

Testimony Prepared by Michael Horodniceanu
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for the Public Hearing of the
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250 Broadway, New York City

Good Morning. My name is Michael Horodniceanu and I am the President of the MTA Capital Construction Company. Our agency is responsible for the construction of the MTA's four Mega Projects – the Second Avenue Subway, The Fulton Center, East Side Access and the extension of the No. 7 Line.

I would like to take this opportunity to briefly talk about each project and provide the Committee members with an update on progress as well highlights of our major challenges.

The first phase of the Second Avenue Subway project, which, as you know, had been discussed for decades, is well on its way to completion and is on schedule to open for service in December 2016 and currently projected to be completed under budget. In June of this year we awarded the last contract for the project and the huge muck houses, which were built to excavate the station caverns, have begun to be dismantled. As we move towards the completion of the project our greatest challenge will be the coordination and installation of the various system components such as track, signals, communications and power, with the stations construction. We have a great management team and some of the top contractors in the country and feel confident that we will meet these challenges and open the long awaited Second Avenue Subway in December of 2016

There has been much speculation about the next phase of the Second Avenue Subway. At this time, it is somewhat premature for me to say anything more than that the issue is one of the many under discussion as part of the MTA's development of the 2015-2019 Capital Plan.

As many of you know, eleven (11) different subway lines converge at stations within Lower Manhattan in the vicinity of Fulton Street. Constructing a facility that integrates all these lines and accommodates a projected 300,000 daily subway riders as well as passengers coming from the PATH system, requires the creation of an environment that will be both a seamless passenger experience as well as a true great public space that will contain state of the art electronic way finding, exciting retail and commercial activities and become a destination point for the Lower Manhattan area. This has been the goal of this \$1.4 billion project since we started construction in 2007. I think that in the summer of 2014 when opened, the Fulton Center will have achieved these objectives and I am pleased to report to you that we are on budget and on schedule to open this new station in June of next year.

The Fulton Center will also have about 60,000 square feet of new retail and commercial space and MTA will shortly be designating a "master lessee" to manage the leasing of this space.

Of the four projects that the MTACC now manages clearly the most challenging has been East Side Access.

East Side Access will create a new station for the Long Island Railroad customers about 160 feet below the Grand Central Terminal and shorten the commute for 160,000 LIRR riders in and out of Manhattan by 40 minutes. Significant progress has been made on the project and if one is to visit the area under Grand Central Terminal today you will be able to observe that all tunnels and caverns excavation has been completed. In Queens, while working in the area known as Harold Interlocking, which is the busiest passenger rail interlocking in North America; we have completed all of the tunnels (2.1 mi). As part of the MTA's process of applying for a RRIF loan from the Federal Railroad Administration, we are currently coordinating with the FRA on a review of our strategy to complete the project.

The next steps, currently underway, are to complete the tunnels' lining, construct the station fit-out and install the rail, power and communication systems. The challenge is to successfully coordinate the Manhattan concrete tunnel lining and station architectural finishes with the complex systems installation activities.

Second, the work in Harold will continue to require the need for the Long Island Railroad and Amtrak forces to coordinate their work with third party contractors as we move forward to install the signals, power, track and communications infrastructure necessary to support the East Side Access operations.

The last project I would like to mention before I conclude is the No. 7 Line extension on the Far West Side of Manhattan. This project extending from 42nd Street west to 11th Avenue and south to 26th Street was planned to encourage and support future economic development in the area and is funded by the City of New York, using a tax-increment financing mechanism. Current estimates, forecast that the project will be completed in the summer of 2014 and within budget. The major work now underway is focused on track and systems installation.