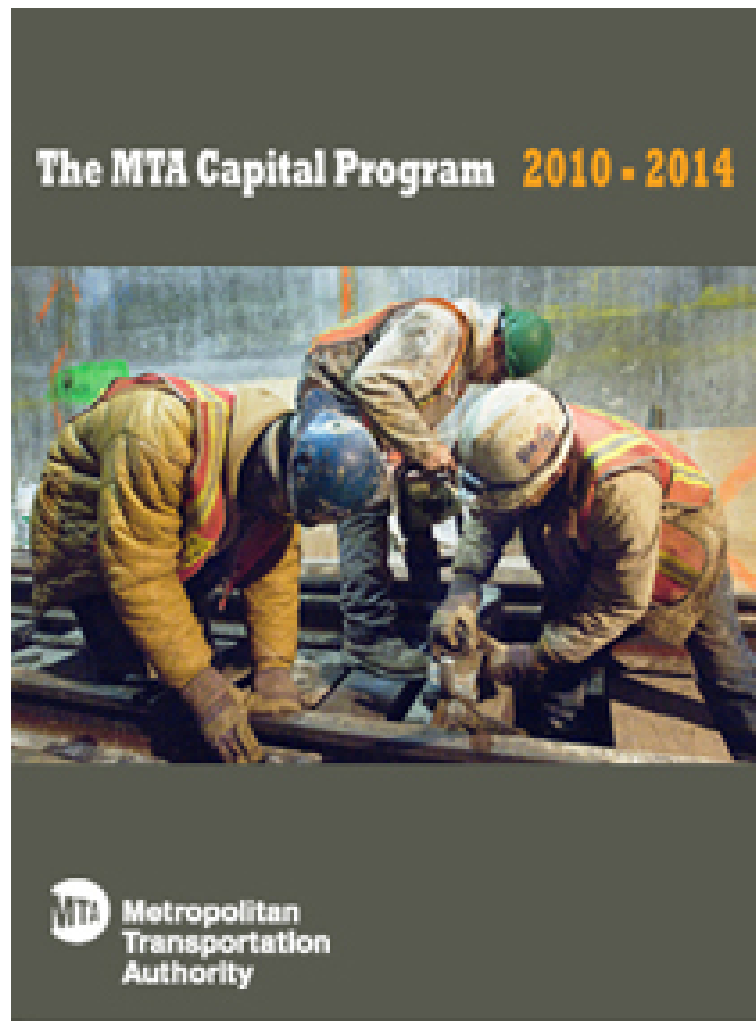


MTA CAPITAL PROGRAM MILESTONES



as of December 31, 2014

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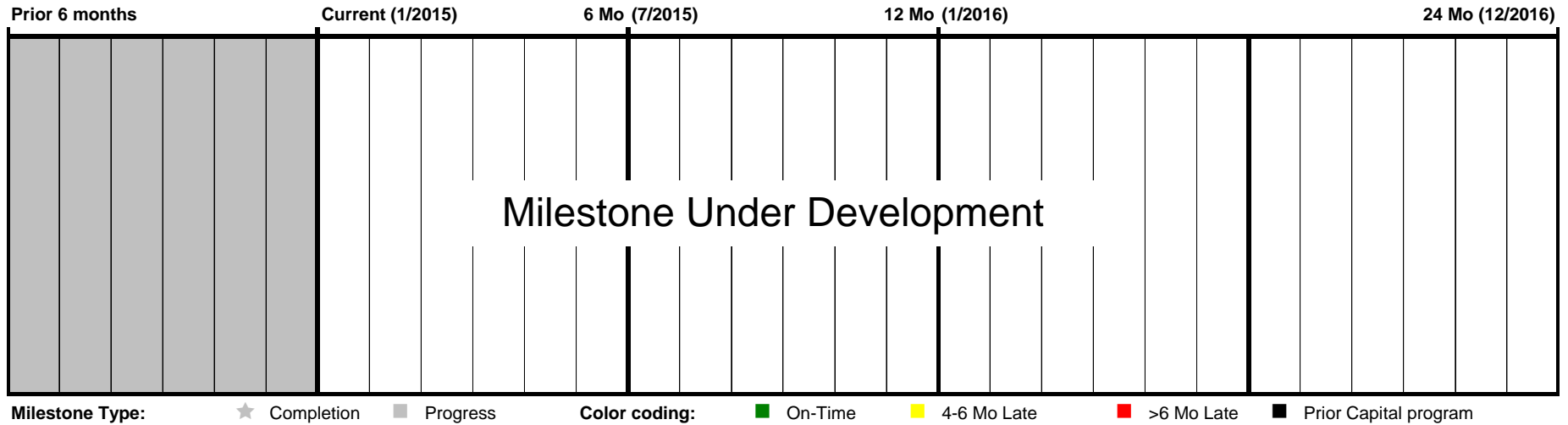
Basics of Report:

- Additional project-specific detail for each milestone can be found on the MTA Capital Program Dashboard:
<http://web.mta.info/capitaldashboard/CPDHome.html>
- Timeline: Consists of 6 months of historical events and 24 months planned.
- Symbols: “Star” depicts a completion milestone. “Square” is for a progress milestone (starts and interim accomplishments).
- 2010-2014 Milestones are tracked using colors:
Green: on-time (early or within 0-3 months), **Yellow:** 4-6 months late, **Red:** > 6 months late
- 2005-2009 Capital Program milestones are shown, but not tracked using colors
- For projects reaching completion, photos can be found on the MTA Capital Program Dashboard.

MTA NEW YORK CITY TRANSIT, including MTA BUS COMPANY

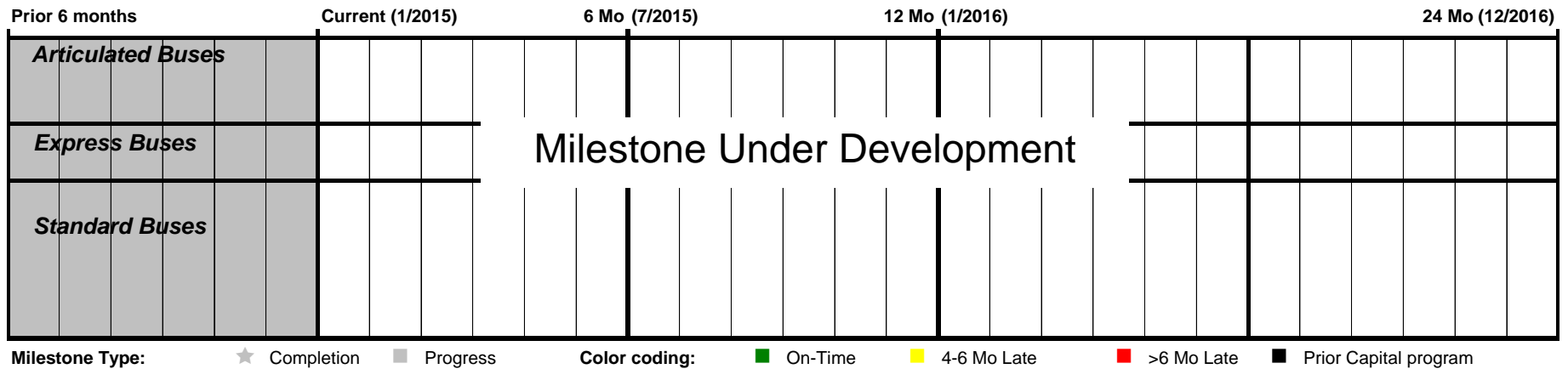
Subway Cars

Program Description: Cars are purchased to replace older vehicles based on reliability, usage, and age, or alternatively to grow the fleet in response to increased ridership. New cars come equipped with improved passenger amenities and run substantially longer without failure. All new cars come CBTC-ready and can be equipped for CBTC operation.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

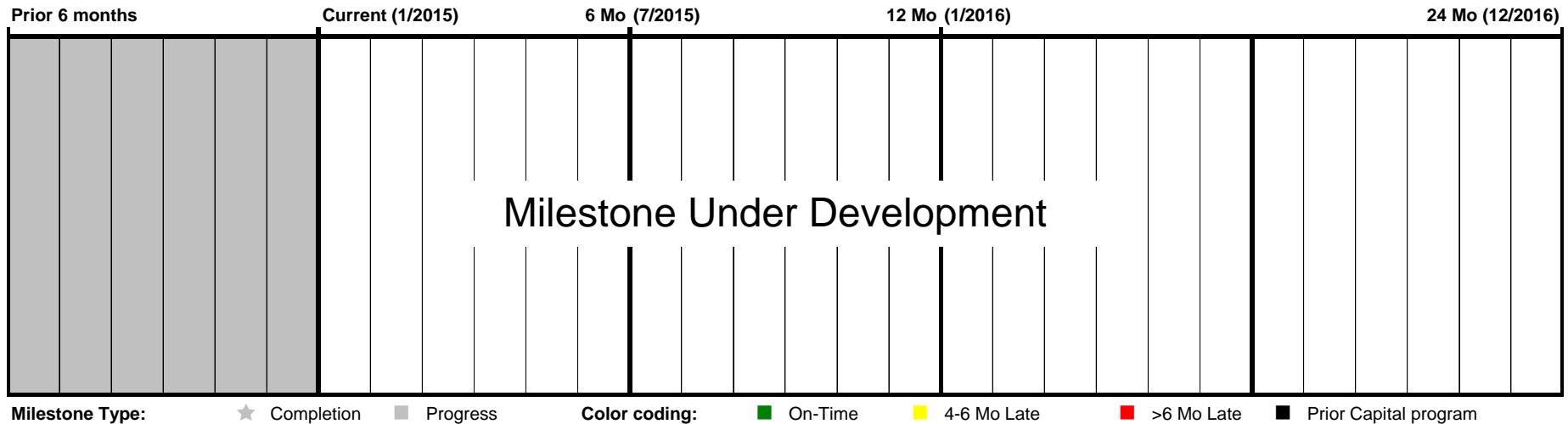
Program Description: Buses are replaced at the end of their useful service life of 12 years as experience has shown this to generally be when it becomes impractical to maintain them in service any further. To improve the environmental impacts of operating the buses, NYCT has a diverse fleet of Compressed Natural Gas (CNG), Hybrid-Electric, and clean-diesel buses, and will continue to implement a broad spectrum of clean fuel technologies into our everyday business practices.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

Bus Service Enhancements

Program Description: Bus service enhancements are meant to significantly improve the attractiveness and performance of the bus network for our customers. NYC Transit and NYC DOT will continue to work together to implement the remaining Select Bus Service (SBS) routes along the seven Phase 1 Bus Rapid Transit corridors located throughout the city. Lane enforcement cameras will help to ensure buses on select routes will be free of impedances and thus reduce travel times. MTA / NYC Transit is also deploying bus customer information systems (CIS) to provide customers real-time service status updates via the web, smartphones and 3rd party apps.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

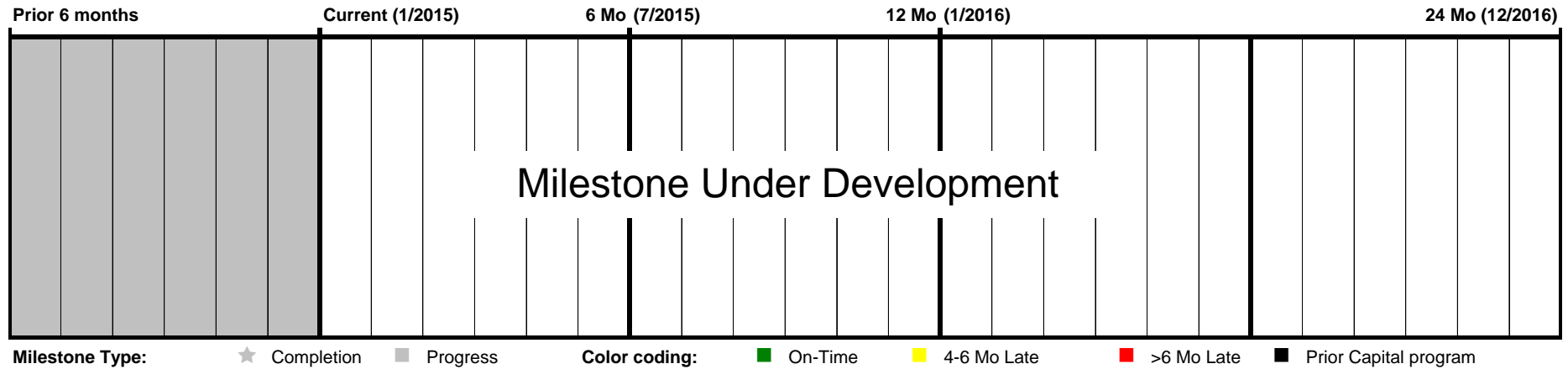
NOTE:

7 Planned SBS Routes: (1) Fordham Road – Bronx, (2) 34th St – Manhattan, (3) 1st/2nd Avenues – Manhattan, (4) Nostrand Avenue – Brooklyn, (5) Hylan Boulevard – Staten Island, (6) Webster Avenue – Bronx, (7) LaGuardia Airport – Manhattan

Traffic Signal Priority, Phase 2 – 4 Additional Corridors: (1) Hylan Boulevard (S79) – Staten Island, (2) Webster Avenue (Bx41) – Bronx, (3) Nostrand Avenue (B44) – Brooklyn, (4) Utica Avenue (B46) – Brooklyn

Purchase of articulated buses for use on SBS routes is presented on “Buses” page.

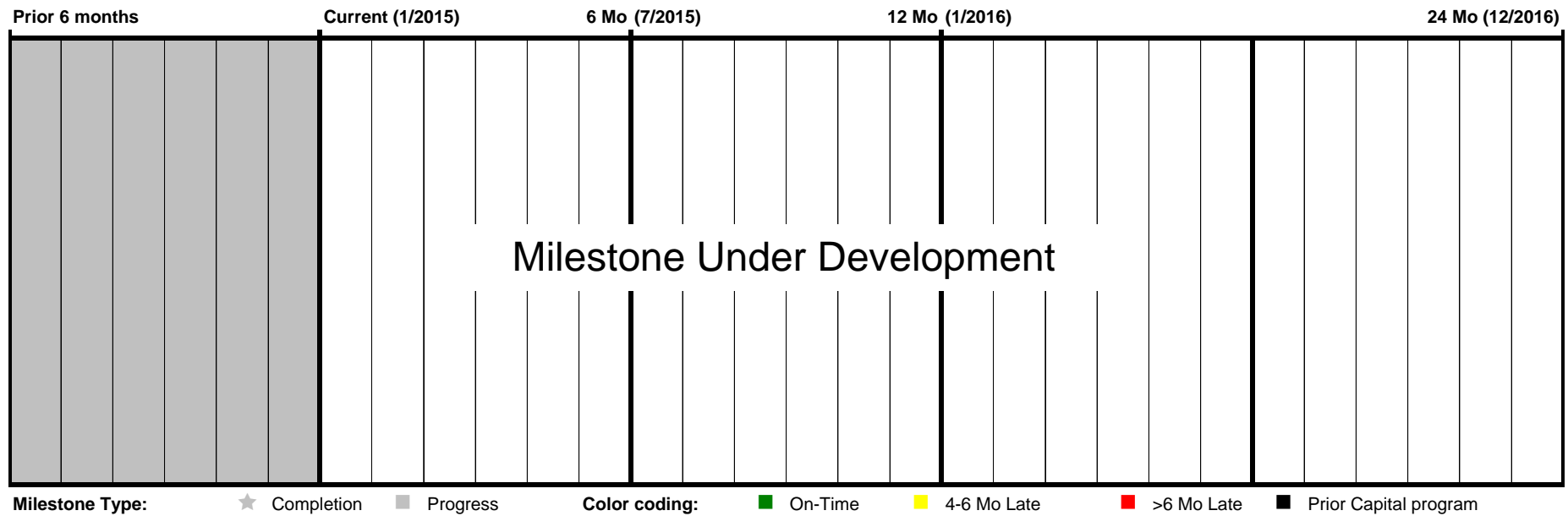
Program Description: NYCT plans to eliminate station component defects rated Condition 4 or worse (on a 1-good to 5-bad scale) within the 2010-2014 Capital Program. The methods of work to address defects have expanded to include component campaigns for identified defects and a re-focused comprehensive treatment of defects at an identified station (“Renewal”).



