



**Metropolitan Transportation Authority**

# Capital Program Oversight Committee Meeting

## June 2017

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### Committee Members

F. Ferrer, Acting Chair

I. Greenberg

S. Metzger

J. Molloy

M. Pally

J. Samuelsen

L. Schwartz

P. Trottenberg

J. Vitiello

P. Ward

C. Wortendyke

N. Zuckerman

# **Capital Program Oversight Committee Meeting**

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

**Monday, 6/19/2017  
1:15 - 2:15 PM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES MAY 22, 2017**

*- Minutes from May '17 - Page 3*

## **3. COMMITTEE WORK PLAN**

*- 2017 - 2018 CPOC Committee Work Plan - Page 6*

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

- Progress Report on Cortlandt Street #1 Line - Page 8*
- IEC's Project Review on Cortlandt Street #1 Line - Page 18*
- IEC's Cortlandt Street #1 Line Appendix - Page 23*
- Progress Report on East Side Access - Page 24*
- IEC's Project Review on East Side Access - Page 34*
- IEC's ESA Appendix - Page 40*
- Update on Second Avenue Subway - Page 41*
- Update on Penn Station Access Project - Page 47*

## **5. LIRR and MNR POSITIVE TRAIN CONTROL (PTC) UPDATE**

- Progress Report on PTC - Page 52*
- LIRR and MNR PTC Appendix - Page 64*
- IEC's Project Review on PTC - Page 68*

## **6. CAPITAL PROGRAM STATUS**

*- Commitments, Completions, and Funding Report - Page 72*

## **7. QUARTERLY TRAFFIC LIGHT REPORTS**

*- First Quarter 2017 Core & Sandy Traffic Light Reports - Page 82*

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

*- CPOC Change Order Report - All Agencies - Page 130*

Date of next meeting: Monday, July 24, 2017 at 1:45 PM

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**May 22, 2017**  
**New York, New York**  
**1:45 P.M.**

MTA CPOC members present:

Hon. Fernando Ferrer  
Hon. Ira Greenberg  
Hon. Susan Metzger  
Hon. Mitchell Pally  
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. John Molloy  
Hon. John Samuelsen  
Hon. Lawrence Schwartz  
Hon. Polly Trottenberg  
Hon. James Vitiello  
Hon. Neal Zuckerman  
Hon. Peter Ward

MTA Board members present:

Hon. Andrew Albert  
Hon. Veronica Vanterpool

MTA staff present:

Veronique Hakim  
Donald Spero  
Michael Wetherell

LIRR Staff present:

Paul Dietlin

MNR Staff present:

John Kennard

Independent Engineering Consultant staff present:

Mark Cosmedy  
Joe DeVito  
Calvin Gordon  
Mohammad Mohammadinia

\* \* \*

Acting Chairman Ferrer called the May 22, 2017 meeting of the Capital Program Oversight Committee to order at 1:45 P.M.

**Public Comments Period**

There was one public speaker in the public comments portion of the meeting: Jason Pineiro.

**Meeting Minutes**

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on April 24, 2017.

### **Committee Work Plan**

Mr. Spero announced that there were no changes in the Work Plan.

### **LIRR Capital Program Update**

Mr. Dietlin provided an overview of LIRR's 2017 Capital Program Goals, including commitment, start, completion and closeout goals. He then cited several active construction projects, the Cyclical Track Renewal Program, Signal Normal Replacement and Power Asset Replacement Programs, and Sandy Restoration Projects. In addition, he provided details on Jamaica Capacity Improvements and the Main Line Double Track Project. In its Project Review of the Jamaica Capacity Improvements (JCI) Phase I, the IEC reported that the project is on budget, and that notwithstanding the slippage of one of the key interim milestones, the overall JCI Phase I project remains on schedule. The IEC then observed that LIRR needs to have an integrated program schedule, as there are several competing projects that have key milestone activities and forecasted substantial completion dates in 2018. In its Project Review of the Main Line Double Track, the IEC reported that the project is on budget and that appropriate contingency remains in the project budget, and that while the project is on schedule, in the opinion of the IEC, the total project schedule is aggressive with minimal float. Among its observations, the IEC cited a point made previously, i.e., that a delay in signal delivery is both a cost and schedule risk to the project. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

### **MNR Capital Program Update**

Mr. Kennard gave an overview of MNR's 2017 Capital Program Goals, and then provided details on the Superstorm Sandy Restoration/Resiliency Projects, as well as the Harmon Shop Replacement Design-Build Phase V – Stage I and Stage II Project; he then finished his presentation by citing upcoming Design-Build projects. In its Project Review of the Hudson Line Sandy Restoration, the IEC agreed with MNR that Phase I is presently about 18 months behind schedule. The IEC further cited that production rates have not reached the level estimated during preliminary design, and that the overall project completion date will be known when the contractor adds the Phase II work to the Phase I schedule. With respect to budget, the IEC cited an earlier report indicating that the existing budget will need to be increased due to an expected increase in monthly soft costs. Among its observations, the IEC agreed with MNR that there is a potential to increase the production rates in the next stages due to the expectation of fewer site constraints and flagging efficiency in the future. In its Project Review of the Harmon Consist Shop Replacement, Phase V, Stage 1, the IEC stated that the project is within budget, with remaining contingency sufficient to reach substantial completion. With respect to schedule, the IEC stated that while all of the contract interim milestones have been met or are on schedule, the contractor's latest schedule update indicates a potential 3-month delay to completion due to a delay in the submission process for the procurement of some shop equipment. Among its findings, the IEC cited the following: the major budget risks identified during the risk assessment regarding design changes and increased scope have not been realized and are now less likely to occur; with respect to schedule risks, procurement of equipment, including axle inspection station, fire standpipe and the Building Management System, are on the critical path. Finally, the IEC stated that while Stage 1 should be complete before the start of Stage 2, the IEC believes it is unlikely that all of the current delay can be recovered. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

### **MTA Capital Program Commitments & Completions and Funding**

Ms. Hakim reported on 2017 Commitment and Completion goals through April. The MTA plans \$7.3 billion in commitments, including 51 major commitments that will be tracked throughout the year. Through April, the MTA made 13 major commitments, 11 were on time and 2 were delayed. Seven major commitments are delayed, but are still forecast to be made this year. Through April, agencies committed \$1.6 billion versus a \$2 billion year-to-date goal; the shortfall is mainly due to 7 delayed major commitments listed in the report. By year end, the MTA forecasts meeting its 2017

commitments goal. In terms of completions, the agencies plan a total of \$5.0 billion, including 34 major completions that will be tracked throughout the year. The MTA has achieved 5 of its major completions year-to-date. Two major completions are delayed, but are still expected to be achieved this year. Through April, agencies completed \$480 million versus a \$700 million year-to-date goal; the shortfall is due to two delayed major completions listed in the report. By year end, the MTA forecasts meeting or exceeding its completions goal.

### **Adjournment**

Upon motion duly made and seconded, Acting Chairman Ferrer adjourned the May 22, 2017 meeting of the MTA Capital Program Oversight Committee at 2:35 PM.

Respectfully submitted,  
Michael Jew-Geralds  
Office of Construction Oversight



## **2017-2018 CPOC Committee Work Plan**

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I. Recurring Agenda Items

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

II. Specific Agenda Items

**July**

NYCT Capital Program Update

- Communication Based Train Control (CBTC)
- Sandy Recovery and Resiliency Update
- Update on Track Program

**September**

Quarterly MTACC Capital Program Update

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

Update on Minority, Women and Disadvantaged Business Participation

Update on Small Business Development Program

Quarterly Change Order Report

Quarterly Traffic Light Reports

**October**

LIRR Capital Program Update

- Jamaica Capacity Improvements
- Main Line Double Track

MNR Capital Program Update

- Harmon Shop Replacement
- Hudson Line Sandy Restoration
- Customer Information System

LIRR and MNR Joint Update on Rolling Stock

LIRR and MNR Update on Positive Train Control (PTC)

Update on Capital Program Security Projects (in Executive Session)

**November**

NYCT Capital Program Update

NYCT, LIRR, MNR Update on New Fare Payment System

CPOC Committee Charter Review

**December**

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

**January**

NYCT Capital Program Update

**February**

B&T Capital Program Update  
LIRR and MNR Update on Positive Train Control (PTC)  
Update on Minority, Women and Disadvantaged Business Participation

**March**

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

**April**

NYCT Capital Program Update  
Update on Capital Program Security Projects (in Executive Session)

**May**

LIRR and MNR Capital Programs Update  
NYCT, LIRR, MNR Update on New Fare Payment System

**June**

Quarterly MTACC Capital Program Update  
LIRR and MNR Update on Positive Train Control (PTC)  
Quarterly Change Order Report  
Quarterly Traffic Light Reports

# **MTACC Quarterly Progress Report to CPOC**

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

June 19, 2017



## Project Overview

### Overall Status

Item	Comments
Schedule	Current Revenue Service Date is trending toward December 2018
Cost	Current Budget is \$158.4 million. The May 2017 Capital Plan Amendment, pending final approval, will add an additional \$23.4M for Risk Reserve

### Highlights

#### Progress

- Installed smoke exhaust ductwork at platform level
- Completed new electrical service and communications conduit within southbound platform to mezzanine
- Installed steel column covers for nine columns at north mezzanine
- Penetrated through Liberty St. slurry wall and installed new Normal and Reserve service electrical feeder conduit from Liberty St to Cortlandt St station EDR
- Demolished PATH North Temp Access (NTA) Caissons at mezzanine level

## Project Overview

### Highlights

#### 90 Day Look Ahead

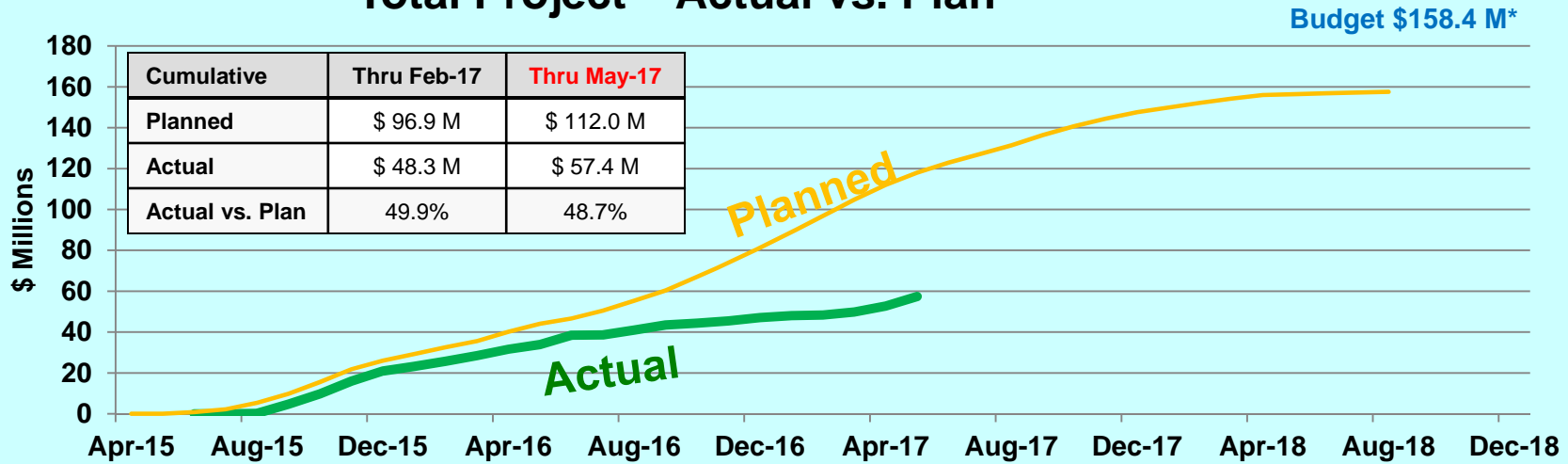
- Demolish PATH North Temp Access (NTA) Caissons at fan plant level
- Continue northbound and southbound platform construction
- Coordinate and install Con Edison Reserve and Normal Power Property Line Boxes and associated feeder conduits (2 months later – coordinating with Con Edison)
- Demolish sidewalk vault for installation of new Con Edison transformer vault (2 months later – coordinating with Con Edison and 114 Liberty)

