	Suspended Span Repairs at the Throgs Neck Bridge	\$24,369,700	\$244,083	\$378,000	1.55%	AM 10	11/20/2015	Provide containment, lead abatement and painting of additional steel repair locations on the suspended spans of the TNB.
MTAB&T	BB-43V	Miscellaneous Repairs at the Battery Parking Garage	\$6,519,602	\$275,623	\$323,886	4.97%	AM 3	12/9/2015	Changes associate with deck water proofing process, additional crack and joint caulking and removal and resetting of wheel stops at the Battery Parking Garage.
MTAB&T	RK-65A	Bronx Plaza / Structural Rehabilitation at the RFK	\$213,400,794	\$0	\$706,666	0.3%	AM 2	12/23/2015	Additional scope due to unanticipated field conditions and credits associated with changes to structural steel and temporary lighting.
MTACC	CM-1311	Consultant Construction Management Services- No. 7 Subway Line Extension Project	\$35,842,302	\$26,101,178	\$515,831	1.43%	11	10/22/2015	Additional Consultant Construction Management Services on Various Construction Work in the Vicinity of the No.7 Subway Line Extension
MTACC	C-26006	Second Avenue Subway - 63rd Street/Lexington Avenue Station Finishes, Borough of Manhattan	\$176,450,000	\$26,118,667	\$668,000	0.37%	229	12/3/2015	Water Leak Mitigation
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$25,112,529	\$269,800	0.11%	101	11/5/2015	Tunnel Ventilation Fan Motor Changes
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$27,940,206	\$375,000	0.14%	147	12/11/2015	Resolution of Contractor's Claim for Excavation and Removal of Additional Rock at Entrance 1 Incline
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$25,112,529	\$257,400	0.10%	151	11/9/2015	Emergency/Life Safety Circuits Wire Changes
MTACC	A-35301	Reconstruction of Cortlandt Street #1 Line Station	\$101,150,000	\$16,200	\$283,166	0.28%	2	12/21/2015	Phase 1 Duct Work, Masonry Work and Temporary Power Per Assignment Agreement
MTACC	A-36125	Fulton Street Transit Center Enclosure	\$175,988,000	\$44,391,886	\$430,000	0.24%	274	11/12/2015	Cleaning and Sealing of Granite Flooring
MTACC	A-36125	Fulton Street Transit Center Enclosure	\$175,988,000	\$44,391,886	\$325,000	0.18%	525	12/11/2015	Furnishing and Installing of Granite Stone Flooring and Staircase
MTACC	C-26505	Furnishing and Installing Finishes and Systems, No. 7 Line Extension	\$513,700,497	\$37,453,589	\$340,000	0.06%	74	10/5/2015	Modifications to the Laser Intrusion Detection System
MTACC	C-26505	Furnishing and Installing Finishes and Systems, No. 7 Line Extension	\$513,700,497	\$39,171,384	\$437,500	0.09%	115	10/7/2015	Modifications to Existing Concrete Embedded Angles
MTACC	CM014B	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$428,900,000	\$641,091	\$267,040	0.06%	6	11/19/2015	500 KCMIL Cable Per Con Ed Specs
MTACC	CH057A	Harold Structures Part 3A for the East Side Access Project	\$104,300,000	\$5,091,132	\$390,000	0.37%	12	12/4/2015	Sunnyside Yard Access Road #5

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 4th Quarter 2015

(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTACC	CM006	Manhattan North Structures for the East Side Access Project	\$294,201,750	\$29,130,039	\$573,259	0.19%	16	10/2/2015	WB1 Geometry Revisions
LIRR	6013	Harold and Point CILs	\$25,839,814	\$2,017,483	\$371,660	1.44%	10	11/17/2015	Resequencing & Civil Speed Control - H5, H6, L30
NYCT	C-44508/C-42001	Repair of Portals & Abutment Wall 120th St - 145th St., Broadway - 7th Ave Line, Borough of Manhattan	\$13,899,000	\$2,200,513	\$557,000	4.00%	7	10/22/2015	Additional Cleaning and Repair of Granite Abutment Walls
NYCT	C-43038R	Furnish and Install HVAC Equipment in Communication Rooms	\$4,678,000	\$0	\$357,500	7.64%	2	11/6/2015	HVAC Work at Broad Street
NYCT	A-37593	South Ferry Station Terminal Complex Rehabilitation, Borough of Manhattan	\$193,800,000	\$370,361	\$300,000	0.15%	3	12/29/2015	Application of a Protective Coating on All New Rail Work
No items for MNR									

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

** Including any exercised options