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

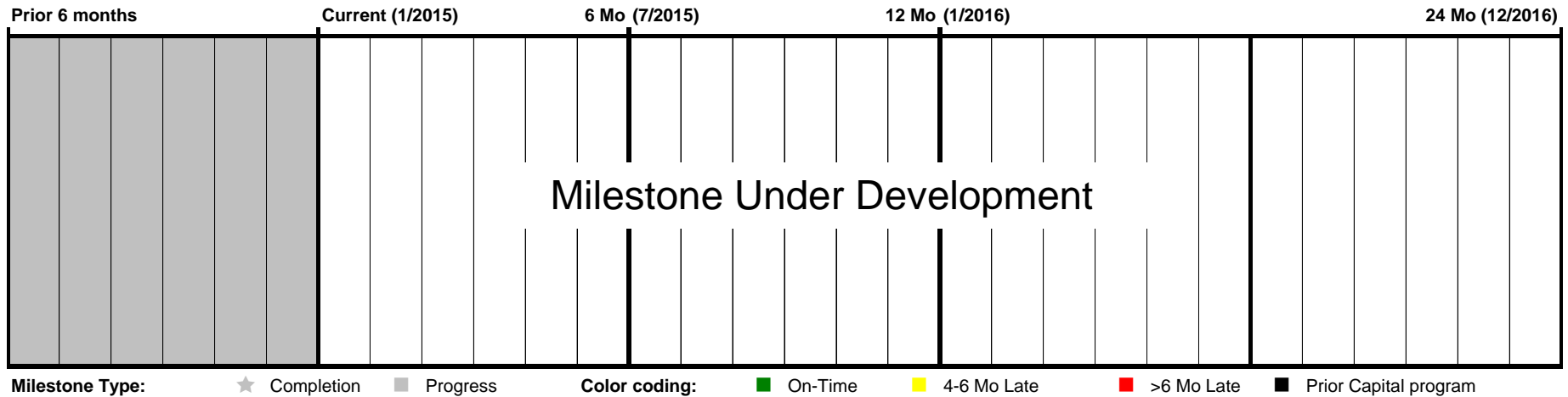
Station Component

Program Description: NYCT plans to eliminate station component defects rated Condition 4 or worse (on a 1-good to 5-bad scale) within the 2010-2014 Capital Program. The methods of work to address defects have expanded to include component campaigns for identified defects and a re-focused comprehensive treatment of defects at an identified station (“Renewal”).



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

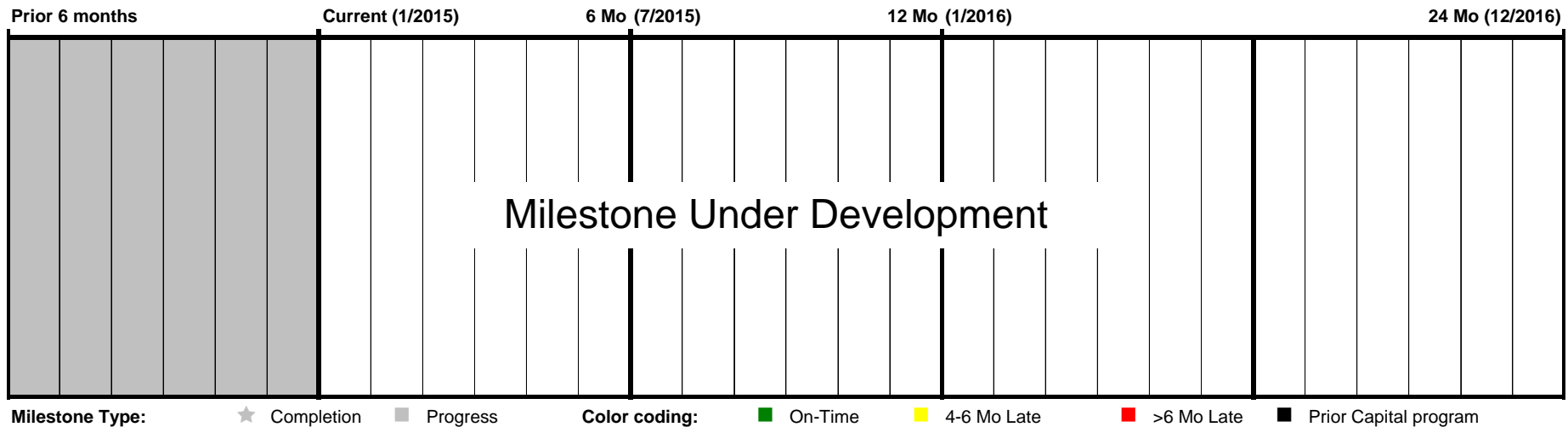
Program Description: NYC Transit plans to make 100 key stations fully compliant with the Americans with Disabilities Act by 2020. Compliant stations generally include elevators to move between levels and other improved elements such as platform edges and Braille signage. NYC Transit has completed 80 of the 100 key stations, and has additionally made 19 non-key stations at least partially accessible.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

Fare Payment Systems

Program Description: Fare payment systems encompass the development, installation, renewal, and maintenance of both the current MetroCard system and the next generation New Fare Payment System in development.

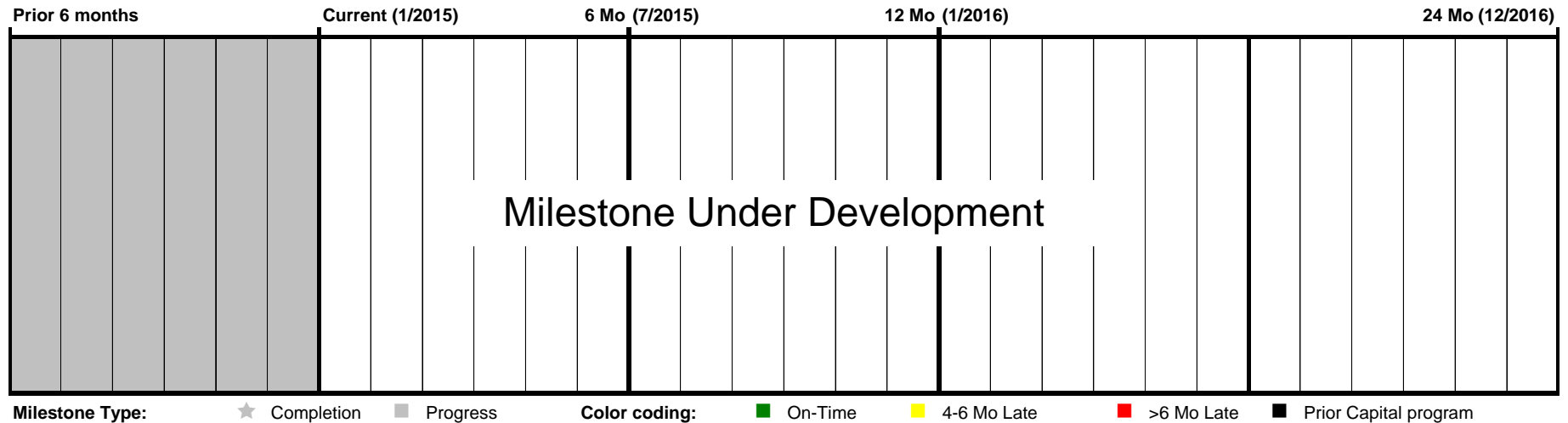


Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

NOTE:

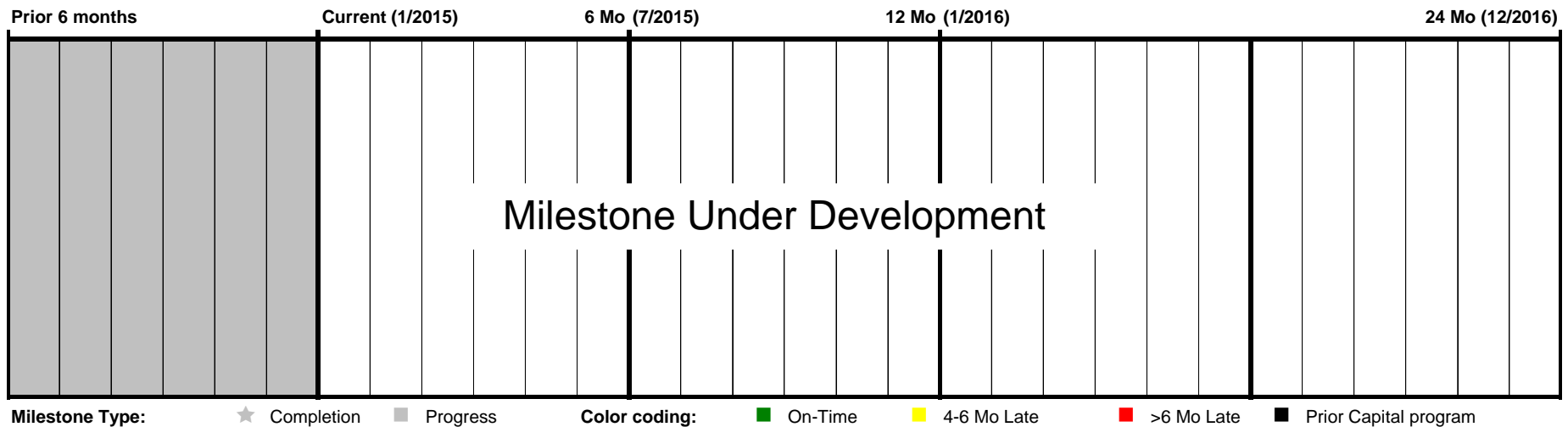
New Fare Payment System (NFPS) – A consultant with expertise in contactless payment systems has been retained to assist NYCT in the development of comprehensive specifications to meet agency needs. In addition, the consultant will provide assistance through the evaluation process related to acquiring a NFPS system integrator. Once a system integrator has been selected an implementation schedule will be developed, and related milestones will be reported.

Program Description: The goal of signal investments is to eliminate overage signals and unmodernized interlockings, some of which date back to the original construction of the subway system and the failure of which remains one of the largest causes of train service delays. Types of investment include modernization of conventional fixed block signals and interlockings, and migration to new technology Communications-Based Train Control (CBTC) signals.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

Program Description: Install public address systems and customer information screens (PA/CIS) and provide automated real-time train arrival information (audio and text) at all subway stations. Additionally, provide immediate access to assistance and information through Help Point intercoms located in passenger stations, which debuted at two stations in Spring of 2012.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

NOTE:

Canarsie line:

Entire line already has PA/CIS and real-time information – **Total of 24 stations.**

A-Division Projects:

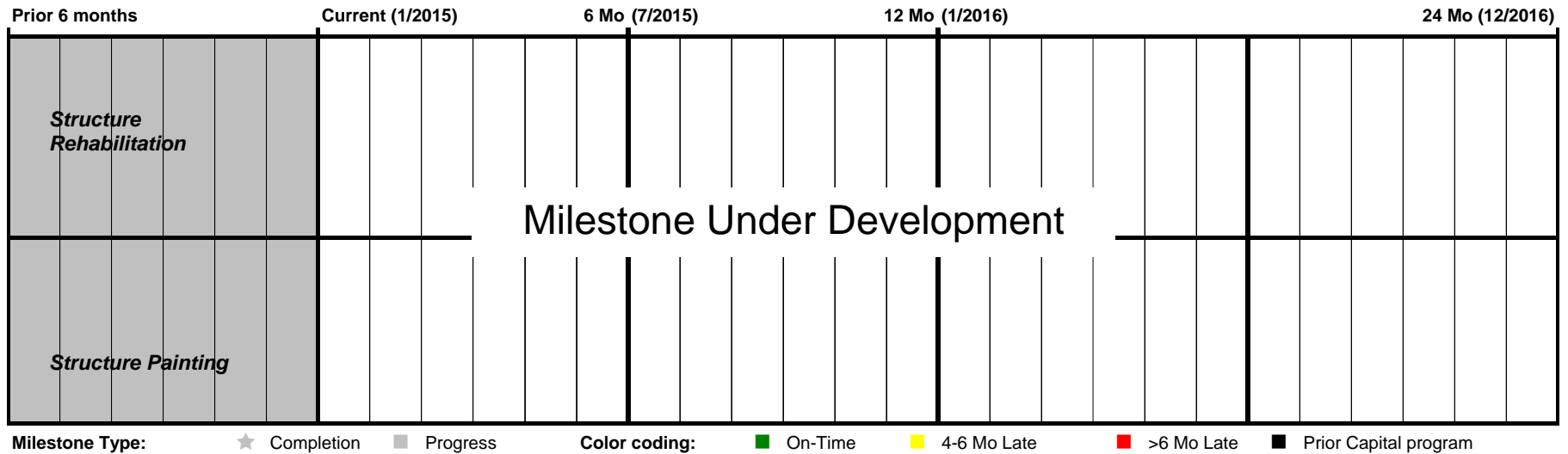
Real-time information is now available at 153 stations on the 1 2 3 4 5 6 lines. The remaining three stations include two at the Fulton Street Complex (2 3 4 5) and the Cortlandt St station (1), which will provide real-time information following their reconstruction – **Total of 156 stations.** Train Arrival time is available on both mta.info site and mobile apps including the NYCT developed SubwayTime™.