# Cortlandt

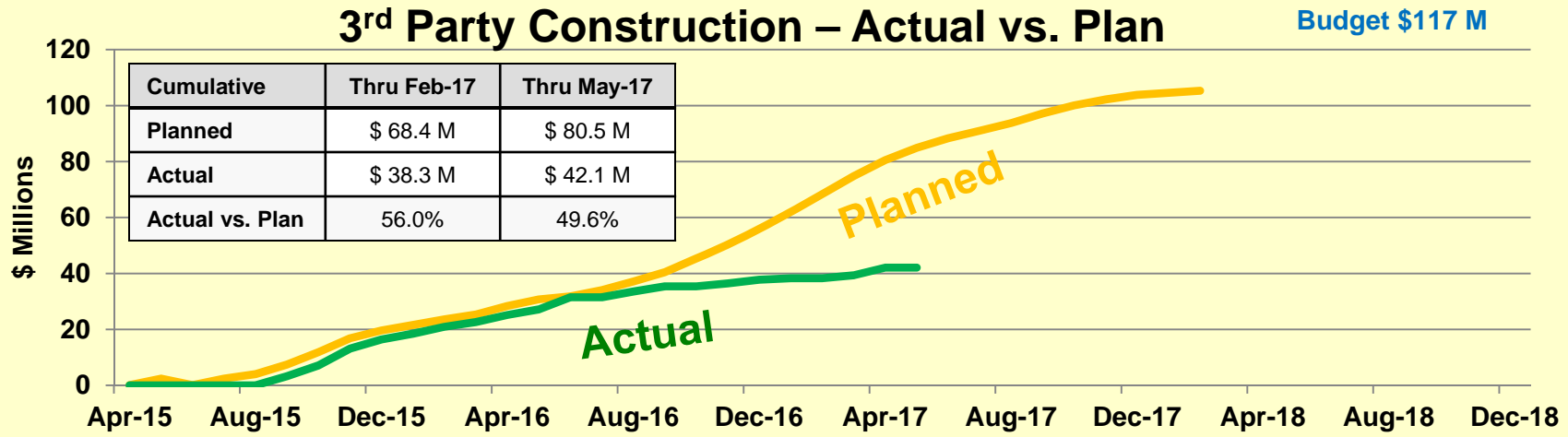


## Cost & Schedule Performance

### Total Project – Actual vs. Plan



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

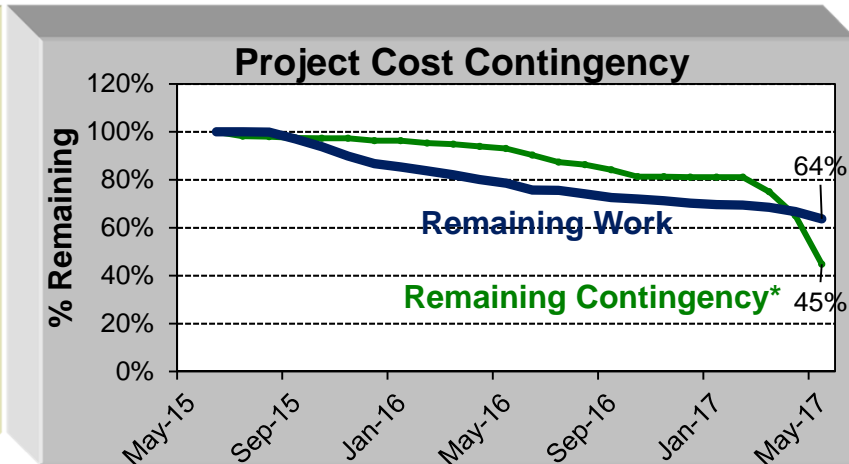
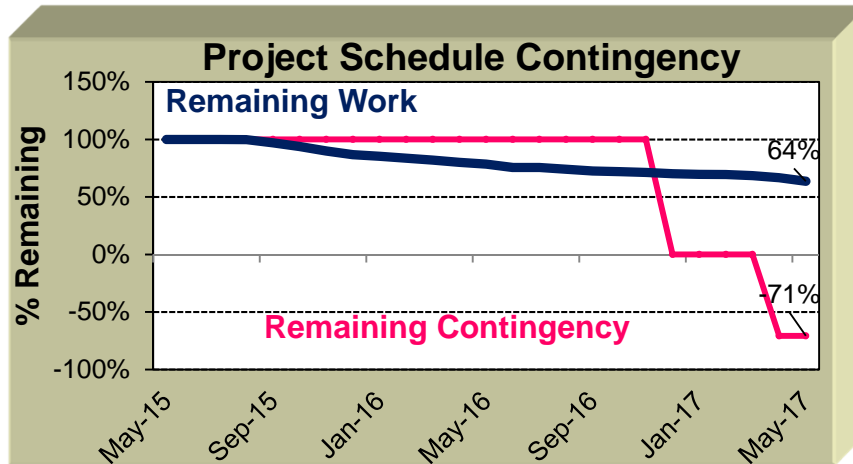


\* Current Budget is \$158.4 M. The pending May 2017 Capital Plan Amendment will add an additional \$23.4M for Risk Reserve

June 19, 2017

## Cortlandt

# Cost & Schedule Contingency Status



\* Current contingency of \$16.5M will be increased to \$39.9M upon approval of Capital Plan Amendment, which included a \$23.4M Risk Reserve


- 2015 schedule contingency: 181 days (6 months)
- Current schedule contingency has been exhausted due to modifications from original Port Authority Contract to meet NYCT requirements for mechanical, communications and electrical systems.
- Revenue Service is currently forecasted for December 2018

- Original Budget contingency was established at \$16.5 million
- Current remaining contingency is \$7.4 million, a reduction of \$6.0 million since the last report due to negotiation of the Bulletin 2 design changes
- Additionally, the pending May 2017 Capital Plan Amendment will add an additional \$23.4M for risk reserve.




## Cortlandt



## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Construction of West Bathtub Vehicle Access (WBVA) Foundation by PANYNJ for Installation of Vesey Street Entrances</b>	<b>December 2017</b>	<p><b><u>Issue:</u></b> Potential delays by The Port Authority of New York and New Jersey (PANYNJ) in building the West Bathtub Vehicle Access (WBVA) foundation could prevent the emergency stair and elevator on the north end from being constructed on time.</p> <p><b><u>Impact:</u></b> If full access, including completion of the foundation and below-grade structure of the WBVA, is not provided by PANYNJ by December 2017, the revenue service could be delayed.</p> <p><b><u>Mitigation:</u></b> The NTA has been demolished. Construction of the WBVA foundation needs to occur by December 2017. MTACC continues to monitor progress but is also looking at which work can be resequenced and accelerated if the foundation is not completed within expected schedule.</p>


## Legend

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




June 19, 2017

## Cortlandt

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Negotiate Remaining Design Changes for North End work (Bulletin 3):</b> <ul style="list-style-type: none"> <li>• Mechanical</li> <li>• Egress Stairs</li> <li>• ADA Elevator</li> <li>• Electrical and Communication Upgrades</li> </ul>	<b>August 2017</b>	<p><b>Issue:</b> Changes to the original PANYNJ design for smoke exhaust are required due to PANYNJ and Tenant interferences. Additionally, the design of street egress at the north end of the southbound platform, installation of ADA elevator and change of station lights to LED fixtures needed to be incorporated into the design.</p> <p><b>Impact:</b> Delays in timely negotiation of these changes and subsequent construction could impact the Project's completion date.</p> <p><b>Mitigation:</b> Construction of the Street stairs and elevator is contingent on PANYNJ construction of foundations. MTACC has prepared and issued RFP's and provided takeoffs to the contractor so that these changes can be negotiated in the next 60 days.</p>

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June 19, 2017




## Cortlandt



## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Relocation of PANYNJ Utilities Located within MTA Allocated Space	Various	<p><b>Issue:</b> PANYNJ has installed various PANYNJ and Retail Tenant utilities within MTA allocated spaces.</p> <p><b>Impact:</b> Some of PANYNJ utilities interfere with the construction of the station rooms and installation of systems such as conduit, piping and duct work. This could impact schedule if relocation is necessary for critical path activities.</p> <p><b>Mitigation:</b> MTACC and PANYNJ meet weekly to review and resolve critical interferences. Designer has redesigned and relocated utilities that directly interfere with station construction. Most costs associated with these issues are being paid by PANYNJ. New minor issues are addressed as they arise and are typically resolved within 7-10 days. Larger issues involve their designers, field staff, and contractors.</p>

## Legend


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June 19, 2017




## Cortlandt



## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Water Leaks at PANYNJ Expansion Joints	September 2017	<p><b>Issue:</b> Several leaks along the interface between PANYNJ structure and MTA station structure have been recognized. PANYNJ has installed some drip pans to address immediate concerns.</p> <p><b>Impact:</b> Leaks pose a threat to newly installed systems and finishes. Future maintenance of PANYNJ installed drip pans is a major concern due to inaccessibility after completion of finishes.</p> <p><b>Mitigation:</b> MTA continues to meet with PANYNJ to address leaks. MTACC has requested PANYNJ to perform permanent remediation, such as grouting, in lieu of drip pans which are considered a temporary measure.</p>

## Legend


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June 19, 2017






## Cortlandt

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	<b>Contractor Coordination of New Electrical, Communications, Mechanical and Plumbing Design Changes (Bulletin 2)</b>	<b>Through September 2017</b>	<p><b><u>Issue:</u></b> Needed changes to the original PANYNJ design are required to bring the communications, electrical, mechanical and plumbing systems to NYCT standards.</p> <p><b><u>Impact:</u></b> Delays in commencing this additional work continues to impact the Project's completion date. Work cannot fully proceed until contractor submittals are approved.</p> <p><b><u>Mitigation:</u></b> All 20 changes have either been negotiated or issued as a unilateral change. MTA continues to meet with the contractor and user groups to try to reduce submittal review time by addressing shortfalls early and thereby reducing the schedule impacts of these changes.</p>

### Legend

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June 19, 2017

# June 2017 CPOC IEC Project Review



## Cortlandt Street # 1 Line Station Reconstruction



## SCHEDULE REVIEW

- The previously reported Substantial Completion date was August 2018.
- The current contractor's schedule update indicates December 2018 Revenue Service and April 2019 Substantial Completion. This proposed schedule has not yet been approved.



## BUDGET REVIEW

- The current project budget remains at \$158.4M.
- The pending plan amendment will increase the project budget to \$181.8M.
- The pending plan amendment will align the Cortlandt budget with the predictive results of the 2015 project Risk Assessment.
- Based on current budget and scope information, it appears the increased budget is sufficient to complete the remaining work of the program.



# IEC OBSERVATIONS

## Productivity:

- Contractor productivity, as measured in work completed and billed per month, has not reached the rate required to meet April 2019 substantial completion.
  - In order to meet the completion date of April 2019, an average production of \$2.4M per month is required.
  - For the most recent 12 months of billing, contractor productivity averaged \$1.3M per month.



# IEC OBSERVATIONS

## Change Orders:

- Critical changes to communication and electrical systems (“Bulletin 2”) have either been negotiated or will be issued as unilateral changes.
  - Bulletin 2 work is driving the critical path.
- The additions of the Vesey Street entrance and elevator (“Bulletin 3”) have not been negotiated.
  - Anticipated costs for Bulletin 3 work is budgeted.
  - Bulletin 3 changes are not included in the schedule.



# RECOMMENDATIONS LOG

Recommendation (March 2017)	Agency Response/Action	Status
A recovery schedule, which includes Bulletin 2 scope changes and all work required for station opening, is agreed on by the contractor and MTACC and implemented.	MTACC is actively working with the contractor to develop a schedule which includes the Bulletin 2 work in its entirety along with reasonable and appropriate impacts.	In progress



# **MTACC Quarterly Progress Report to CPOC**

## **East Side Access**

June 19, 2017



# ESA

## Project Overview

### Overall Status

Item	Comments
Schedule	On schedule for December 2022 revenue service date
Cost	Forecasted cost vs \$10.178 billion budget (excluding \$463 million rolling stock reserve) is under review

### Highlights

#### Progress

- Fabricated 89% and installed 27% of the pre-cast concrete beams and deck panels for the GCT Caverns and Track (CM007) contract.
- Progressed the Harold Structures Part 3A—Westbound Bypass (CH057A) contract: East Approach is 64% complete; West Approach is 70% complete; negotiations continue for Tunnel Mining work; bracing design modification for the Pump Station is being processed.
- Advanced pre-cutover testing of the remaining Harold Interlocking CILs.
- Commenced installation of steel within the south end of the concourse and installed 4 of the 5 Wellway-1 escalator trusses as part of the Concourse and Facilities Fit-Out (CM014B) contract.
- Commenced field work for the Tunnel A Cut and Cover (CH061A) contract.
- Awarded and commenced field work for the Mid-Day Storage Yard Facility (CQ033) contract.

# ESA

## Project Overview

### Highlights

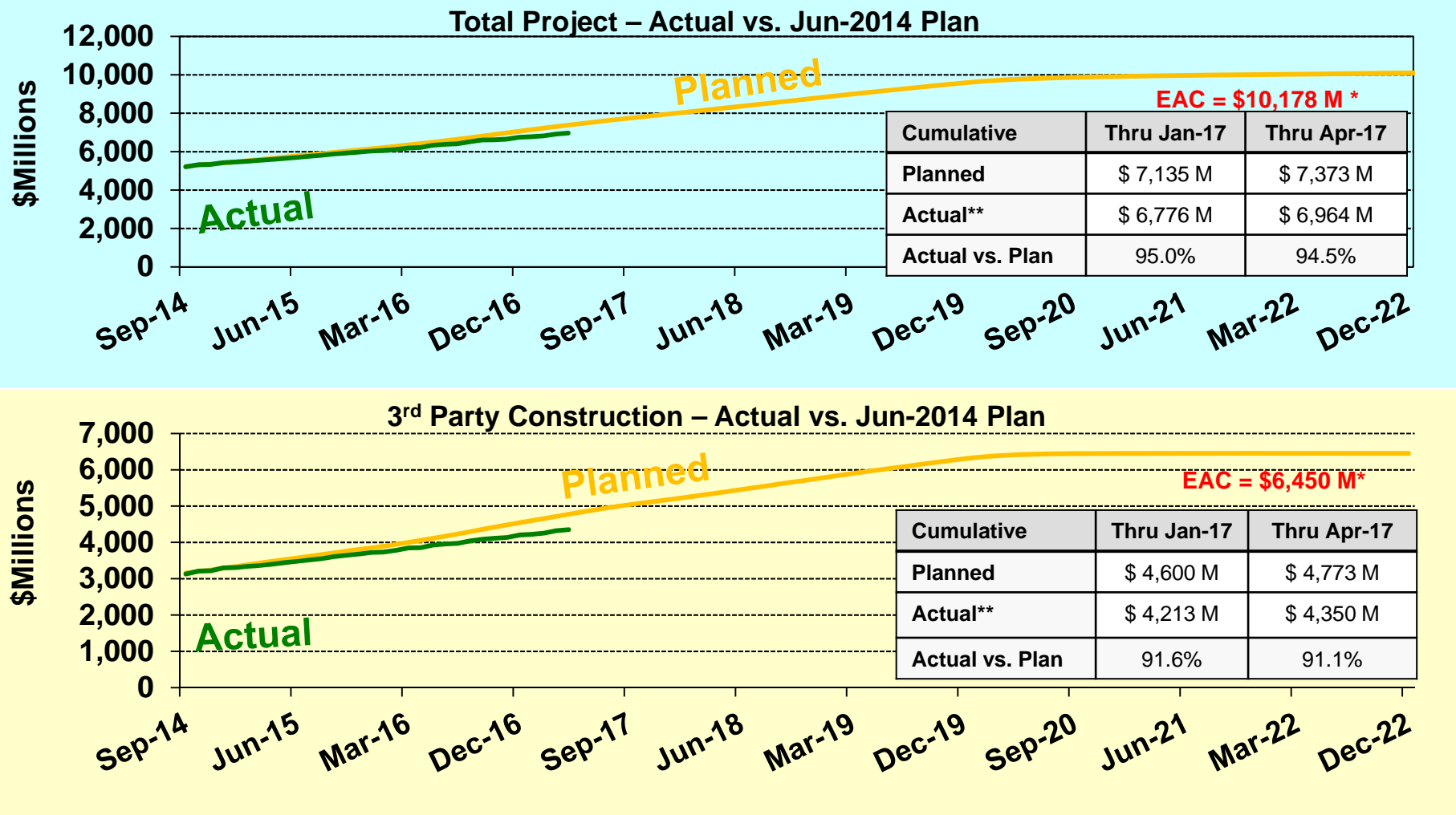
#### 90 Day Look Ahead

- Achieve Substantial Completion of the Harold Structures Part-3 (CH057) contract.
- Complete field work required for the Substantial Completion of Plaza Substation and Queens Structures (CQ032) contract.
- Complete field work required for Substantial Completion of Manhattan North Structures (CM006) contract.
- Start the 8 pre-cutover testing weekends in support of the Harold CIL cutovers.
- Achieve Milestone #3 for the completion multiple rooms at Plaza as part of the Systems Package 1—Facilities (CS179) contract.

# ESA



## Cost & Schedule Performance



\*EAC is under review.

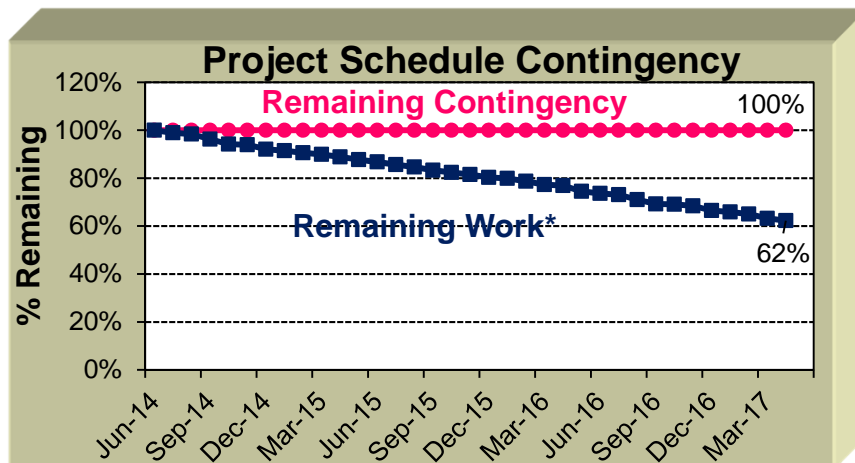
\*\*Actual represents expended; does not include retainage.

June 19, 2017

# ESA

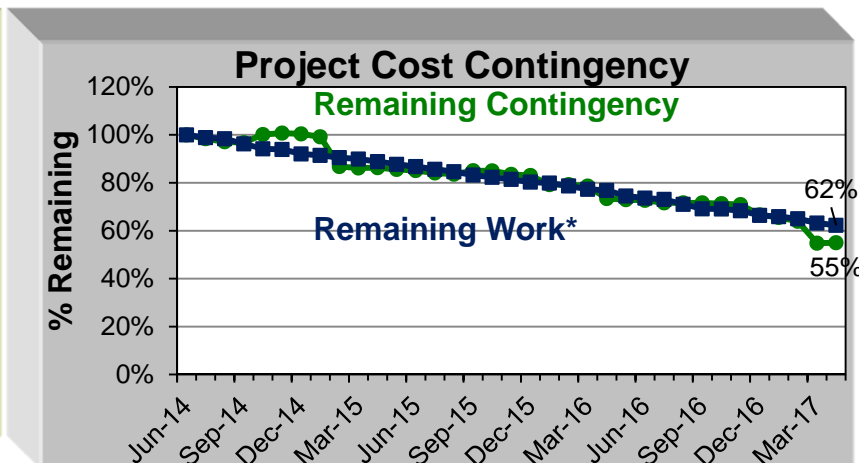


## Cost & Schedule Contingency Status



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

- None of the June 2014 plan schedule contingency of 22 months (669 days) has been used.
- ESA acknowledges interface risks between the Manhattan and Systems contracts, and schedule risks to CS179. Potential impacts to Program Schedule Contingency are evaluated each month as part of the Integrated Project Schedule update.




\* 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: \$450 million (last reported \$536 million)
  - Unallocated contingency: \$223 million
  - Allocated contingency: \$207 million
  - Design development contingency (AFI): \$19 million
- The \$86M decrease in contingency is driven by the award of CQ033 (\$57.7M), an increase to the CM015 budget (\$17.3M), the need to fund additional Force Account needs (\$4.7M), and an increase for GEC design services (\$6.3M).