B-Division Projects:

Beyond the Canarsie line, **44 stations** have next train arrival: Queens Boulevard Line (11), 8th Avenue Line (19), 4th Ave Line (1), and Flushing Line (13), which is considered B-Division here because it was not included in the “PACIS at 156 Stations” project. Eventually all stations on the lettered lines and the 7 Flushing line will have next train information – **Total of 288 stations.**

Line Structures

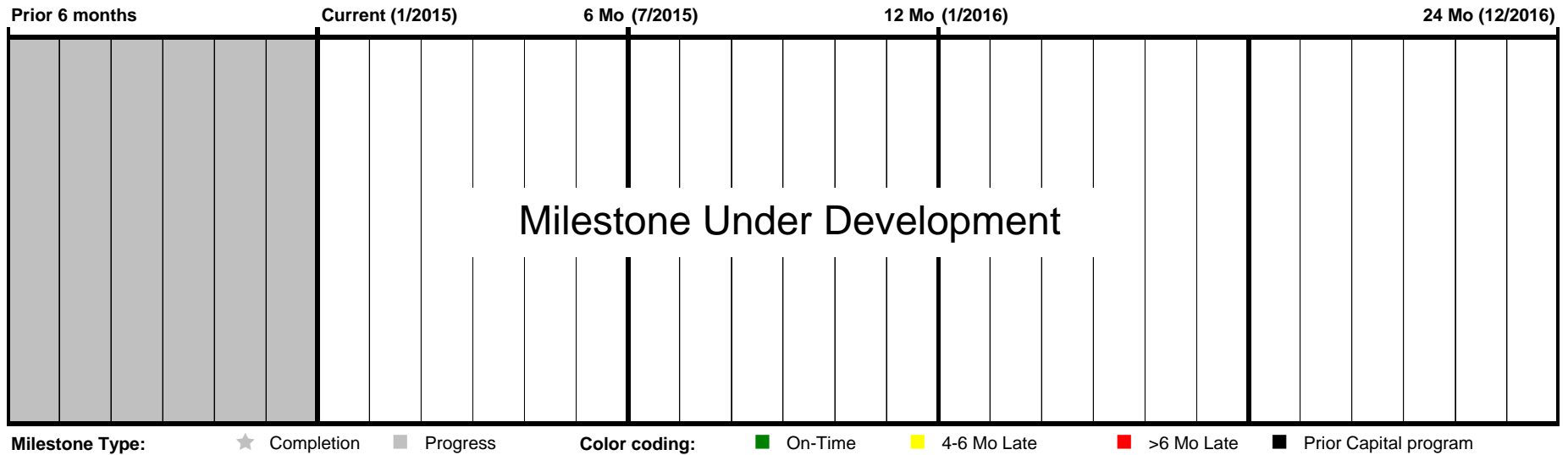
Program Description: Rehabilitate line structures to address deficiencies, and repaint steel elevated structures within a targeted timeframe of every 15 years.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

Maintenance Facilities

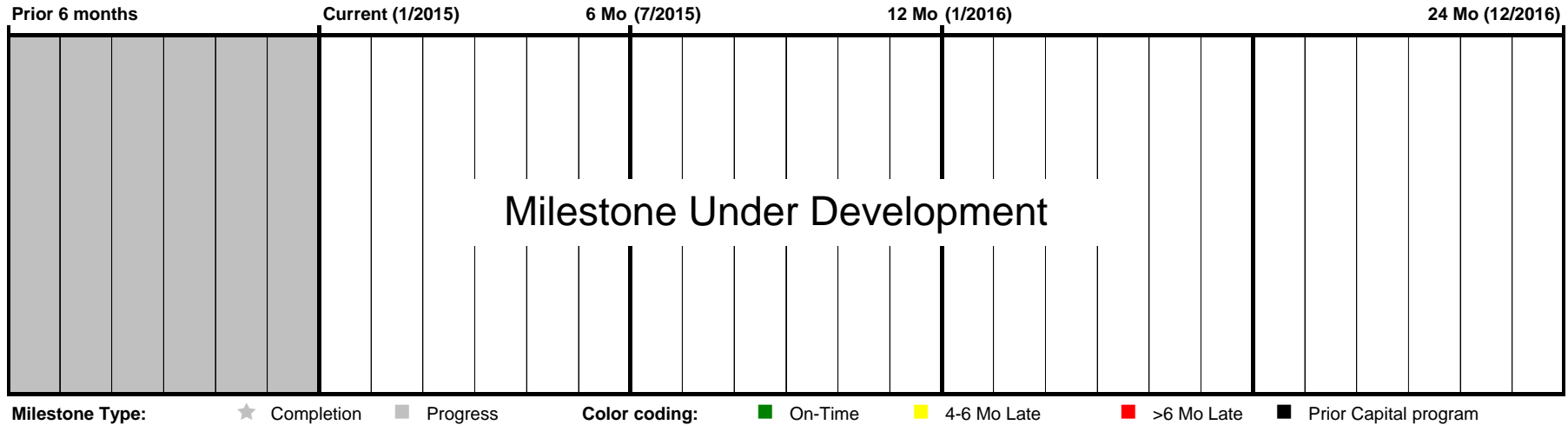
Program Description: Cost-effective investments are planned for shops, yards and depots that are aimed at keeping these facilities in good repair. Component-based or phased projects are favored; complete facility reconstructions are used only in select cases.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

Superstorm Sandy Recovery / Resiliency

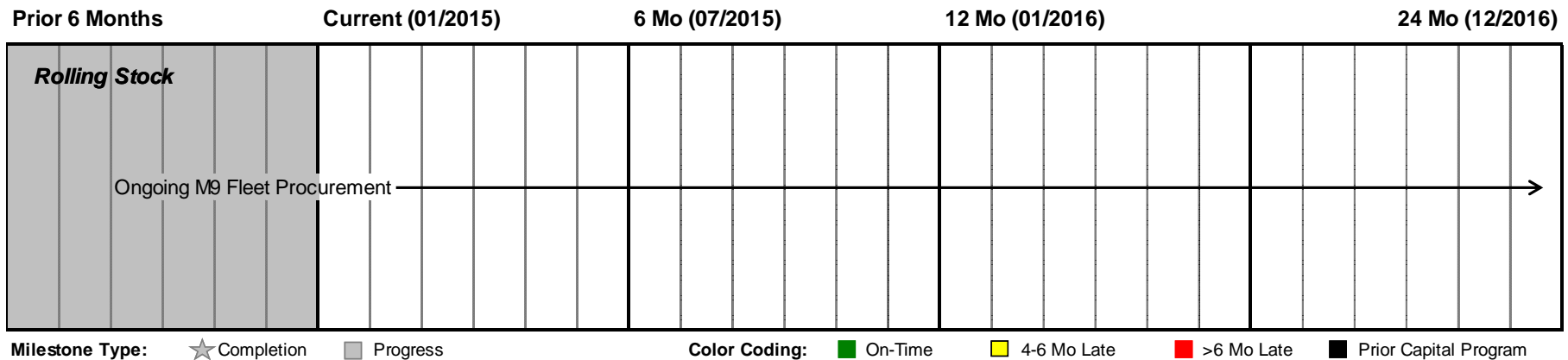
Program Description: Repair/replacement of storm-damaged equipment at nine under-river tubes, four yards, and various other locations system-wide. Asset types include signals, cables, track/switches, line equipment, traction power equipment, communication equipment, and station components. In addition, resiliency measures will be implemented to better prepare the system for future storms and reduce impacts to service.



Summary: Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:

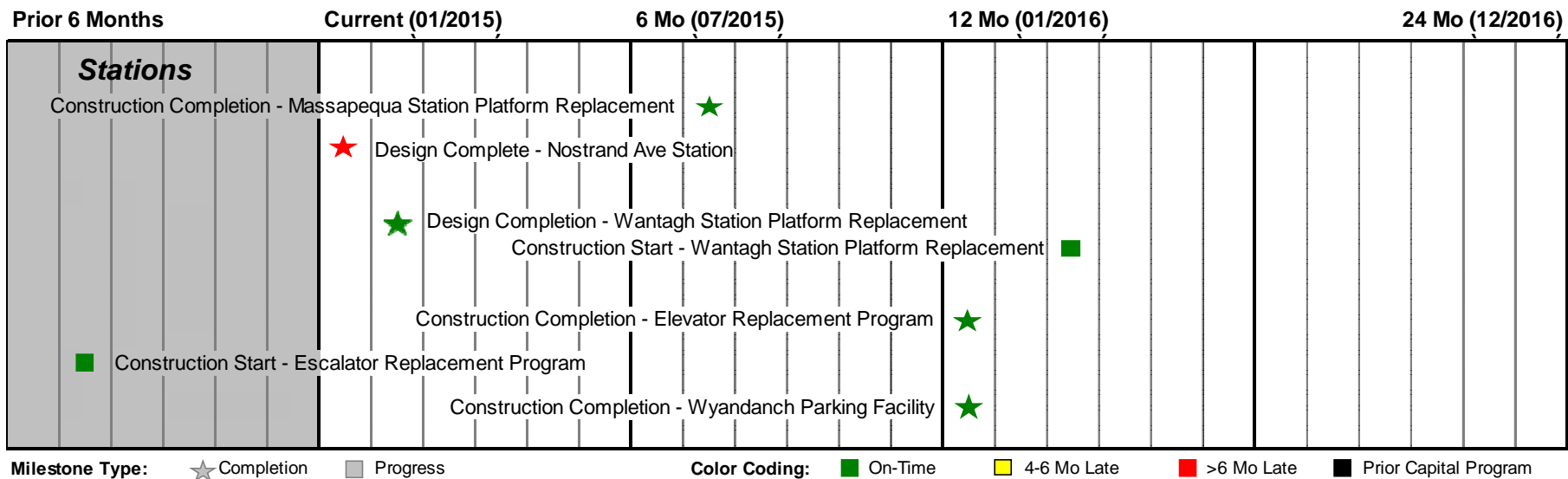
MTA LONG ISLAND RAIL ROAD

Program Description: As part of its fleet modernization and expansion effort, the LIRR will initiate the first phase of its M-9 procurement. This effort is required to support the East Side Access (ESA) project and to replace the aging M-3 cars, which utilize decades old technology. The M-9 car will incorporate the popular and successful features which are part of the M-7, while also utilizing the latest technology. Future M-9 purchase options will allow the LIRR to expand the size of its electric fleet to accommodate systemwide ridership growth.



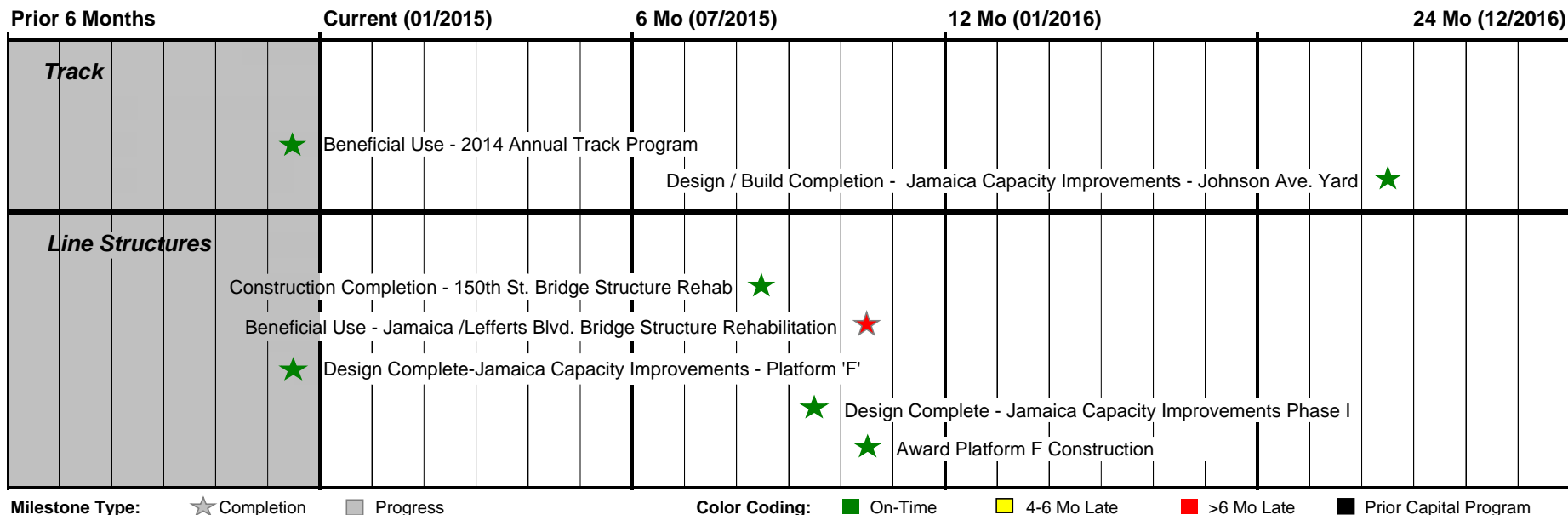
Summary:	Previous 6 Months: Ongoing M9 Fleet Procurement Contract - Begin delivery of Pilot cars by end of 2016	0-6 Months:	7-12 Months:	13-24 Months:
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Program Description: Station investments work to improve ADA access and customer safety by installing new elevators, platform lighting, ADA-compliant platform handrails, station platforms, and other station components.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Begin construction Escalator replacement program	Complete platform design at 2 stations	Complete platform construction at 1 station	Begin Platform replacement at 1 station
				Complete Construction - Elevator Replacement program
				Complete Construction - Wyandanch Parking Facility

Program Description: The LIRR’s Track and Line Structures investment program provides for cyclical replacement of asset components to ensure service reliability and on-time performance and compliance with FRA track standards.



Summary:	Previous 6 Months: Complete 2014 Annual Track Program Complete design - JCI Platform 'F'	0-6 Months:	7-12 Months: Complete rehabilitation of 150th St. Bridge Structure Complete rehabilitation of Jamaica/Lefferts Blvd. bridge structure Complete design for JCI Phase I Award construction JCI – Platform F	13-24 Months: Complete construction JCI – Johnson Ave Yard
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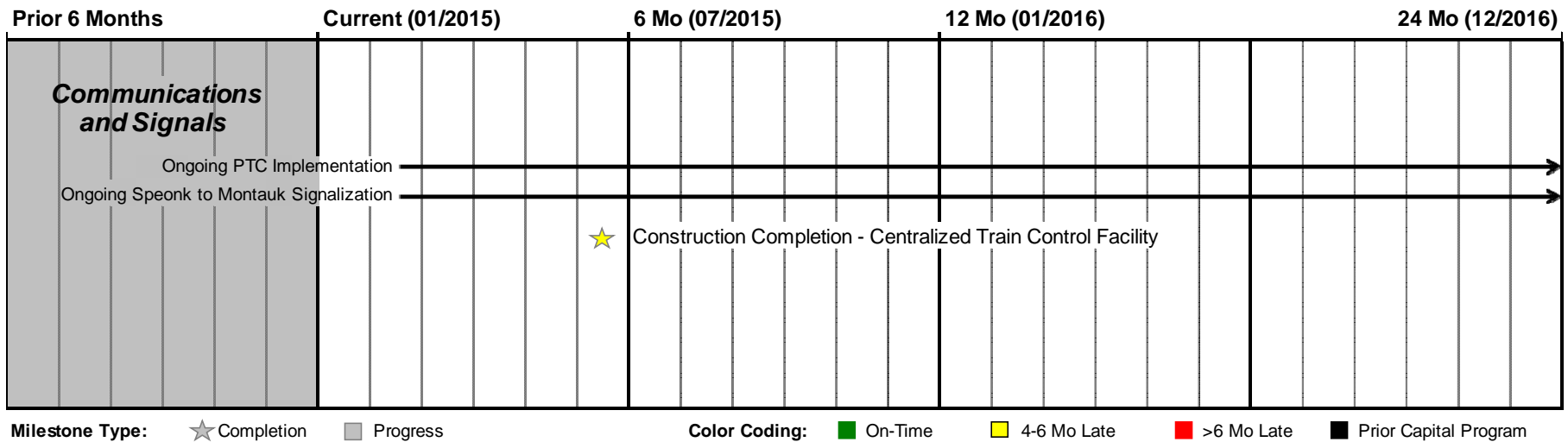
Note: Further information on capital project milestones can be found on the MTA Capital Program website: <http://web.mta.info/capital/>

Communications and Signals

24 Month Look-ahead
LIRR Capital Program

January 2015 – December 2016

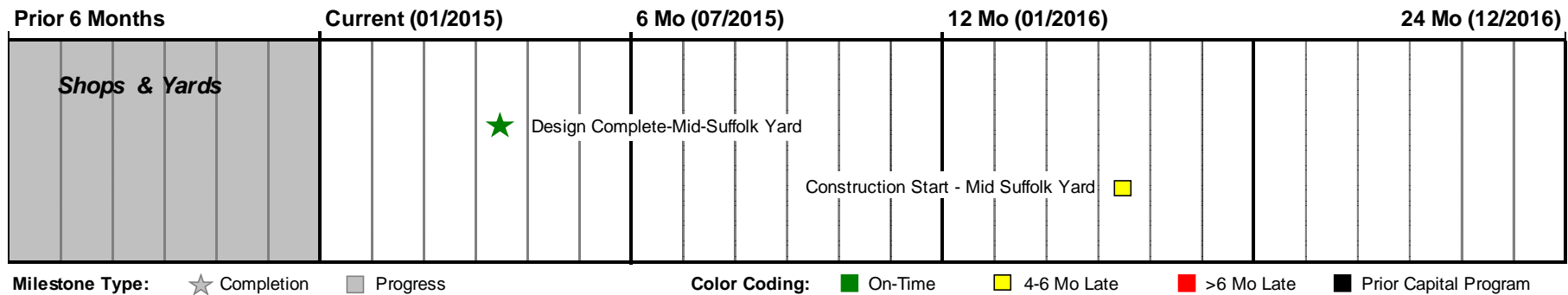
Program Description: To increase safety and comply with a federal mandate, a Positive Train Control (PTC) system will be installed throughout LIRR territory in New York State (in coordination with Metro-North Railroad). To facilitate compliance with PTC an Automatic Speed Control (ASC) signal system will be installed from Speonk to Montauk. Contracts to advance both projects were awarded late in 2013 and completions are forecast beyond the 24 month outlook. The LIRR is also continuing work on the construction of a Centralized Train Control Facility.