June 19, 2017

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Development & Deployment Phases for Package 1 - Facilities Systems (CS179)	September 2018	<p><b>Issue:</b></p> <ul style="list-style-type: none"> <li>Previous delays to the control and non-control designs have compressed durations for successor activities, such as rack fabrication, rack installation, and local testing, leading the start to Integrated Systems Testing (IST).</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>ESA forecasts a 4-month delay to installation activities and start of IST.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>Modification #18, executed in April 2016, extended the Substantial Completion from November 2019 to July 2020, which added 7 months to the duration of CS179.</li> <li>The added time will be used to cover delays prior to the start of IST. There is no impact on the 22 months of ESA Program Contingency.</li> </ul>


### Legend

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




June 19, 2017

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Substantial Completion of Concourse and Facilities Fit-Out (CM014B)</b>	<b>August 2018 (Contract Date)</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>GCTC JV's installation of concourse structural steel and the curved metal ceilings in the escalator wellways is delayed.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>ESA continues to forecast a Substantial Completion of June 2019; 10 months beyond the August 2018 contract date. This delay does not impact the Revenue Service Date.</li> <li>The schedule for structural steel delivery and installation has been compressed. Delayed installation of structural steel may delay conduit installation and subsequent handover to the CS179 contract.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>ESA continues to participate in schedule workshops to facilitate the development of an acceptable recovery schedule.</li> <li>GCTC has committed to increasing labor resources once concourse steel is on site--anticipated to begin working 10-hour shifts in June 2017 with 3 crews (rig, set, bolt).</li> </ul>


### Legend

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June 19, 2017

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Substantial Completion of Concourse and Facilities Fit-Out (CM014B)	August 2018 (Contract Date)	<p><b>Issue:</b></p> <ul style="list-style-type: none"> <li>Additional measures to remediate pre-existing leaks are being added to the contract.</li> <li>Strategic initiatives (i.e. wireless cellular/wifi, digital advertising) are being considered for the CM014B contract.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>Additional pre-existing leak measures will cause cost increases above the current budget for leak remediation work and may cause schedule delays.</li> <li>MTA has committed to fund the strategic initiatives; initiatives will impact schedule.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>The Contractor has begun the work addressing pre-existing leaks.</li> <li>ESA is processing the contract modification for the installation of a leak detection system.</li> <li>ESA is evaluating the potential schedule impacts of the changes resulting from the strategic initiatives.</li> </ul>


### Legend

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June 19, 2017

# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	<b>Central Instrumentation Location (CIL) Cutover Schedule in Harold Interlocking</b>	<b>May 2018</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>• Penn Station track maintenance will impact the pre-cutover weekends in July, August and September of 2017.</li> <li>• The Harold CIL cutover program defines the Harold Interlocking and Program Critical Path.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>• Delays to the May 2018 CIL cutovers will delay Revenue Service.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>• ESA is coordinating with LIRR and Amtrak to reschedule pre-cutover weekends to Autumn 2017, with the objective of preserving the May 2018 cutover date.</li> </ul>

### Legend


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

June 19, 2017






# ESA

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Amtrak Resources Required for Harold Interlocking Work	Continuing Need; Per Project Schedule Requirements	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Amtrak has made Penn Station track maintenance their top priority, superseding prior commitments to ESA.</li> <li>The levels of weekday Amtrak Electric Traction (ET), weekday track foreman, and all weekend resources remain less than that required to support schedule in accordance with prior agreement between Amtrak and MTA. In addition, requested levels need to be supported over 2017 and 2018 which are the peak construction years in Harold.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>Penn Station track maintenance will impact resource availability.</li> <li>Failure to provide required levels of support will put at risk ESA Revenue Service Date.</li> </ul> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>Project Team continues to work with Amtrak on maximizing the productivity and increasing their support of construction in Harold.</li> <li>Development of an Amtrak regional master schedule is underway, which will assist in determining future outage requirements and resource availability.</li> </ul>

### Legend

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

June 19, 2017

# June 2017 CPOC IEC Project Review



## East Side Access



## BUDGET & SCHEDULE REVIEW

- Risks to cost contingency
  - Additional budget needs for soft cost, third party, and force account work, continue to reduce the program contingency
- Risk to schedule contingency
  - The IEC continues to forecast a delay to Package 1 - Facilities Systems (CS179) contract, which may reduce the program contingency of 22-months by 6-months
  - The IEC concurs that there is a potential risk to the Harold Central Instrumentation Location (CIL) cutover of May 2018, which may impact the program contingency



## IEC OBSERVATIONS – MANHATTAN

- GCT Concourse & Facilities Fit-Out (CM014B)
  - Re-sequencing of the curved metal ceiling panels in the wellways may introduce additional interface risk with the escalator installation VM014 contract
- GCT Caverns and Track (CM007)
  - Impacts to contract milestones, resulting from Resilient Tie Blocks (RTB) submittal approvals, have been realized
  - Further delays to the special track work testing, required for fabrication, may impact milestones, handover to the follow on Traction Power (CS084) contract and IST performed by CS179

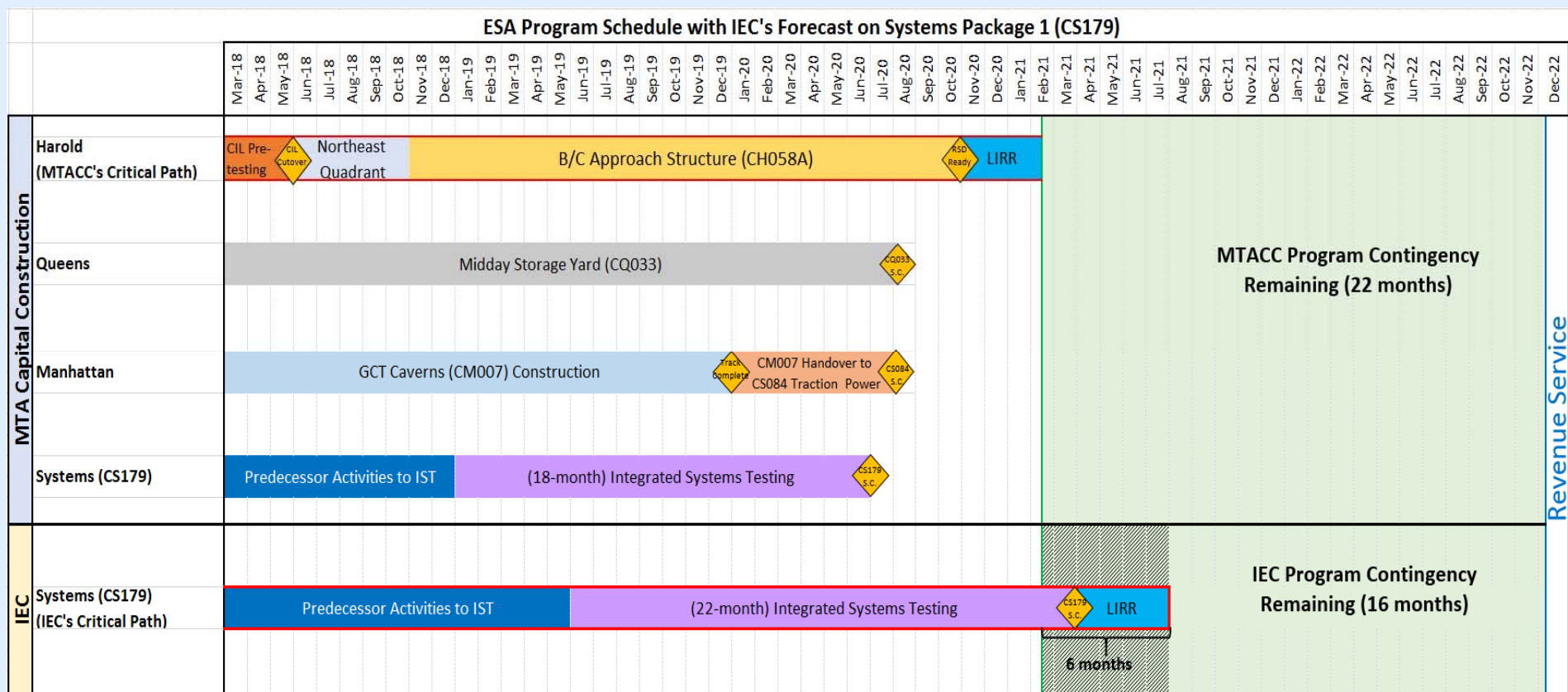


## IEC OBSERVATIONS – SYSTEMS (CS179)

- Design completion delays are impacting predecessor activities including Factory Acceptance Testing (FAT)
  - Factory Acceptance Testing (FAT) for communication systems is now scheduled for late July/early August 2017, which drives the predecessor activities closer to the late completion dates
  - The late completion curve for local testing reflects 80% of local tests performed within 2 months
- The IST duration reflected in the schedule may not be sufficient. Further analysis is being performed by the IEC.
- As a result, the IEC projects a reduction of 6 months to the 22-month Program Schedule Contingency



# IEC OBSERVATIONS – SCHEDULE



## IEC OBSERVATIONS – HAROLD

- There are coordination risks associated with the potential delay to the Central Instrumentation Location (CIL) cutover beyond May 2018
  - North East Quadrant work – Summer 2018
  - Tunnel B/C Approach Structure – November 2018
- MTACC/LIRR should verify that sufficient resources are allocated to perform the remaining planned work required for the May 2018 cutover
  - LIRR Signal Design and LIRR Signal Construction
  - General Engineering Consultant and Ansaldo
  - Amtrak



# Recommendations Log

Recommendation (September 2016)	Agency Response/Action	Status
Develop outline of Integrated Systems Testing schedule, based on framework document, to demonstrate that IST durations as well as installation & local testing activities will not further impact CS179 substantial completion and remaining Program contingency	The IST schedule was received, approved and incorporated in the contractor schedule.	Closed



# **MTACC REPORT TO CPOC**

## **SECOND AVENUE SUBWAY – PHASE 2**

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**JUNE 19, 2017**



# SAS PHASE 2



**SAS Phase 2**



# SAS PHASE 2 CURRENT STATUS – FIELD WORK

## Field Work:

- Started site topographic and building utility surveys
- Started performing utility test pits and geotechnical borings



# SAS PHASE 2 CURRENT STATUS – DESIGN

## Design:

- On schedule to complete the update of the Preliminary Engineering by 2018Q3 and the full design of an advanced utility relocation contract by early 2019.
- Working with NYCT to update Design Criteria and to incorporate lessons learned, such as:
  - I. Early condition inspections of existing buildings & assessment of potential impacts of construction
  - II. Early utility investigations & preparatory work by utility companies leading to an advance utility relocation contract
  - III. Execute a robust community outreach program to accompany the early stages of the Design and Environmental Work
  - IV. Utilize Design-Build contract(s) for the structural shells and tunnel work

# SAS PHASE 2 CURRENT STATUS – DESIGN

## Design:

- Built Rail simulation computer models and began assessing possible levels of service with a 2-Track terminal station at 125th street.
- Developing options for all Station, Entrance and Ancillary building locations.
- 125<sup>th</sup> St Station (IRT Lexington Avenue Line) / Transfers (Lexington Line to SAS2)
  - Studying option for Lexington Line Platform to SAS mezzanine connections
  - Need to maximize the ease of these transfers yet minimize the construction impacts to the community and existing Lexington Avenue Station





## SAS PHASE 2 CURRENT STATUS - ENVIRONMENTAL & COMMUNITY OUTREACH

### Environmental:

- Proceeding with re-evaluation of the project to identify changes from the original EIS
- Preparing an Environmental Review Document for submittal to FTA

### Community Outreach:

- Awarded Community Outreach contract in April 2017
- Made first Information/Progress Presentations to Community Boards 10 & 11
- New Community Information Center will be opened by the end of June 2017



Community Information Center  
69 E. 125<sup>th</sup> Street, New York, NY 10035



# **MTACC REPORT TO CPOC**

## **PENN STATION ACCESS**

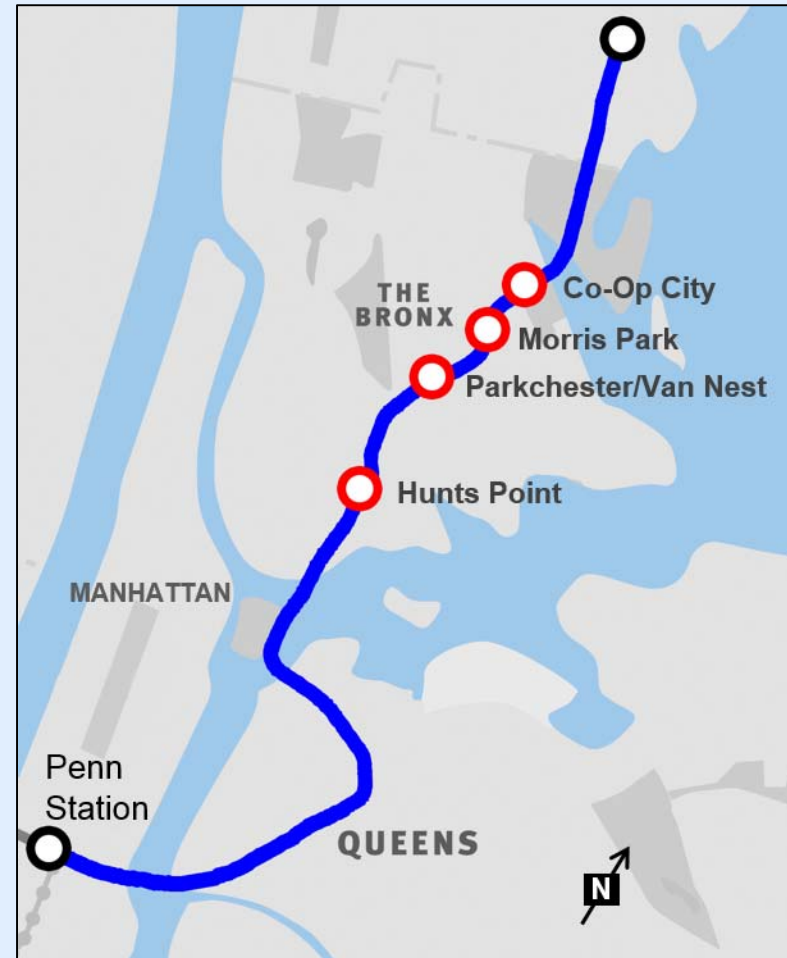
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**JUNE 19, 2017**



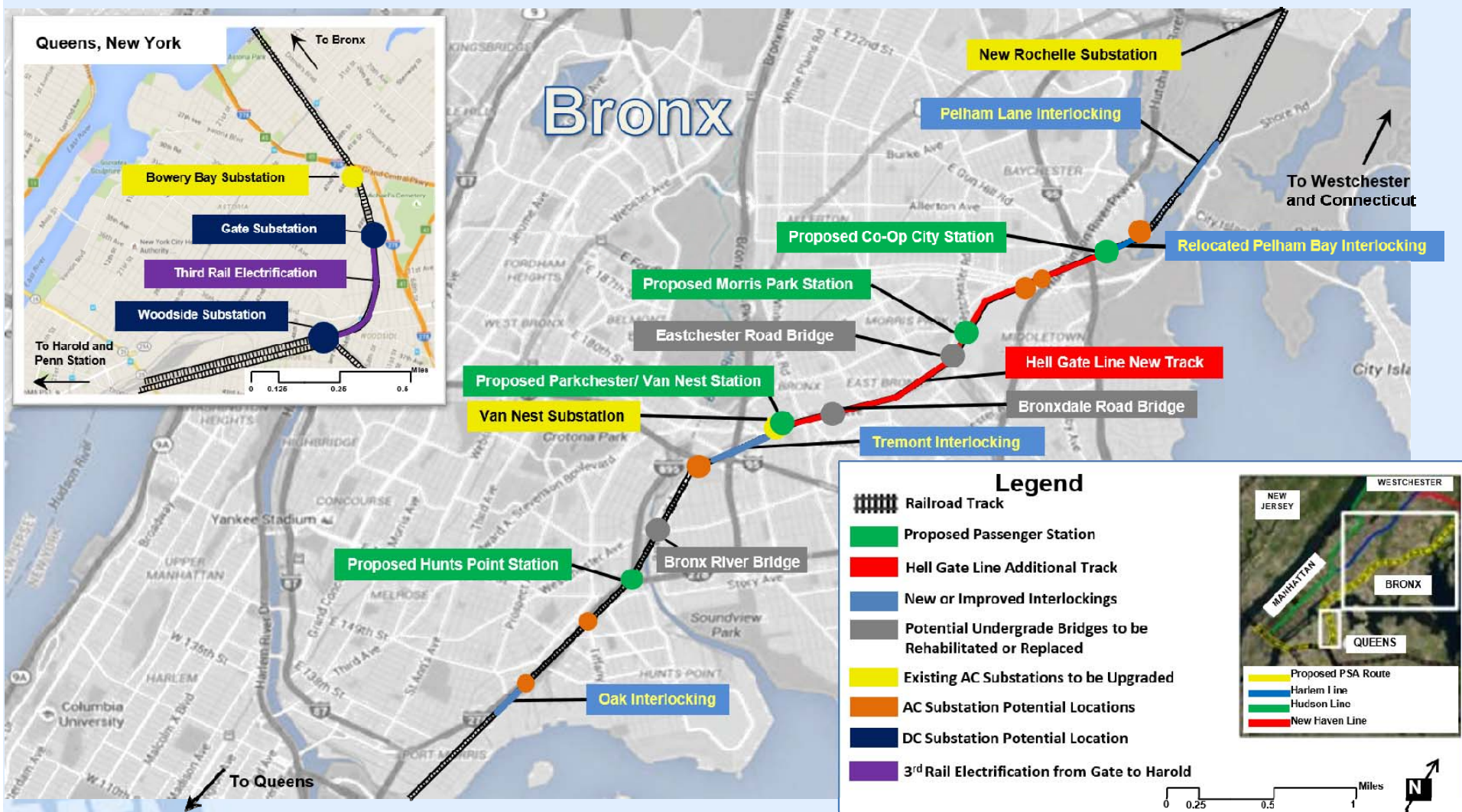
# Penn Station Access

- Network Resiliency
- MNR Program Expansion





# Penn Station Access Proposed Infrastructure Modifications



# **Penn Station Access Current Project Activities**

## **Conceptual Engineering Phase**

- Track Alignments
- Operations Simulations

## **General Engineering Consultant**

- Finalizing Scope of Work
- Issue RFP summer 2017; award contract by early 2018



# **Penn Station Access Stakeholder Partnership**

- **Steering Committee and Working Groups**
  - Metro-North Railroad
  - Long Island Rail Road
  - Amtrak
  - CSX
  - Connecticut Department of Transportation
  - MTACC



# **June 2017 CPOC LIRR/MNR PTC Project Update**

June 19, 2017



PTC



Long Island Rail Road



Metro-North Railroad

## Project Overview

### Overall Status

Item	Comments
Schedule	Beneficial Use is December 2018
Cost	Current Budget is \$968M; Revised project EACs are under review

### Highlights

#### Progress (47% complete)

- Progressed Wayside and On-Board equipment deliveries and installations.
- LIRR started the installation of Office equipment at Primary Control Center location.
- Progressed Final Design Review (FDR)
  - Completed Software FDRs in February
  - Completed first phase of Office and On-Board Software Factory Acceptance Tests (FATs) in April
  - Finalizing Interoperability design with Amtrak
- Initiated Integrated System Testing with interim version of subsystem software
- Continued preliminary field testing of the communications interface between the train and wayside/office elements.
- MNR received FRA approval for Waterbury branch for its Request For Addendum (RFA) and Cab Signal upgrade in their PTC Implementation Plan.
- Continued training of Railroad Forces.

PTC



Long Island Rail Road



Metro-North Railroad

## Project Overview

### Highlights (continued)

#### Progress (continued)

Equipment	<u>LIRR</u>		<u>MNR</u>	
	120 Day Target	120 Day Actual	120 Day Target	120 Day Actual
Transponders	450	530	500	588
Wayside Interface Units	16	20	18	25
Communication Cases	24	24	20	6
M7	79	76	42	47

#### 120 Day Look Ahead (June to September)

- Complete Subsystem Factory Acceptance Tests (FATs)
- Conduct 2<sup>nd</sup> phase of On-Board and Office Software FATs (core PTC functionality)
- Complete Integrated System FAT (core PTC functionality)
- Equip required vehicles for pilot testing
- Initiate formal Pilot Testing on MNR/LIRR pilot lines
- Continue deliveries and installation of On-Board and Wayside equipment
- Continue training of Railroad Forces
- Complete first draft of PTC Safety Plan for preliminary FRA review
- Complete the Verification & Validation of the PTC vital database for the pilot lines
- Conduct audit on Contractor's internal safety review process.