Summary:	Previous 6 Months: Ongoing PTC Development & Implementation Ongoing Speonk to Montauk Signalization	0-6 Months: Complete Construction – Centralized Train Control Facility	7-12 Months:	13-24 Months:
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Note: Further information on capital project milestones can be found on the MTA Capital Program website: <http://web.mta.info/capital/>

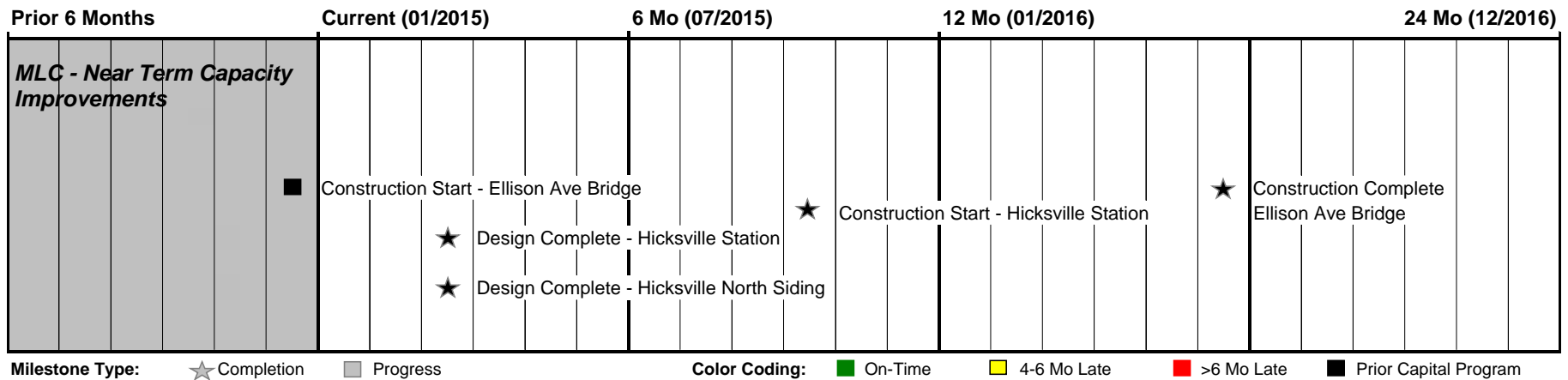
Program Description: The Mid-Suffolk Yard project includes the construction of a new electric train storage yard. Based on the projected demand for future services, expansions of electric train storage yard facilities are required. The need was identified to increase electric train storage yard capacity on the Main Line Branch.



Summary:	Previous 6 Months:	0-6 Months: Complete Mid-Suffolk yard design	7-12 Months:	13-24 Months: Construction Start - Mid-Suffolk yard
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Main Line Corridor - Near Term Capacity Improvements

Program Description: Capital improvements over the next five years for key parts of LIRR's Main Line between Mineola and Hicksville. This critical stretch of track carries trains from five branches, serves nearly 40% of total daily ridership and will play an extremely important part in the success of East Side Access. The investments include the rehabilitation of Hicksville Station as well as adjacent track and signal modernization as well as the demolition and reconstruction and widening of the Ellison Avenue Bridge in Westbury.



Summary:

Previous 6 Months:

Construction Start - Ellison Ave Bridge

0-6 Months:

Design Complete - Hicksville Station & Hicksville North Siding

7-12 Months:

Construction Start – Hicksville Station

13-24 Months:

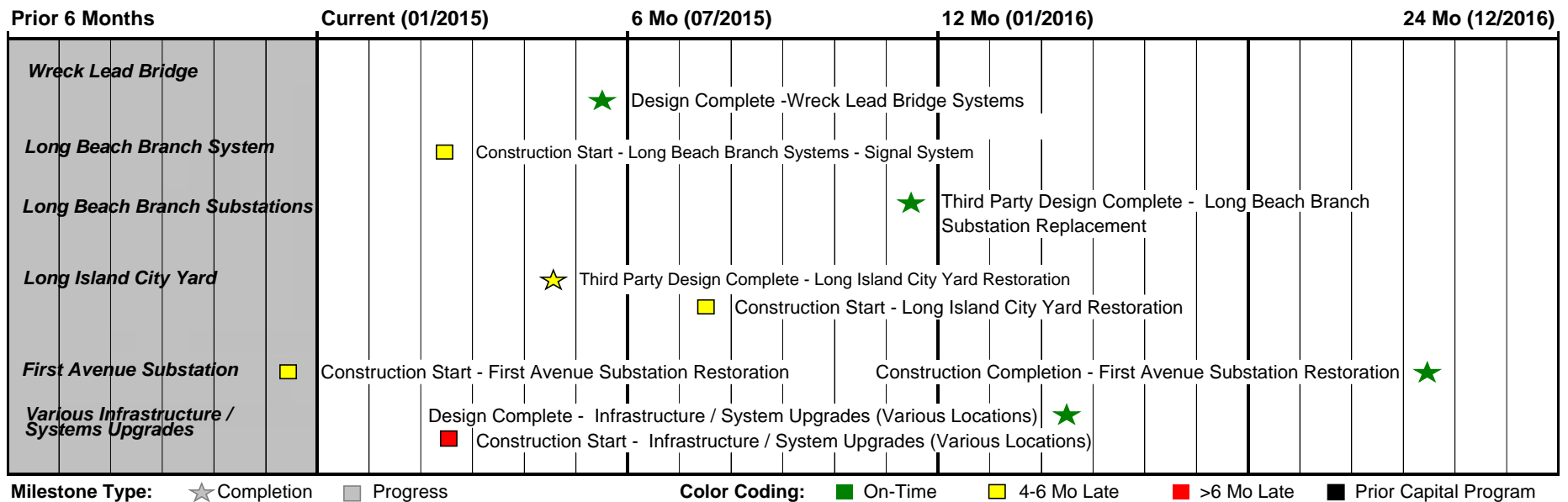
Construction Complete – Ellison Ave Bridge

Super Storm Sandy Recovery / Resiliency

24 Month Look-ahead
LIRR Capital Program

January 2015 – December 2016

Program Description: Repair/replacement of storm-damaged equipment and infrastructure focus on four key areas: Long Beach Branch, Long Island City Yard, West Side Yard, and the East River Tunnels. Early repair efforts are focused on the Long Beach Branch systems and power infrastructure and the Long Island City (LIC) Yard, followed by West Side Yard and the East River Tunnels. In addition, resiliency projects are under development and will be implemented to better prepare the system for future storms and reduce impacts to service. These projects will be added to this Milestone report as their scopes and schedules are developed.

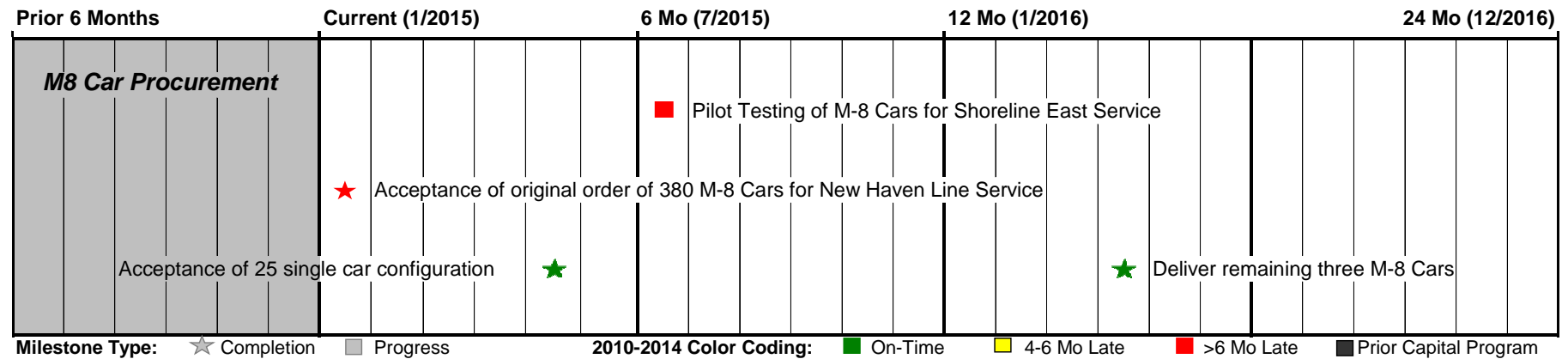


Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Begin Construction - 1st Ave Substation	Complete design of Wreck Lead Bridge Systems	Complete design Long Beach Substation	Complete Construction - 1st Ave Substation
		Begin Construction - Long Beach Branch System	Begin Construction of LIC Yard Restoration	Complete design Infrastructure / Systems Upgrades (Various Systems)
		Complete Design of LIC Yard Restoration		
		Begin Construction - Infrastructure / System Upgrades (Various Locations)		

Note: Further information on capital project milestones can be found on the MTA Capital Program website: <http://web.mta.info/capital/>

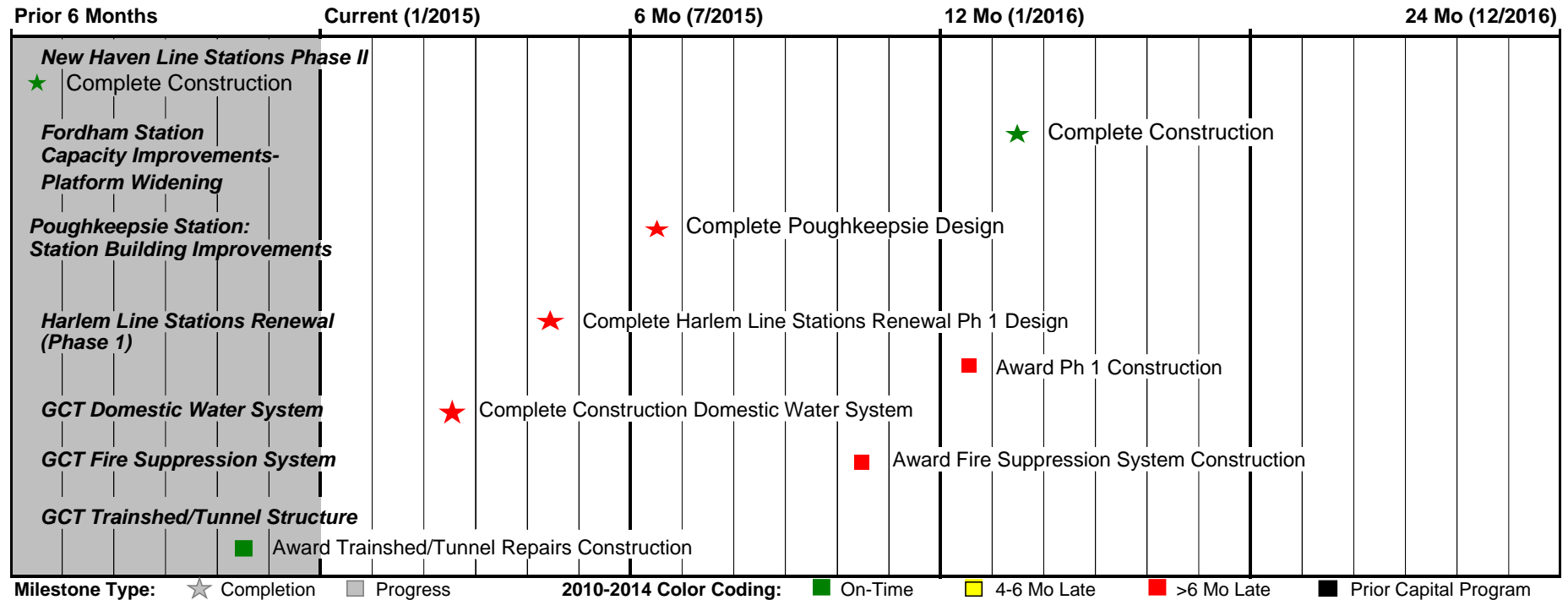
MTA METRO-NORTH RAILROAD

Program Description: Design, Manufacture, Test and Deliver new M-8 electric cars for New Haven Line revenue service. The base contract for 210 cars and the first option for 90 additional cars were awarded on August 21, 2006; two additional options for 42 and 38 cars respectively were subsequently elected.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
		Acceptance of original order of 380 M-8 Cars for New Haven Line Service Acceptance of 25 single car configuration	Pilot Testing of M-8 Cars for Shoreline East Service	Deliver remaining 3 M-8 Cars

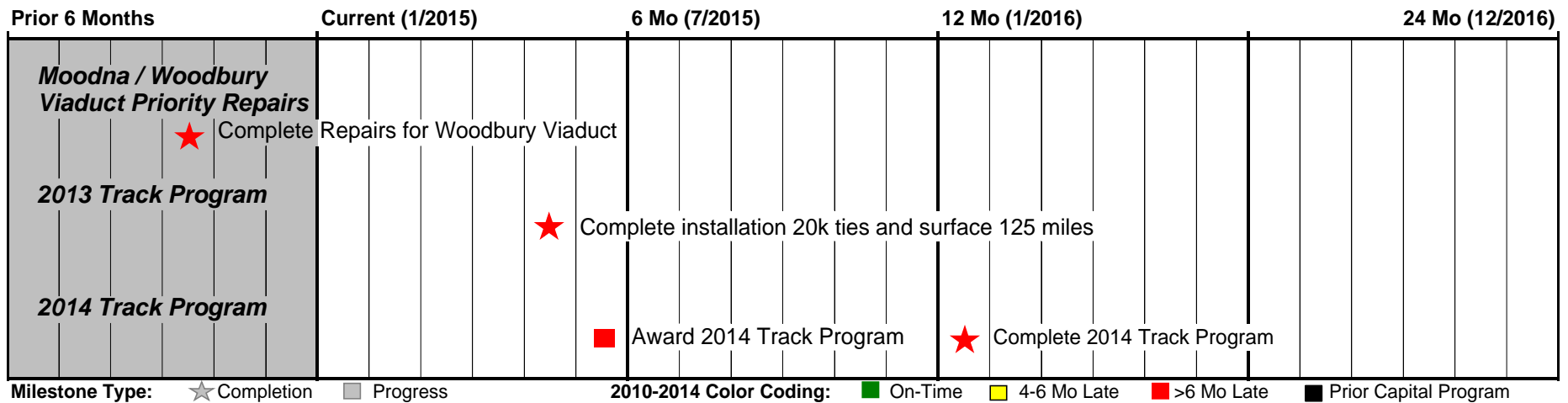
Program Description: Station rehabilitation work focuses on components in need of investment, so it varies by station. Work may include overpass replacement, platform replacement, canopy replacement, lighting, public address system, visual information system, tactile warning strips, parking expansion, guardrail, domestic water system, fire suppression system and other improvements.



Summary:	Previous 6 Months: Complete 1 Construction Award 1 Construction	0-6 Months: Complete 1 Design Complete 1 Construction	7-12 Months: Complete 1 Design Award 1 Construction	13-24 Months: Award 1 Construction Complete 1 Construction
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Note: Guardrail Replacement Mentoring Project – Only Mount Vernon Station was complete; the contract was terminated before the completion of the Pelham and New Rochelle Stations.

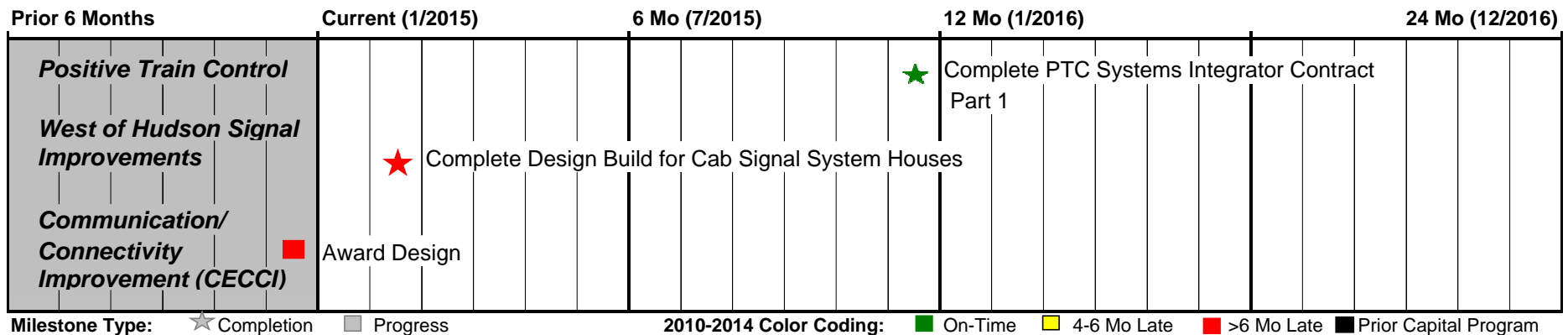
Program Description: The Structures program features concrete repairs of pier foundations, replacement of bearings and superstructure repairs at Moodna Viaduct. At the Woodbury Viaduct the repairs consist of reconstruction of the east abutment back wall and the pedestals supporting the superstructure. The annual track program focuses on installation of new ties as well as track resurfacing east of Hudson River.



Summary:	Previous 6 Months: Complete 1 Construction	0-6 Months: Complete 2013 Track Program Commence 2014 Track Program	7-12 Months:	13-24 Months: Complete 2014 Track Program
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Program Description: To increase safety and comply with federal mandates, a **Positive Train Control (PTC) system** will be installed throughout Metro-North territory in New York State (in coordination with LIRR). **West of Hudson Signal Improvements** will install a cab signal system including Positive Train Control for the Port Jervis Line, similar to MNR East of Hudson territory.

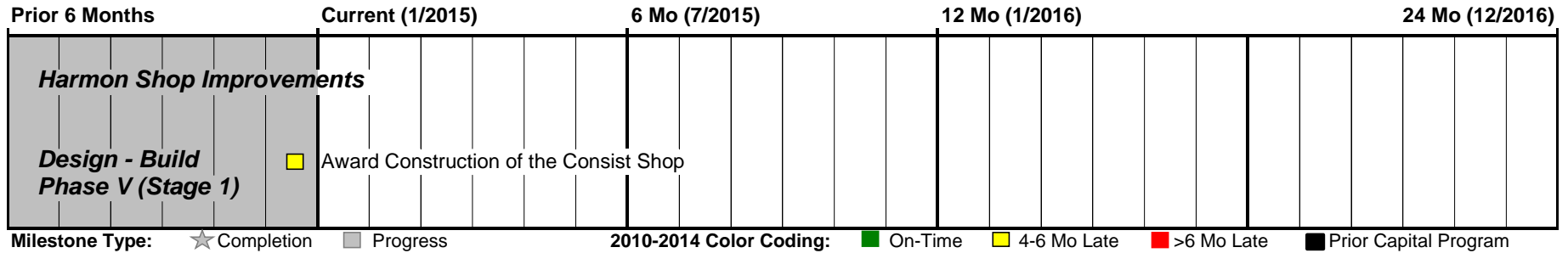
Initiate early Design efforts for the **Customer Service Initiatives (CSI) program** to provide real-time customer information to new and existing Visual Information Displays at all East of Hudson stations through the installation of new train information and public address system field equipment to provide departure time and destination, status, and track information to customers and employees. Ethernet-based network connectivity at each station will support the new system, provide ticket selling machine data communication upgrades, provide new ticket office workstations at key stations, and allow capability for remote CCTV and elevator monitoring/control.



Summary:	Previous 6 Months: Award 1 CECCI Design	0-6 Months: Complete 1 Design Build	7-12 Months: Complete PTC Systems Part1	13-24 Months:
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Shops and Yards

Program Description: At Croton-Harmon continue with the Harmon Shop Improvements Program, with focus on maintaining the integrity of the existing facilities and yard which includes repairs and upgrades. In addition perform preliminary engineering for the first stage of design to replace the existing Electric Car Facility.



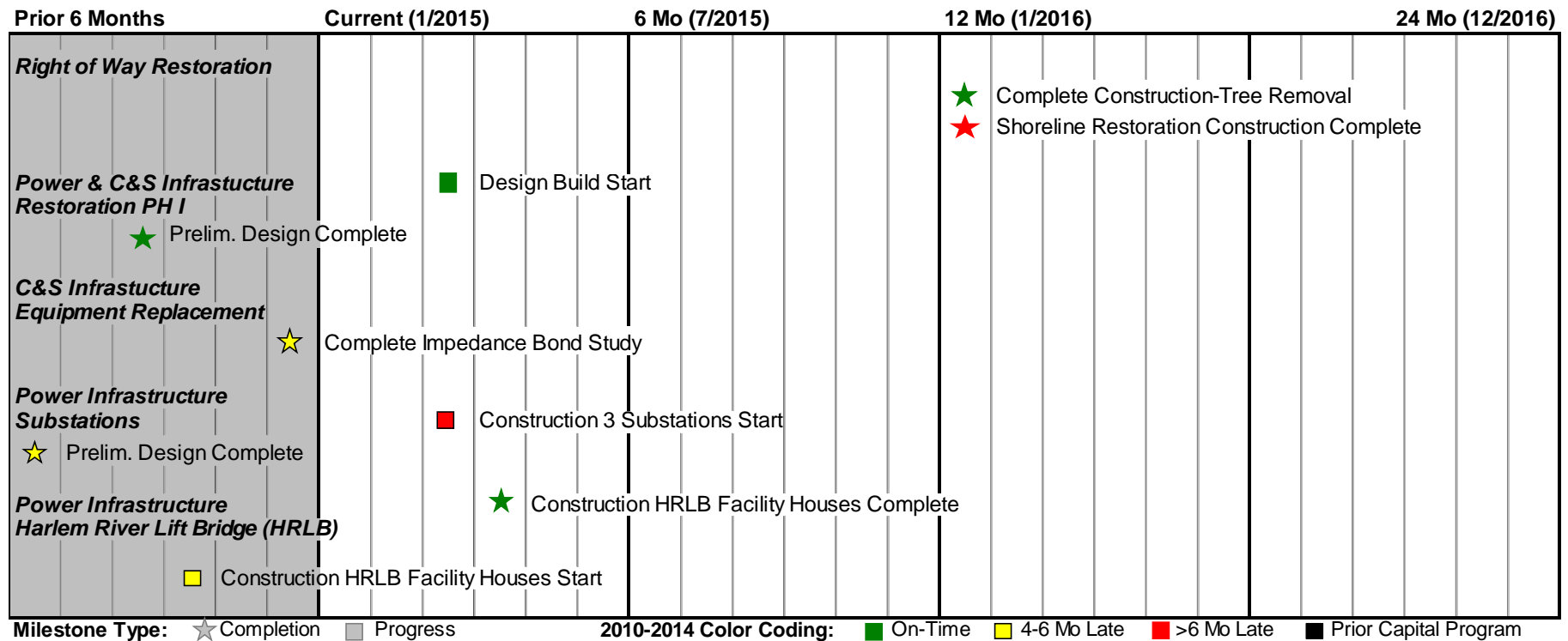
Summary:	Previous 6 Months: Start Design/Build	0-6 Months:	7-12 Months:	13-24 Months:
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Super Storm Sandy Recovery / Resiliency

**24 Month Look-ahead
MNR Capital Program**

January 2015 – December 2016

Program Description: Repair/replacement of storm-damaged equipment and infrastructure includes Rolling Stock Restoration, Right of Way Restoration, Power Infrastructure Restoration, and Communications and Signals (C&S) Infrastructure Equipment Replacement. In addition, resiliency projects are under development and will be implemented to better prepare the system for future storms and reduce impacts to service. These projects will be added to this Milestone report as their scopes and schedules are developed.

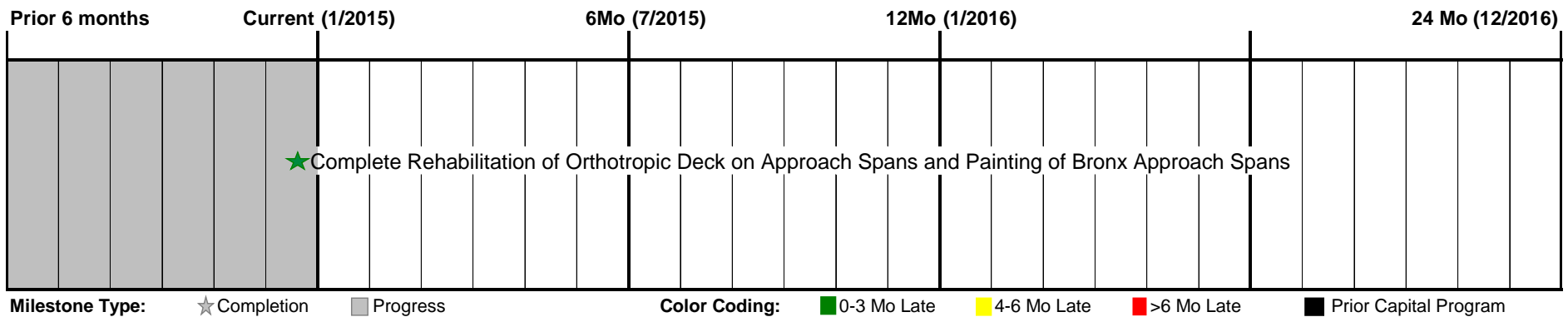


Summary:	<p>Previous 6 Months:</p> <ul style="list-style-type: none"> Complete 2 Prelim. Designs Complete Impedance Bond Study Start Construction HRLB Facility House 	<p>0-6 Months:</p> <ul style="list-style-type: none"> Commence 1 Design-Build Start Construction 3 Substations Complete HRLB Facility House Construction 	<p>7-12 Months:</p> <p>13-24 Months:</p> <ul style="list-style-type: none"> Complete Shoreline Restoration Complete Tree Removal
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MTA BRIDGES AND TUNNELS

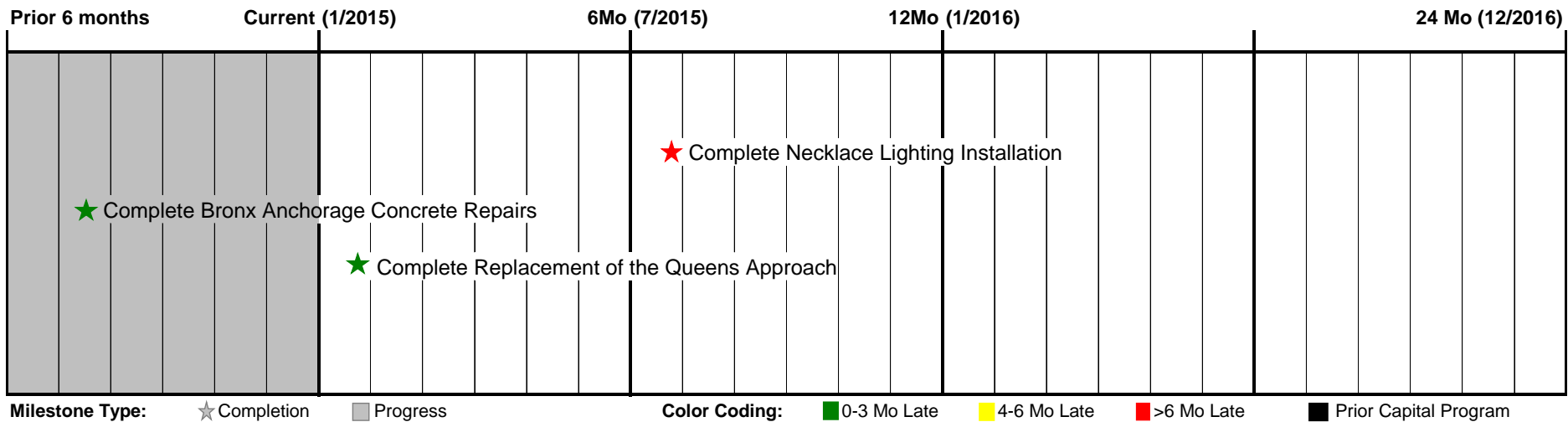
Throgs Neck Bridge

Program Description: The goal of the Throgs Neck Bridge Rehabilitation Program is to address the facility’s structural needs in order to maintain a state of good repair while also upgrading the bridge elements to current standards. Major work planned includes the replacement of roadway decks on the suspended span and approaches, rehabilitation of structural steel on suspended span and approaches, rehabilitation of the Bronx and Queens tower fender systems and painting of the approaches and tower fender systems.