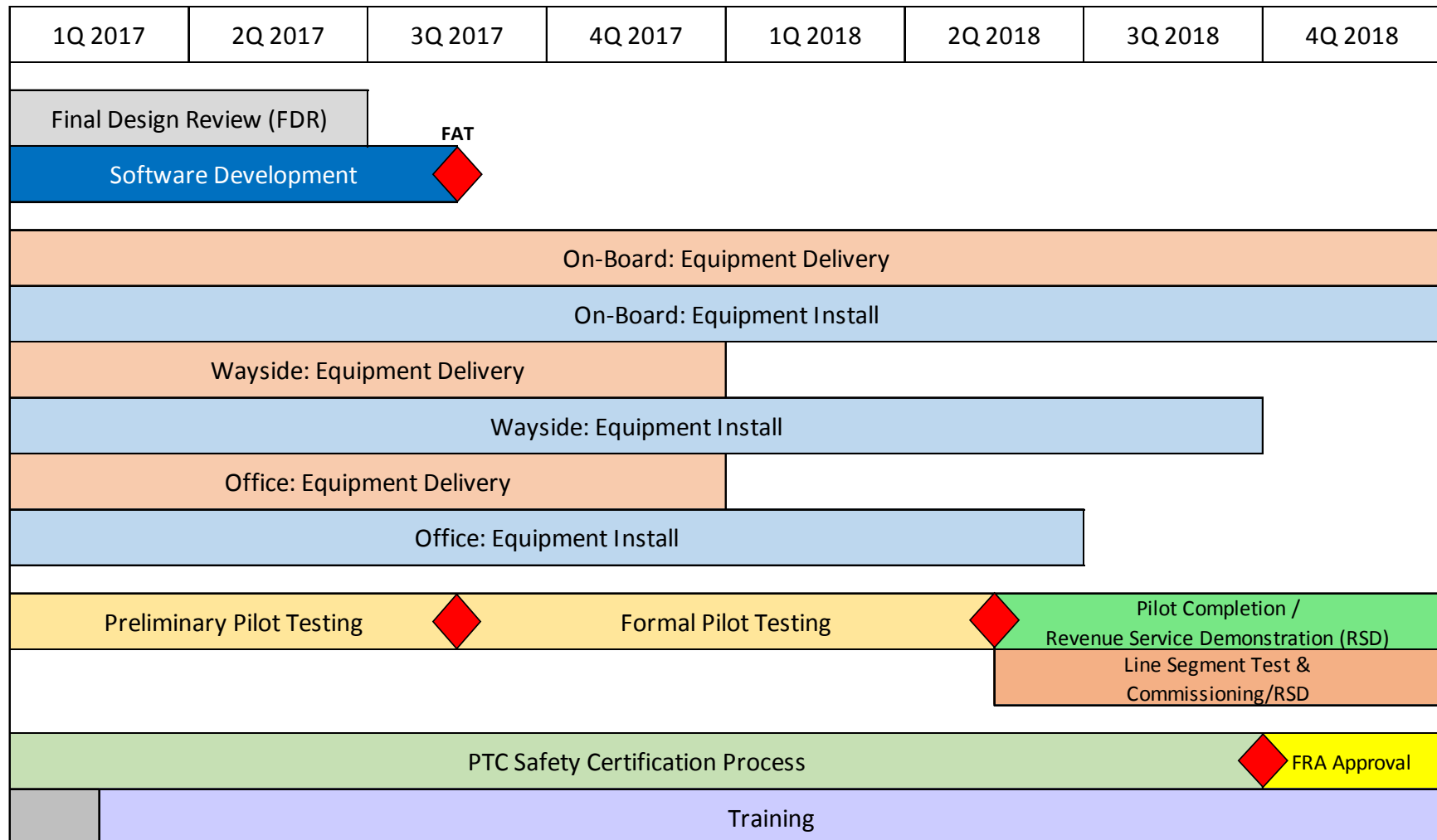


Long Island Rail Road



Metro-North Railroad

# PTC Summary Schedule



## Pilot Lines

MNR: Hudson and New Haven Lines

LIRR: Port Washington and Montauk ABS territory



# PTC LIRR Installation Totals and Projections

PTC Equipment		Total through Sept '16	Oct '16 - Jan '17	Feb '17 - May '17	June '17 - Sept '17	Oct '17 - Jan '18	Feb '18 - May '18	June '18 - Sept '18	Oct '18 - Dec '18	System Totals
Transponders	Planned		600	450	350	322	294			3072
	Actual	971	605	530						2106
WIUs	Planned		24	16	14	14	15	16		153
	Actual	49	25	20						94
C-Cases	Planned		10	24	28	28	20			108
	Actual	0	8	24						32
M7	Planned		61	79	72	72	72	49		418
	Actual	15	62	76						153
DE/DM	Planned		0	8	4	12	13	16		45
	Actual	0	0	0						0
C3	Planned		0	4	2	4	8	9		23
	Actual	0	0	0						0
E15 (DPM)	Planned		0	0	0	2	6	17		25
	Actual	0	0	0						0
NYAR (GP38)	Planned		0	0	0	0	4			4
	Actual	0	0	0						0
NYAR (E15)	Planned		0	0	0	0	2	2		4
	Actual	0	0	0						0
M9	Planned		0	0	0	0	0	33	33	66
	Actual	0	0	0						0
TC-82	Planned		0	1	1					1
	Actual	0	0	0						0



# PTC MNR Installation Totals and Projections

PTC Equipment		Total through Sept '16	Oct '16 - Jan '17	Feb '17 - May '17	June '17 - Sept '17	Oct '17 - Jan '18	Feb '18 - May '18	June '18 - Sept '18	Oct '18 - Dec '18	System Totals
Transponders	Planned		500	500	500	258				2913
	Actual	1122	405	588						2115
WIUs	Planned		15	18	18	17	1			85
	Actual	13	11	25						49
C-Cases	Planned		3	20	24	25	24	24		104
	Actual	0	1	6						7
M7	Planned		36	42	42	37				168
	Actual	4	38	47						89
M3A	Planned		0	8	10	10	17	17	13	69
	Actual	0	0	2						2
Cab Cars C12/19/21	Planned		0	1	4	4	4	4	3	19
	Actual	0	0	0						0
Cab Cars C34/38	Planned		0	1	4	4	8	8	9	33
	Actual	0	0	0						0
P32	Planned		0	0	4	4	8	8	7	31
	Actual	0	0	0						0
BL20	Planned		0	0	0	2	4	4	2	12
	Actual	0	0	0						0
BL14	Planned		0	0	0	0	0	0	2	2
	Actual	0	0	0						0
GP35	Planned		0	0	0	0	0	3	4	7
	Actual	0	0	0						0
M8	Planned		0	0	0	0	60	65	65	190
	Actual	0	0	0						0

PTC




Long Island Rail Road






Metro-North Railroad

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Final Design & Software Development	August 2017	<p><b>Issue:</b> Potential delays by the Contractor to finalize design and software development including the vital database.</p> <p><b>Impact:</b> If the design and software for FDR is not completed by the need date, the testing and contract completion will be delayed.</p> <p><b>Mitigation:</b> The Railroads are auditing the development process, participating in testing the Office &amp; On-Board software prior to delivery, and identifying/focusing on specific requirements that are needed to achieve pilot implementation. The Railroads are accepting interim software builds to start testing PTC functionality earlier and a priority is being placed on completing requirements traceability matrix to mitigate risk of missing important functionality of office software and re-work. The Railroads are closely monitoring the Contractor's software build plan against the Project CPM Schedule.</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.

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Long Island Rail Road






Metro-North Railroad

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Site Acceptance Testing and Commissioning Plans/Procedures	August 2017	<p><b><u>Issue:</u></b> Delays in the development of the complete suite of approved test plans and procedures required to fully test the integrated PTC system(s).</p> <p><b><u>Impact:</u></b> Delays in the development of the test plans/procedures will delay the overall test program, reduce the available time to test and demonstrate complete PTC functionality and require multiple lines to be tested simultaneously putting a strain on track access and Railroad resources.</p> <p><b><u>Mitigation:</u></b> The PTC Contractor and the Railroads are working closely to develop a detailed test strategy required to support full PTC deployment with the necessary Railroad support. Their test strategy will allow for an incremental phasing of functionality in alignment with their elongated system development process and to ensure the pilot testing is not impacted; The Railroads have each built a test track to minimize the amount of time required to test on live tracks; Railroads evaluating the possibility of taking tracks out of service to increase active test time; highlighting PTC as a priority project.</p>

### Legend

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PTC




Long Island Rail Road






Metro-North Railroad

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Manufacturing and Delivery of On-Board and Wayside Equipment	June 2018	<p><b>Issue:</b> Equipment manufacturing and deliveries of PTC equipment due to late designs.</p> <p><b>Impact:</b> Delays of On-Board equipment deliveries will impact installations for all fleets impacting line segment testing, commissioning and acceptance. Delays in Wayside equipment deliveries will strain Railroad Force Account and require installations to be done in a shorter time in order to match the testing program.</p> <p><b>Mitigation:</b> The Contractor is acquiring additional equipment suppliers and engineering support; Contractor developed a modular approach for certain elements of their On-Board design; Railroads agreed on new delivery flow of transponders and WIUs to allow installations to continue without all the completed programming; Contractor is ramping up to higher-than-planned production levels through mid-2017; LIRR has issued a change order to get fully wired and populated communications cases in order to expedite deliveries and relieve an already strained workforce.</p>

### Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones.
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PTC




Long Island Rail Road






Metro-North Railroad

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	PTC Commissioning on Port Jervis Line	Dec 2018	<p><b>Issue:</b> Delays in Cab Signal System Commissioning and PTC Design for MNR's Port Jervis Line.</p> <p><b>Impact:</b> PTC Commissioning Schedule on Port Jervis Line will go beyond December 2018.</p> <p><b>Mitigation:</b> MNR is actively working with NJ Transit to recover schedule delays for PTC design and delivery of equipment for installation by December 2018. MNR will submit a Request For Amendment (RFA) to its PTC Implementation Plan requesting a schedule extension for PTC Commissioning on the Line.</p>

### Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones.
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PTC

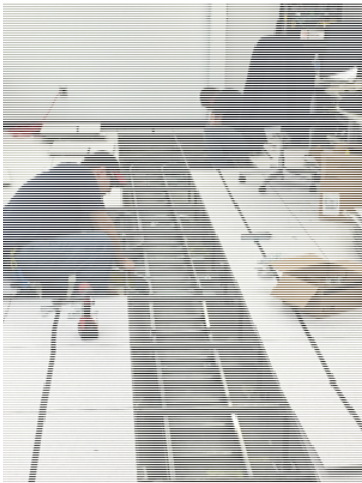


Long Island Rail Road



Metro-North Railroad

## LIRR PTC Photos



Primary Computer Center (PCC) Cable Tray Installation



Office PCC Isolator Plate Installation



PCC Office Cabinet Installation



Final PCC Office Cabinet Install Cabinets 1-10



Transponders Installation on Far Rockaway Branch



WIU Installation at Far Rockaway



C-Case Fit Out at Babylon Yard



DE / DM MCP Fitup

PTC



Long Island Rail Road



Metro-North Railroad

## MNR PTC Photos



M7A – Absolute Stop Bypass (ABS)



M7A – Mobile Communication Package (MCP)



M7A – On-Board Computer Card File (OBC)



M7A – Undercar Antenna/Scanner

PTC



Long Island Rail Road



Metro-North Railroad

## Appendix (as of 5/31/2017)

### LIRR Wayside Equipment Installation Tracking

#### LIRR Pilot 1 (Babylon to Patchogue)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	242	204	38	84.3%
Wayside Interface Unit Locations	17	17	0	100.0%
Communication Cases	7	7	0	100.0%
Poles / Antennas	7	7	0	100.0%

#### LIRR Pilot 2 (Port Washington to Harold)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	170	168	2	98.8%
Wayside Interface Unit Locations	8	8	0	100.0%
Communication Cases	8	8	0	100.0%
Poles / Antennas	8	8	0	100.0%

#### LIRR System Total

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	3072	2106	966	68.6%
Wayside Interface Unit Locations	153	94	59	61.4%
Communication Cases	108	32	76	29.6%
Poles / Antennas	108	39	69	36.1%