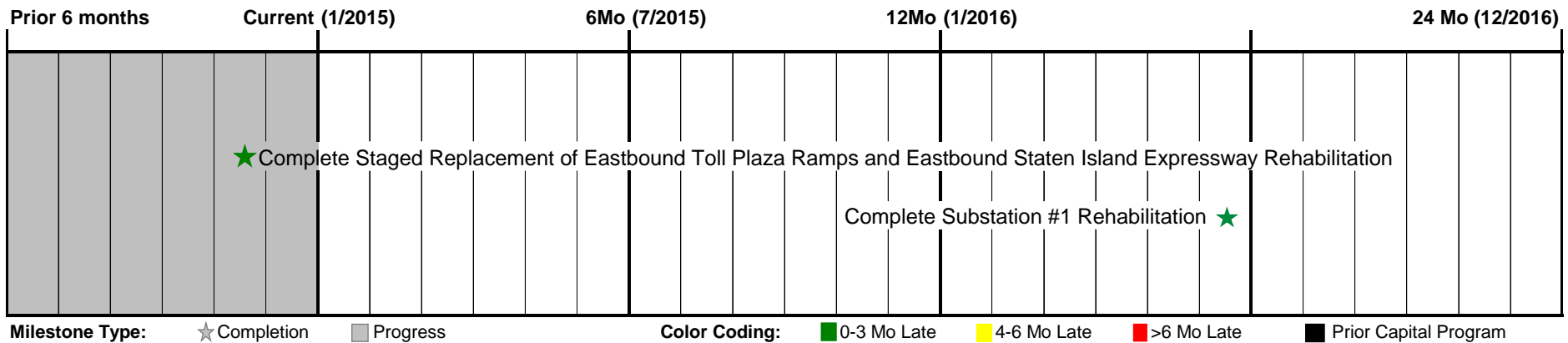
Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete Rehabilitation of Orthotropic Deck on Approach Spans and Painting of Bronx Approach Spans (December 2014)			

Program Description: The goal of the Bronx-Whitestone Bridge Rehabilitation Program is to perform work needed to maintain the bridge elements in a state of good repair and integrating the latest design standards in order to meet current and future capacity demand. Work planned at this facility will focus on the complete replacement of the Bronx and Queens Approaches including roadway deck slabs and superstructures, piers and pile foundation, repair of anchorages, and installation of necklace lighting.



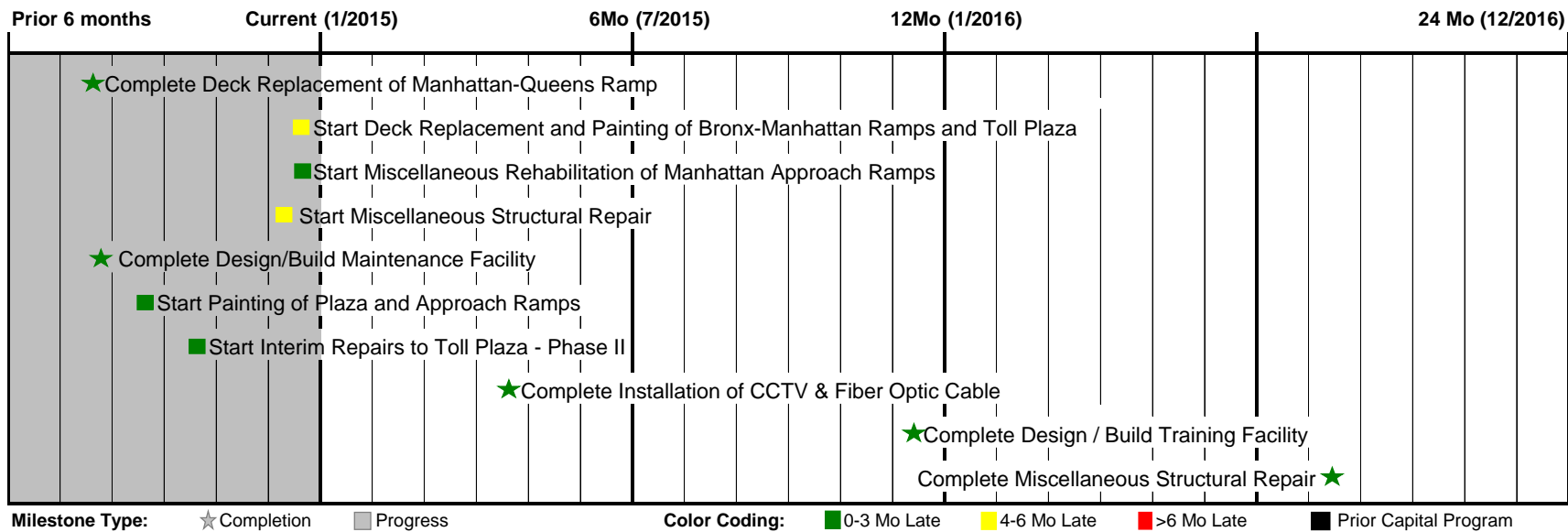
Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete Bronx Anchorage Concrete Repairs (August 2014)	Complete Queens Approach Replacement (January 2015)	Complete Necklace Lighting Installation (July 2015)	

Program Description: The goal of the Verrazano-Narrows Bridge Rehabilitation Program is to maintain the facility in a state of good repair by addressing ongoing structural needs of the facility and planning for the appropriate timing for improvements to be carried out. Work planned at this facility includes the replacement of the roadway deck on the suspended span, upgrade of toll plazas, and painting of the towers.



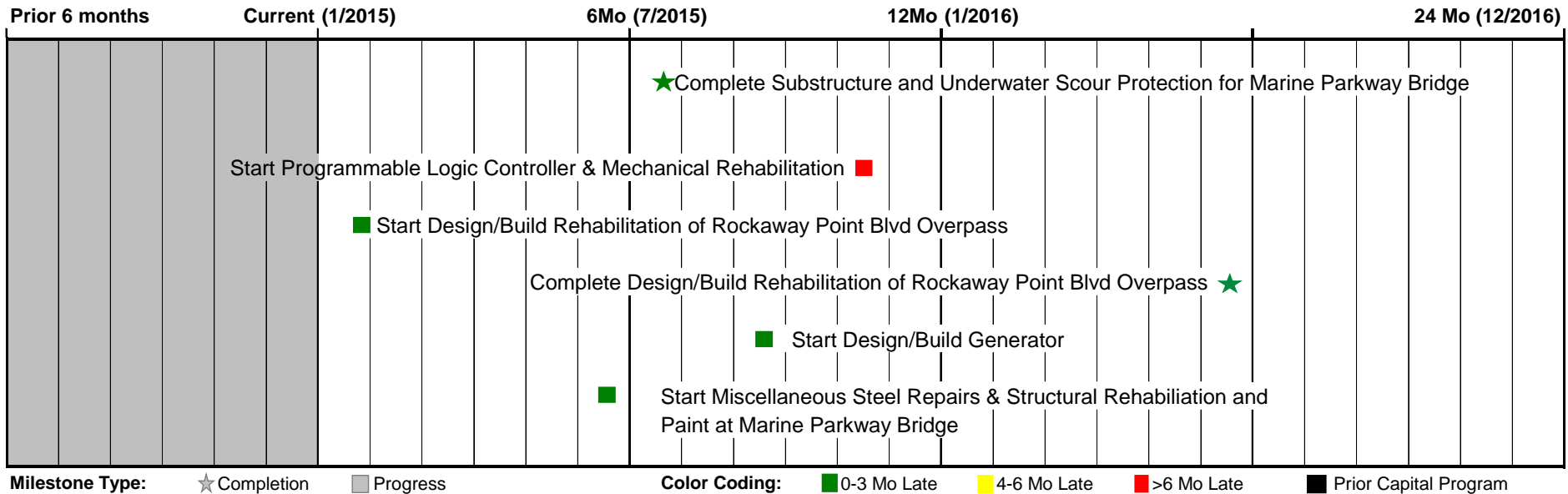
Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete Staged Replacement of East End Toll Plaza Ramps and E/B Staten Island Expressway Rehabilitation (November 2014)			Complete Substation #1 Rehabilitation (June 2016)

Program Description: The goal of the Robert F. Kennedy Bridge Rehabilitation Program is to continue efforts begun in 1995 to ensure that the facility and bridge elements are in a state of good repair. As a critical part of the regional network, continuous rehabilitation and maintenance of the bridge structure and upgrade of elements must be carried out to meet current standards and future demand in order to maintain a high level of service to customers. The most significant work planned at this facility includes the rehabilitation and reconstruction of the Bronx and Manhattan Toll Plazas, Manhattan Approach Ramps and replacement of the bridge deck's wearing surface.



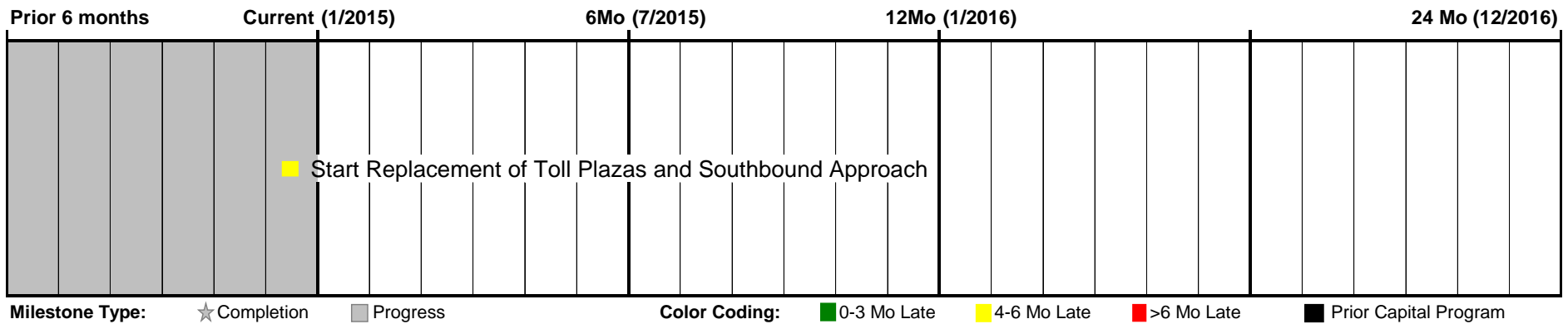
Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	<ul style="list-style-type: none"> Complete Deck Replacement of Manhattan-Queens Ramp (August 2014) Start Deck Replacement and Painting of Bronx-Manhattan Ramps and Toll Plaza (December 2014) Start Miscellaneous Rehabilitation of Manhattan Approach Ramps (December 2014) Start Miscellaneous Structural Repair (December 2014) Complete Design/Build Maintenance Facility (August 2014) Start Painting of Plaza and Approach Ramps (September 2014) Start Interim Repairs to Toll Plaza – Phase II (October 2014) 	<ul style="list-style-type: none"> Complete Installation of CCTV & Fiber Optic Cable (April 2015) 	<ul style="list-style-type: none"> Complete Design/Build Training Facility (December 2015) 	<ul style="list-style-type: none"> Complete Miscellaneous Structural Repair (August 2016)

Program Description: The goal of the rehabilitation programs at the Cross Bay and Marine Parkway Bridges is to maintain the bridge structure and elements in a state of good repair. The ongoing needs of these facilities are carefully planned to minimize inconvenience to customers while ensuring proper coordination between the two bridges since they serve a common corridor. Major work planned at these facilities includes the rehabilitation of the Superstructure and Substructure elements of the Cross Bay and Marine Parkway Bridges.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
		Start Design/Build Rehabilitation of Rockaway Point Blvd (January 2015) Start Miscellaneous Steel Repairs & Structural Rehabilitation and Paint at Marine Parkway Bridge (June 2015)	Complete Substructure and Underwater Scour Protection Work for Marine Parkway Bridge (July 2015) Start Design/Build Generator (September 2015) Start Programmable Logic Controller & Mechanical Rehabilitation (November 2015)	Complete Design/Build Rehabilitation of Rockaway Point Blvd (June 2016)

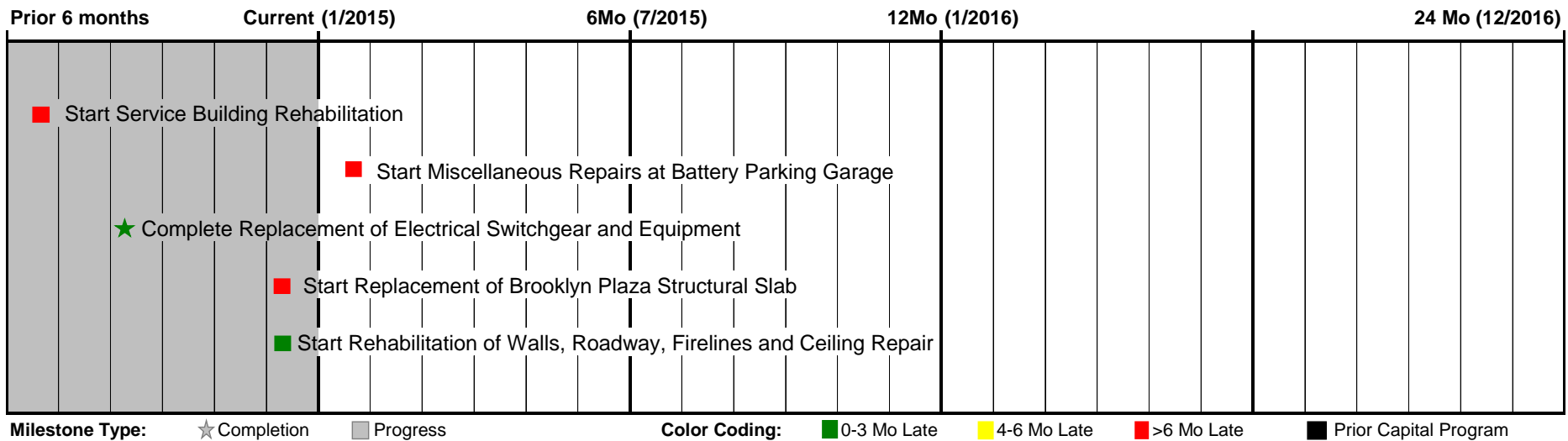
Program Description: The goal of the Henry Hudson Bridge Rehabilitation Program is to maintain the bridge elements in a state of good repair while minimizing inconvenience to the traveling public. B&T plans to continue these efforts by addressing rehabilitation needs of the upper level roadway deck and toll plaza area. In addition, the pilot project for All Electronic Tolling (AET) will be carried out at this facility.



Summary:

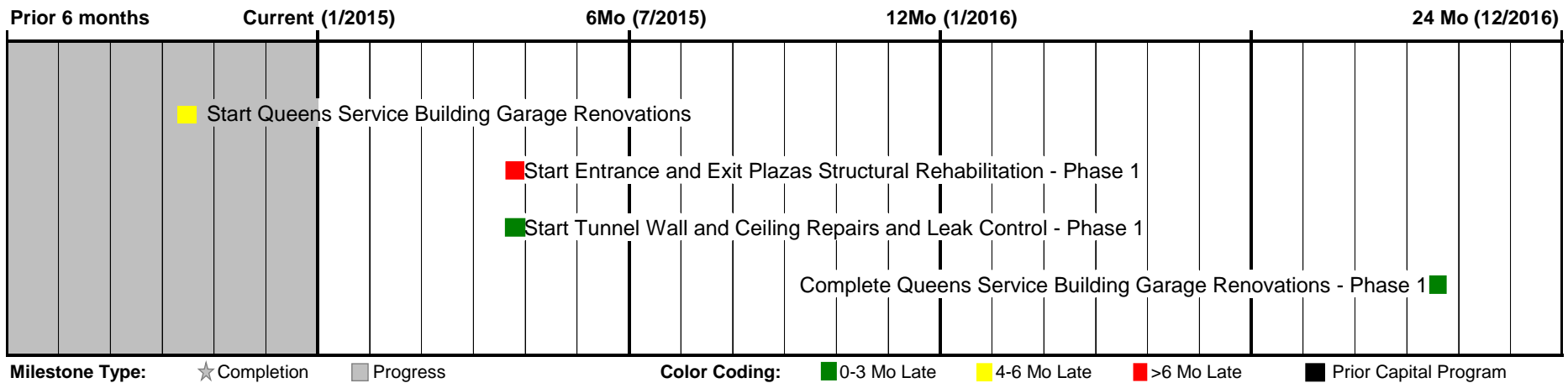
Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
Start Replacement of Toll Plazas and Southbound Approach (December 2014)			

Program Description: The goal of the Brooklyn Battery Tunnel (Hugh L. Carey Tunnel) Rehabilitation Program is to rehabilitate or replace deteriorated or outdated components of the facility and coordinating a sequence of projects that systematically address the needs of the various tunnel systems and elements while allowing for efficient tunnel operations. The most significant work planned at this facility includes the replacement of the electrical power system and rehabilitation of the tunnel roadway, wall, and ceiling.



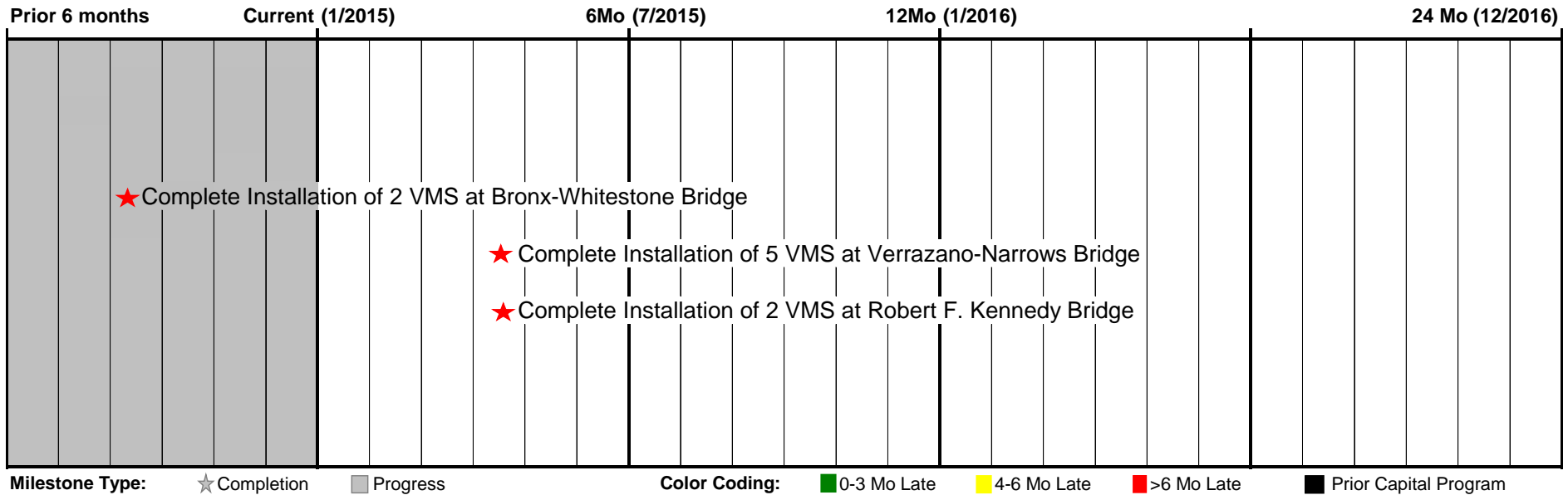
Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Start Service Building Rehabilitation (July 2014) Complete Replacement of Electrical Switchgear and Equipment (September 2014) Start Replacement of Brooklyn Plaza Structural Slab (December 2014) Start Rehabilitation of Walls, Roadway, Firelines and Ceiling Repair (December 2014)	Start Miscellaneous Repairs at Battery Parking Garage (January 2015)		

Program Description: The goal of the Queens Midtown Tunnel Rehabilitation Program is to maintain the facility in a state of good repair while upgrading tunnel elements to current standards. Work planned at this facility will focus on mechanical and electrical needs, including the upgrade of the tunnel ventilation system.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Start Queens Service Building Garage Renovations (October 2014)	Start Entrance and Exist Plazas Structural Rehabilitation – Phase 1 (April 2015) Start Tunnel Wall and Ceiling Repairs and Leak Control – Phase 1 (April 2015)		Complete Queens Service Building Garage Renovations (October 2016)

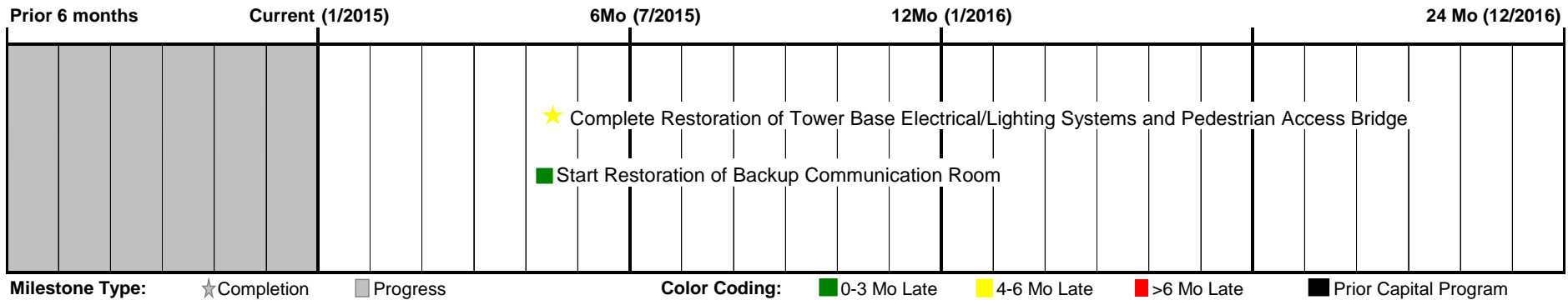
Program Description: The goal of B&T's ITS Program is to ensure that the systems and equipment used to support basic needs and services such as traffic management, safety, toll collection, and facility operations, are continuously improved and updated. As part of its on-going effort to enhance and implement the ITS Program, B&T will install and replace variable message signs (VMS) and upgrade toll systems and equipment based on established planned replacement intervals.



Summary:	Previous 6 Months: Complete Installation of 2 VMS at Bronx-Whitestone Bridge (September 2014)	0-6 Months: Complete Installation of 5 VMS at Verrazano-Narrows Bridge (April 2015) Complete Installation of 2 VMS at Robert F. Kennedy Bridge (April 2015)	7-12 Months:	13-24 Months:
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Super Storm Sandy Restoration Program Verrazano-Narrows Bridge

Program Description: Restoration of MTA Bridges and Tunnels facilities affected by Super Storm Sandy.

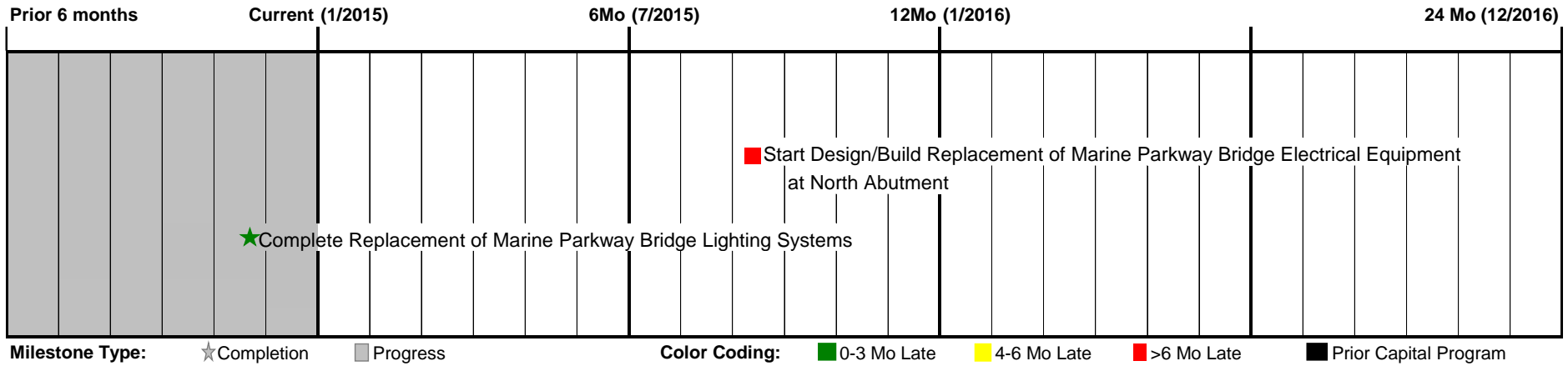


Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
		Complete Restoration of Tower Base Electrical/Lighting Systems and Pedestrian Access Bridge (May 2015)		
		Start Restoration of Backup Communication Room (May 2015)		

Note: Milestones shown in the previous quarterly update but not shown in this update have been accomplished via Operating Budget.

Super Storm Sandy Restoration Program Marine Parkway Bridge

Program Description: Restoration of MTA Bridges and Tunnels facilities affected by Super Storm Sandy.

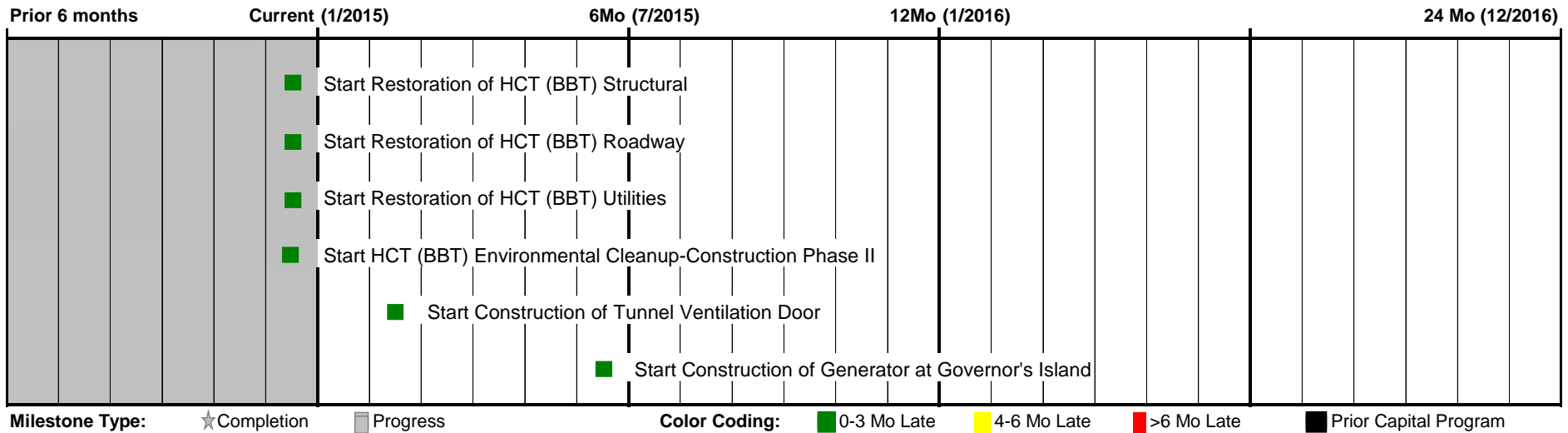


Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete Replacement of Marine Parkway Bridge Lighting Systems (November 2014)		Start Design/Build Replacement of Marine Parkway Bridge Electrical Equipment at North Abutment (September 2015)	

Note: Milestones shown in the previous quarterly update but not shown in this update have been accomplished via Operating Budget.

Super Storm Sandy Restoration Program Hugh L. Carey Tunnel

Program Description: Restoration of MTA Bridges and Tunnels facilities affected by Super Storm Sandy.

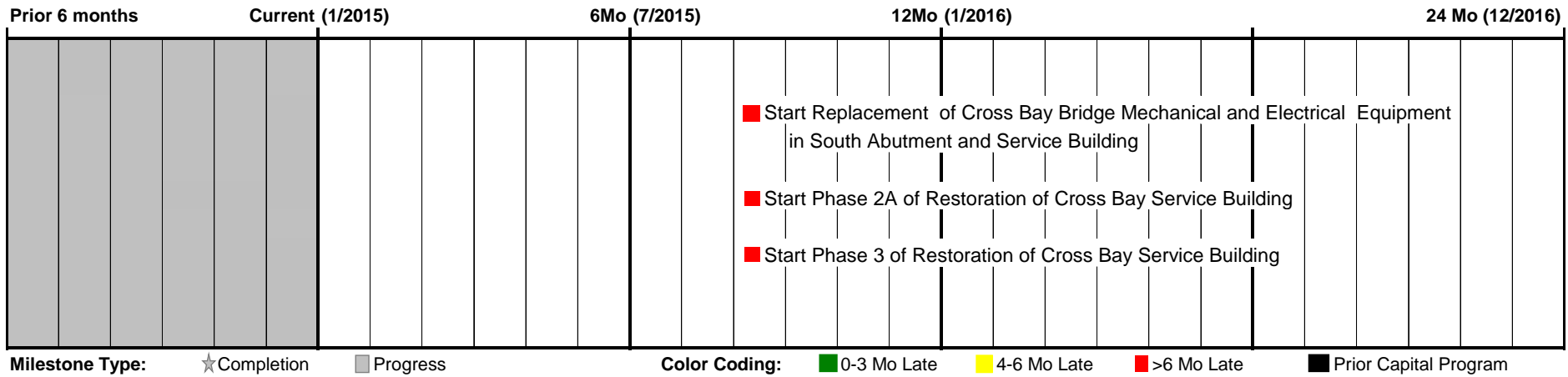


Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Start Restoration of HCT (BBT) Structural (December 2014)	Start Construction of Tunnel Ventilation Door (February 2015)		
	Start Restoration of HCT (BBT) Roadway (December 2014)	Start Construction of Generator at Governor's Island Vent Building (June 2015)		
	Start Restoration of HCT (BBT) Utilities (December 2014)			
	Start BBT (HCT) Environmental Cleanup-Construction Phase II (December 2014)			

Note: Milestones shown in the previous quarterly update but not shown in this update have been accomplished via Operating Budget.