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Long Island Rail Road



Metro-North Railroad

Appendix (as of 5/31/2017)

## LIRR On-Board Equipment Installation Tracking

Car Type	Vehicles Total		LIRR Pilot 1 Location (Babylon to Patchogue)		LIRR Pilot 2 Location (Port Washington to Harold)	
	Planned	Actual	Planned	Actual	Planned	Actual
M7	418	153	NA	NA	4	4
DE / DM	45	0	4	0	NA	NA
C3	23	0	4	0	NA	NA
E15	25	0	6	0	NA	NA
NYAR	8	0	4	0	NA	NA
TC-82	1	0	NA	NA	NA	NA
M9	66	0	NA	NA	NA	NA
<b>Totals</b>	<b>586</b>	<b>153</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>4</b>

### On-Board Partial Installation Tracking

Train Type	Undercar Scanner Antenna	OBC / Completion	Roof Antenna	MCP
M7	173	153	201	177
DE / DM	15	13	4	0

PTC



Long Island Rail Road



Metro-North Railroad

Appendix (as of 5/31/2017)

## MNR Wayside Equipment Installation Tracking

### MNR Pilot 1 (Bridgeport to New Haven)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	554	554	0	100.0%
Wayside Interface Unit Locations	10	10	0	100.0%
Communication Cases	12	4	8	33.3%
Poles / Antennas	12	12	0	100.0%

### MNR Pilot 2 (Tarrytown to Croton Harmon)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	208	208	0	100.0%
Wayside Interface Unit Locations	5	5	0	100.0%
Communication Cases	5	3	2	60.0%
Poles / Antennas	5	4	1	80.0%

### MNR System Total

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	2913	2115	798	72.6%
Wayside Interface Unit Locations	85	49	36	57.6%
Communication Cases	104	7	97	6.7%
Poles / Antennas	104	16	88	15.4%

PTC



Long Island Rail Road



Metro-North Railroad

Appendix (as of 5/31/2017)

## MNR On-Board Equipment Installation Tracking

Car Type	Vehicles Total		MNR Pilot 1 Location (Bridgeport to New Haven)		MNR Pilot 2 Location (Tarrytown to Croton Harmon)	
	Planned	Actual	Planned	Actual	Planned	Actual
M7	168	89	NA	NA	4	4
Cab Car C34/38	33	0	1	0	1	0
Cab Car C12/19/21	19	0	1	0	1	0
M3	69	2	NA	NA	4	0
BL20	12	0	2	0	1	0
BL14	2	0	0	0	0	0
P32	31	0	2	0	2	0
GP35	7	0	1	0	1	0
M8 Car	190	0	4	0	NA	NA
<b>Totals</b>	<b>531</b>	<b>91</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>4</b>

### On-Board Partial Installation Tracking

33 - Cab Car C34/38

31 - P32

12 - BL20

7 - GP35

190 - M8

33 Partials (OBC &amp; Undercar Antenna)

31 Partials (OBC &amp; Undercar Antenna)

12 Partials (OBC &amp; Undercar Antenna)

5 Partials (OBC &amp; Undercar Antenna)

190 Partials (OBC &amp; Undercar Antenna)

# June 2017 CPOC IEC Project Review



## Positive Train Control



# Project Status Review

## Budget Review

- The budget remains at \$968M as last reported in February 2017. However, the railroads are in the process of determining if additional funds are needed.

## Schedule Review

- The latest schedule update indicates that the project remains on schedule. However, design and software development issues identified during tests have made it more challenging to maintain the schedule.
- Early results of on-board & office software factory demonstrations show more work is needed, which may impact the start of formal pilot testing scheduled for August 2017.



# IEC Project Observations

- Delivery and installation of on-board and wayside equipment are progressing.
- Progress in completing the Requirements Traceability Matrix (RTM).
  - More work is needed for the development of test cases.
- SI is addressing open items from subsystem final design reviews with the goal of completing them in August 2017.
- Results of Software Factory Acceptance Testing (FAT) indicate that a number of requirements in the master test plan were not met.
  - Phased approach for software development and testing to mitigate schedule risks.
- Preliminary field testing is progressing and has identified additional software issues. This has provided useful feedback to the project team.

# IEC Project Concerns

- The IEC is concerned that the need for additional design and software development effort to successfully complete FAT activities will put pressure on the start of formal pilot testing, scheduled for August 2017.
- Availability of experienced resources is necessary to mitigate initial project delays. This presents a challenge to the project.
  - Progressing multiple system development activities and testing in parallel are stretching resources at both the Railroads and SI.
- The SI has not defined a scope of work for field verification of vital data. If the scope of work is extensive, it could impact PTC deployment schedule at various line segments.



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# **MTA Capital Program Commitments & Completions**

## **through May 31, 2017**



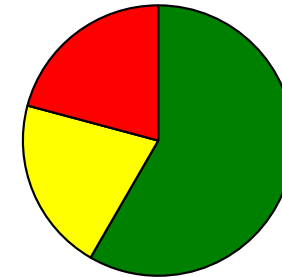
## Capital Projects – Major Commitments – May 2017

In 2017, agencies plan a total of \$7.3 billion in overall commitments with 51 major commitments planned.

Through May, agencies committed \$2.0 billion versus a \$2.3 billion YTD goal. Fourteen major commitments were made on time or early, five were delayed, but have now been committed and five other major commitments remain delayed. All delays are explained on the following pages.

The MTA forecasts meeting or exceeding its end of year \$7.3 billion commitment goal. This forecast is partly due to the LIRR's commitment for the Moynihan Train Hall as well as NYCT commitments for the Enhanced Station Initiative. These commitments were not part of the original 2017 commitment goals.

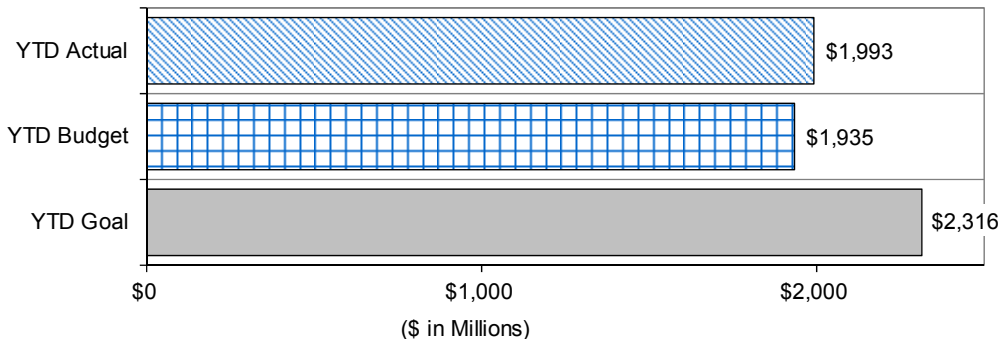
## Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Commitments made/forecast w within Goal	14	58%	↑ 3
<b>YELLOW</b> = Commitments delayed beyond Goal (already achieved)	5	21%	↑ 3
<b>RED</b> = Commitments delayed beyond Goal (not yet achieved)	5	21%	↓ 2
	24	100%	↑ 4

## Budget Analysis

2017 Annual Goal	\$7,280	(\$ in millions)
2017 Forecast	106%	of Annual Goal
Forecast left to Commit	74%	(\$5,706)



## Year-to-Date Agency Breakdown

2017 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
2 2 2	—	+2 YELLOW	-2 RED
<b>Long Island Rail Road</b>			
1 1 3	+1 GREEN	—	+1 RED
<b>Metro-North Railroad</b>			
2	+1 GREEN	—	—
<b>Bridges and Tunnels</b>			
8 1	—	+1 YELLOW	-1 RED
<b>Capital Construction Company</b>			
	—	—	—
<b>MTA Bus Company</b>			
	—	—	—
<b>MTA Police Department</b>			
1 1	+1 GREEN	—	—

## Capital Projects – Major Commitments – May 2017 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>5 All-Agency Red Commitments (1 new this month)</b>							
<b>NYCT</b>							
<i>Signals &amp; Communications</i>							
B-Division Beacon Train Arrival	Construction Award	Feb- 17	Jun- 17				
		\$70.0M	\$70.0M				
Delayed pending funding allocation approval. The project has been delayed an additional two months since last month's report.							
<i>Traction Power</i>							
New Substation & 2 CBHs - Maspeth	Construction Award	Apr- 17	Jul- 17				
Av- Humboldt St/CNR		\$76.7M	\$67.1M				
Delayed advertisement due to an extended approval process by NYCT stakeholders. Lower than expected bid received in May.							
<b>LIRR</b>							
<i>Communications and Signals</i>							
Positive Train Control	Force Account	Feb- 17	Nov- 17				
		\$49.1M	\$49.1M				
\$28.9 million was committed in March with the balance to be awarded by November 2017.							
Funding for force account activities have been adjusted based on updated cash flow needs and not all funding needed to be committed in March. The overall PTC beneficial use date is unaffected and remains 12/2018.							
<i>Track</i>							
Main Line Double Track Phase 2- Track & Systems	Construction Award	Apr- 17	Jun- 17				
		\$52.0M	\$52.0M				
Bid opening delayed due to time extension requests from prospective contractors to secure pricing from their subcontractors. This contract was awarded in June.							
<i>Station and Buildings</i>							
<b>Murray Hill Station Elevators (New Item)</b>	Construction Award	May- 17	Jul- 17				
		\$12.6M	\$12.6M				
Reflects anticipated timeframe for Legal to complete their review of contract documents.							

## Capital Projects – Major Commitments – May 2017 – Schedule Variances

Project	Commitment	Goal	Actual
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### 5 All-Agency Yellow Commitments (3 new this month)

#### NYCT

##### Line Structures

<b>Structural Repairs / 4th Ave (New Item)</b>	Construction Award	Feb- 17 \$84.4M	May- 17 (A) \$87.2M
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The project award was delayed due to higher than expected bid..

##### Track

<b>Mainline Track &amp; Switch Program (18 Projects) - 1st Qtr (New Item)</b>	Construction Award	Mar- 17 \$217.8M	May- 17 (A) \$218.6M
---	--------------------	---------------------	-------------------------

The 2017 Yard Track & Switch projects were delayed due to attention to other track work priorities and inclement weather.

#### LIRR

##### Track

2017 Track Program	Construction Award	Feb- 17 \$75.0M	Mar- 17 (A) \$75.0M
--------------------	--------------------	--------------------	------------------------

Full administrative reviews and approvals had not been concluded by the end of February and full commitment was delayed until March.

#### MTA PD

Nassau County District Office	Construction Award	Feb- 17 \$7.0M	Mar- 17 (A) \$7.0M
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A lease was signed with the property owner in February. Administrative reviews and procedures to award the project have delayed forecast award to March.

#### B&T

##### Structures

<b>Henry Hudson Skewback Retrofit (New Item)</b>	Construction Award	Apr- 17 \$83.7M	May- 17 (A) \$85.7M
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Delay due to contract and Insurance issues which took longer than anticipated to resolve.