Super Storm Sandy Restoration Program Cross Bay Bridge

Program Description: Restoration of MTA Bridges and Tunnels facilities affected by Super Storm Sandy.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
			<ul style="list-style-type: none"> Start Replacement of Cross Bay Bridge Mechanical and Electrical Equipment in South Abutment and Service Building (September 2015) Start Phase 2A of Restoration of Cross Bay Service Building (September 2015) Start Phase 3 of Restoration of Cross Bay Service Building (September 2015) 	

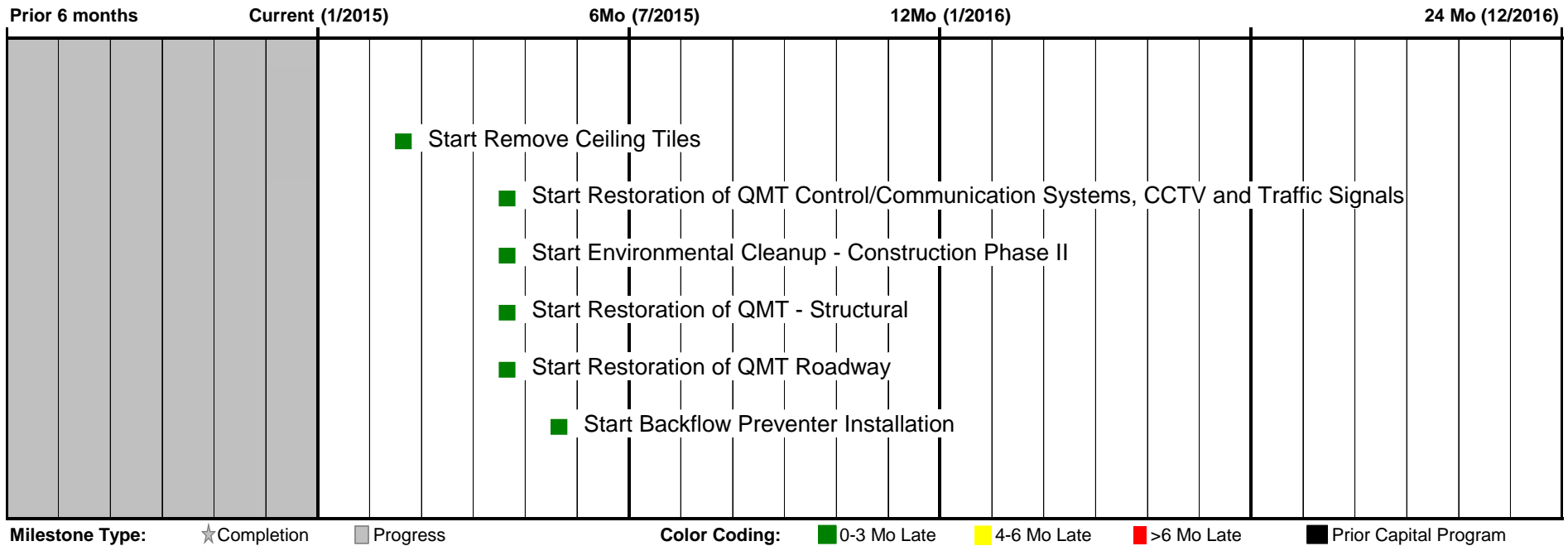
Note: Milestones shown in the previous quarterly update but not shown in this update have been accomplished via Operating Budget.

Super Storm Sandy Restoration Program

Queens Midtown Tunnel

January 2015 – December 2016

Program Description: Restoration of MTA Bridges and Tunnels facilities affected by Super Storm Sandy.



Summary:

Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	<ul style="list-style-type: none"> Start Removing Ceiling Tiles (Feb 2015) Start Restoration of QMT Control/Communication Systems, CCTV and Traffic Signals (April 2015) Start Environmental Cleanup - Construction Phase II (April 2015) Start Restoration of QMT – Structural (April 2015) Start Restoration of QMT Roadway (April 2015) Start Backflow Preventer Installation (May 2015) 		

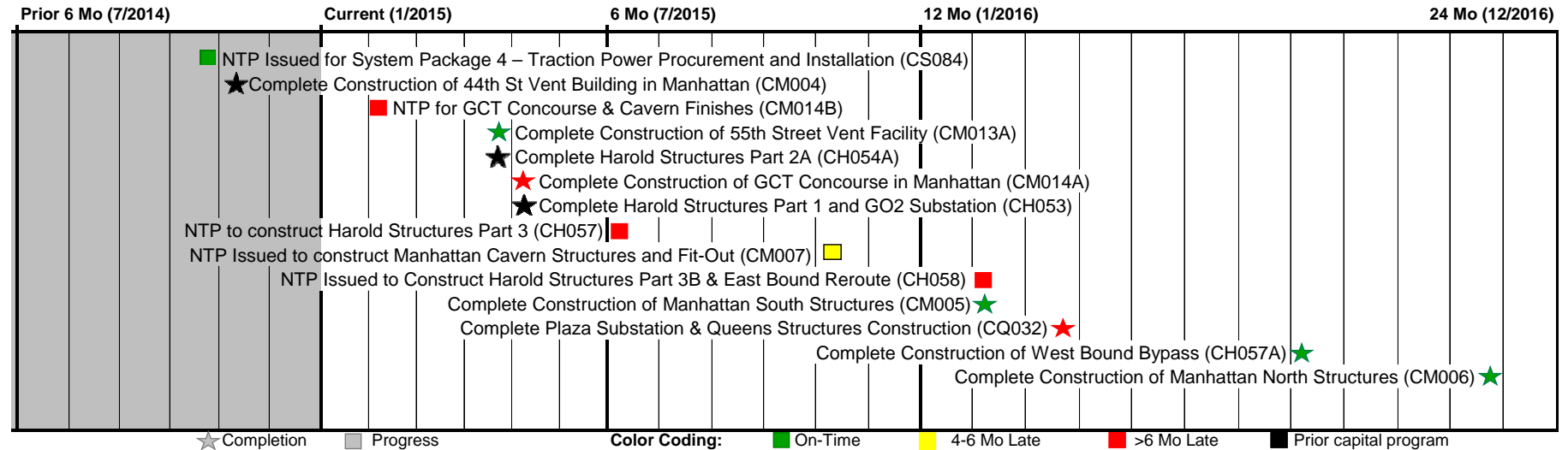
Note: Milestones shown in the previous quarterly update but not shown in this update have been accomplished via Operating Budget.

MTA CAPITAL CONSTRUCTION

East Side Access

MTA Capital Construction

Program Description: The East Side Access Project will connect the Long Island Rail Road (LIRR) to Grand Central Terminal (GCT) in Manhattan. The scope of the project includes new tunnels in Manhattan and Queens, new tracks, crossovers, and bypasses within Harold Interlocking in Queens, a new terminal station underneath and within Grand Central Terminal, new street entrances, and new shops and yards. The new connection will increase the LIRR's capacity to Manhattan, and dramatically shorten travel time for Long Island and eastern Queens commuters traveling to the east side of Manhattan.



Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	NTP Issued for Traction Power Systems; Complete Construction of 44 th Street Vent Building in Manhattan	NTP for GCT Concourse & Cavern; Complete Construction of GCT Concourse; Complete Construction of 55 th Street Vent Facility; Complete Harold Structures Part 2A; Complete Harold Structures Part 1; NTP to Construct Harold Structures Part 3	NTP to Construct Harold Structures Part 3; NTP for Manhattan Cavern Structures and Fit-Out	NTP for East Bound Reroute; Complete Manhattan South Structures; Complete Plaza Substation & Queens Structures; Completion of West Bound Bypass; Complete Manhattan North Structures

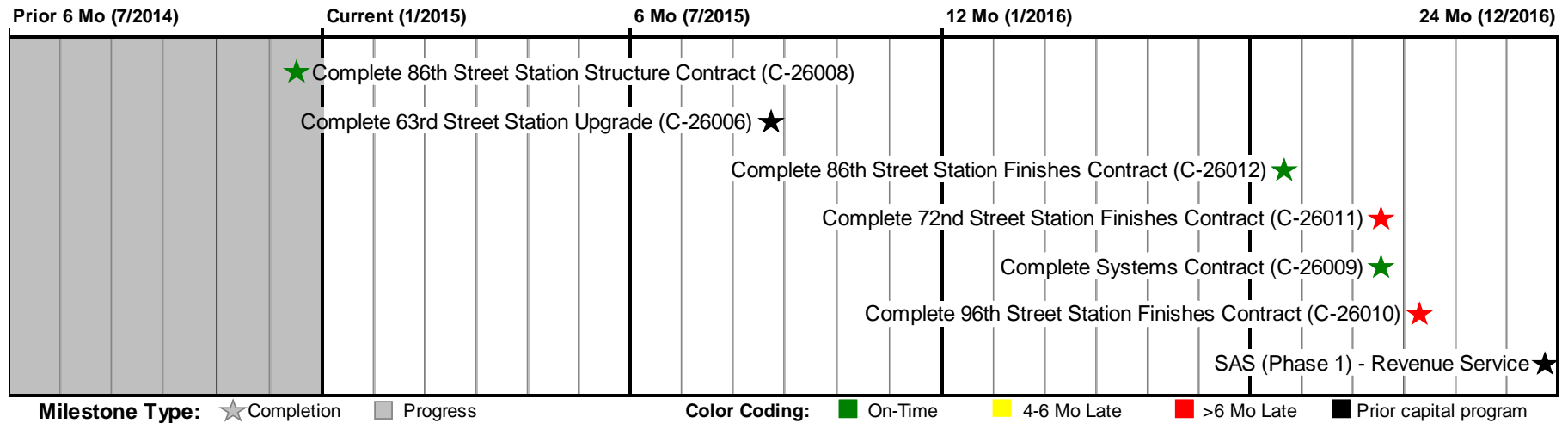
Contract Descriptions:

- CM004 – 44th St Demolition, Construct Fan Plant Structure & 245 Park Ave Entrance
- CM005 – Manhattan South Structures
- CM006 – Manhattan North Structures
- CM007 – Manhattan Cavern Structures and Fit-Out
- CM013A – 55th Street Vent Facility in Manhattan
- CM014A – GCT Concourse
- CM014B – GCT Concourse & Cavern Finishes

- CH053 – Harold Structures 1
- CH054A – Harold Structures 2A
- CH057 – Harold Structures 3A & West Bound Bypass
- CH057A – West Bound Bypass Early Work
- CH058 – Harold Structures 3B & East Bound Reroute
- CQ032 – Plaza Substation & Queens Structures
- CS084 – System Package 4 – Traction Power Procurement and Installation
- VS086 – Signal Systems Procurement

Note: Further information on capital project milestones can be found on the MTA Capital Program website: <http://web.mta.info/capital/>

Program Description: The Second Avenue Subway includes tunnels from 105th Street and Second Avenue to 63rd Street and Third Avenue, with new stations along Second Avenue at 96th, 86th and 72nd Streets and new entrances to the existing Lexington Avenue/63rd Street Station at 63rd Street and Third Avenue. This project will reduce congestion on the Lexington Avenue line and improve access to mass transit for residents of the far East Side of Manhattan. Stations will have elevator connections from street-level to station mezzanine to platforms in compliance with the Americans with Disabilities Act.



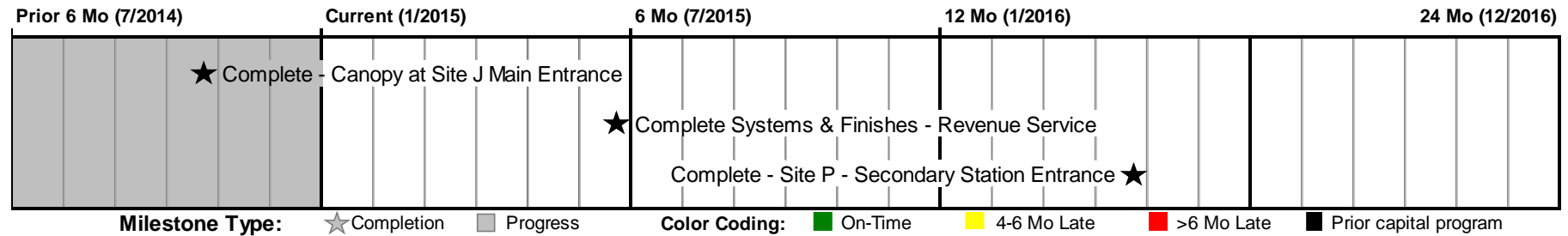
Summary:	Previous 6 Months:	0-6 Months:	7-12 Months:	13-24 Months:
	Complete 86 th Street Station Structure Contract		Complete 63 rd St Station Upgrade Contract	Complete 72 nd Street Station, 86 th Street Station, and 96 th Street Station Finishes Contracts; Complete Systems Contract; SAS (Phase 1) – Revenue Service

Contract Descriptions:

- C-26006 – 63rd Street Station Upgrade
- C-26008 – 86th Street Station Mining & Lining
- C-26009 – Systems
- C-26010 – 96th Street Station Finishes
- C-26011 – 72nd Street Station Finishes
- C-26012 – 86th Street Station Finishes

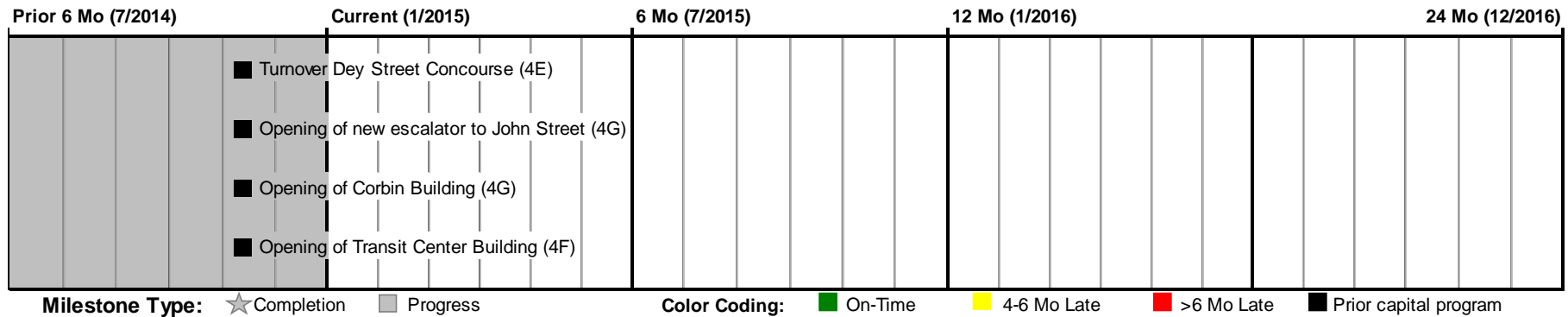
7 Line Extension

Program Description: The 7 Line Extension will extend the existing 7 Line from its current terminal at Times Square to 11th Avenue and 34th Street. The scope of the project includes construction of over a mile of new tunnels and a new terminal station at 34th Street and 11th Avenue. The project will support planned development on the far west side of Manhattan and provide improved transit access to the Javits Convention Center.



Summary:	Previous 6 Months: Complete Canopy at Site J Main Entrance	0-6 Months: Complete Systems & Finishes Contract – Revenue Service	7-12 Months:	13-24 Months: Complete Site P Contract
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Program Description: The Fulton Center project at the corner of Fulton Street and Broadway will improve connections to the Lower Manhattan stations of existing subway lines: 4/5, A/C, J/Z, 2/3, R, 1 and E. The project will include a new Fulton Center building, underground passageways, improved mezzanine and platform access and improved American with Disabilities access. These investments will improve travel for hundreds of thousands of daily commuters, Lower Manhattan residents and visitors and better connect the subway with the World Trade Center site, PATH transit services and the World Financial Center.



Summary:	Previous 6 Months: Turnover Dey Street Concourse; Opening of new escalator to John Street; Opening of Corbin Building; Opening of Transit Center Building	0-6 Months:	7-12 Months:	13-24 Months:
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Contract Descriptions:

- 4E – Dey Street and R Underpass Finishes
- 4F – Transit Center Building
- 4G – Corbin Building Reconstruction