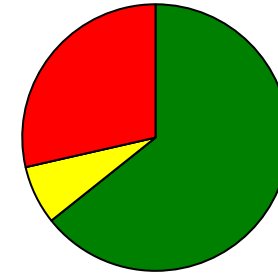
### Capital Projects – Major Completions – May 2017

In 2017, agencies plan a total of \$5.0 billion in overall completions with 34 major completions planned.

Through May, agencies have completed \$908 million versus a \$878 million YTD goal. Nine major completions were achieved on time or early. One major completion is delayed but has now been completed (the LIRR's Escalator Replacement Program project), and four major completions remain delayed. All delays are explained on the following pages. Offsetting the impact of these delays, B&T had \$389 million in earlier than expected completions at the Verrazano Narrows Bridge.

By year-end, the MTA forecasts meeting or exceeding its \$5.0 billion goal.

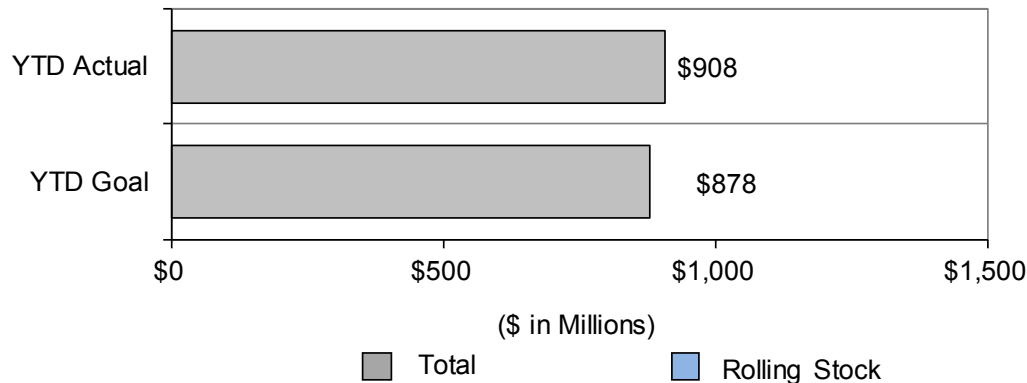
### Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Completions made/forecast within Goal	9	64%	↑ 5
<b>YELLOW</b> = Completions delayed beyond Goal (already achieved)	1	7%	-
<b>RED</b> = Completions delayed beyond Goal (not yet achieved)	4	29%	↑ 2
	14	100%	↑ 7

### Budget Analysis

2017 Annual Goal	\$4,970	(\$ in millions)
2017 Forecast	103%	of Annual Goal
Forecast left to Complete	82%	(\$4,205)



### Year-to-Date Agency Breakdown

2017 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit	2	2	+1 RED
Long Island Rail Road	2	1	1
Metro-North Railroad	1		+1 RED
Bridges and Tunnels	5	+5 GREEN	
Capital Construction Company			
MTA Bus Company			
MTA Police Department			

## Capital Projects – Major Completions – May 2017 – Schedule Variances

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

### 4 All-Agency Red Completions (2 new this month)

#### **NYCT**

##### *Sandy*

Sandy: 53rd St Tube	Construction	Apr- 17 \$92.6M	Jun- 17 \$92.6M
---------------------	--------------	--------------------	--------------------

Delay due to the the removal of the underperforming subcontractor. In addition, ConEd's schedule for inspections did not fit in the milestone dates that was previously forecasted.

<b>Sandy: Cranberry Tube (New Item)</b>	Construction	May- 17 \$101.9M	Jun- 17 \$102.9M
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Delay due to issues encountered during signal testing which resulted in additional signal cut over work required.

#### **LIRR**

##### *Sandy*

Wreck Lead Bridge Systems Restoration	Construction	Apr- 17 \$14.9M	Jun- 17 \$14.9M
---------------------------------------	--------------	--------------------	--------------------

Beneficial use has been delayed due to NYS Environmental Conservation requirement to use scow barges to store dredged material, which delayed the excavation work.

#### **MNR**

##### *Stations*

<b>GCT Elevator Rehab Phase 4 (New Item)</b>	Construction	May- 17 \$9.6M	Jun- 17 \$9.8M
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The completion has been delayed one month due to design issues that were associated with the A- Car elevator rail backing installation.

## Capital Projects – Major Completions– May 2017 – Schedule Variances

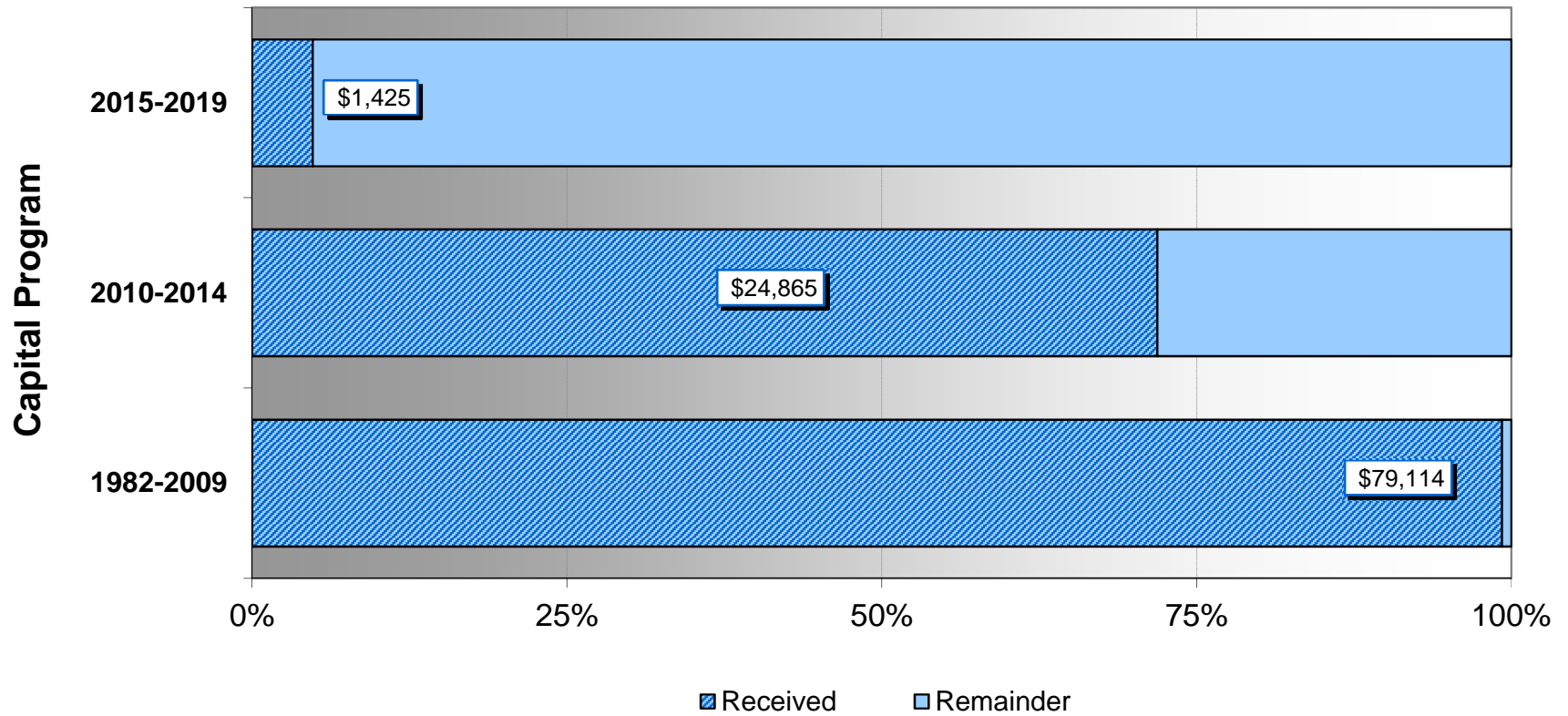
Project	Completion	Goal	Actual
<b>1 All-Agency Yellow Completions (0 new this month)</b>			
<b>LIRR</b>			
<i>Stations</i>			
Escalator Replacement Program	Construction	Mar- 17 \$11.2M	Apr- 17 (A) \$11.2M
An escalator testing issue at Baldwin station has caused the delay.			

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## Status of MTA Capital Program Funding

## Capital Funding (May 31, 2017)

\$ in millions





## Capital Funding Detail (May 31, 2017)

\$ in millions

### 1992-1999 Program

### 2000-2004 Program

### 2005-2009 Program

Funding Plan	Receipts		
Current	Thru April	This month	Received to date
18,109	18,112	(3)	18,109
21,702	21,710	(8)	21,702
24,495	23,919	(9)	23,909

### 2010-2014 Program

Federal Formula, Flexible, Misc

Federal High Speed Rail

Federal Security

Federal RIFF Loan

City Capital Funds

State Assistance

MTA Bus Federal and City Match

MTA Bonds (Payroll Mobility Tax)

Other (Including Operating to Capital)

B&T Bonds

Hurricane Sandy Recovery

*Insurance Proceeds/Federal Reimbursement*

PAYGO

*Sandy Recovery MTA Bonds*

*Sandy Recovery B&T Bonds*

Funding Plan	Receipts		
Current	Thru April	This month	Received to date
\$5,839	\$5,614	\$ -	\$5,614
295	295	-	295
206	100	-	100
-	-	-	-
774	607	-	607
770	400	-	400
132	103	-	103
12,675	10,754	-	10,754
1,538	1,432	-	1,432
2,021	1,916	-	1,916
9,115	3,453	22	3,474
235	160	(79)	81
758	-	-	-
230	89	-	89
<b>Total 34,587</b>	<b>24,923</b>	<b>(58)</b>	<b>24,865</b>

### 2015-2019 Program

Federal Formula, Flexible, Misc

Federal Core Capacity

Federal New Start

State Assistance

City Capital Funds

MTA Bonds

Asset Sales/Leases

Pay-as-you-go (PAYGO)

Other

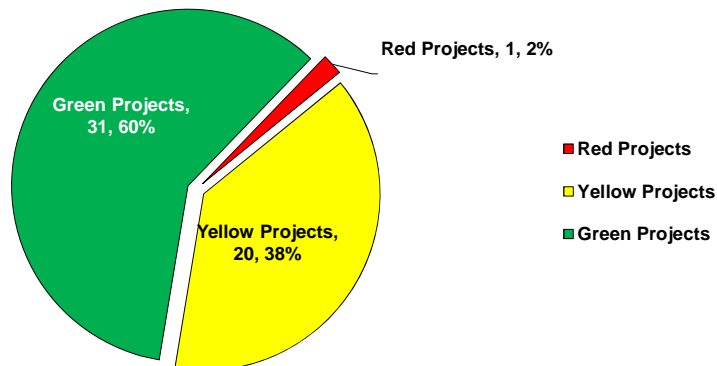
B&T Bonds & PAYGO

Funding Plan	Receipts		
Current	Thru April	This month	Received to date
\$6,275	\$87	\$76	\$163
100	-	-	-
500	-	-	-
8,336	-	-	-
2,492	80	40	120
5,929	-	12	12
600	-	-	-
1,925	1,014	79	1,094
562	36	-	36
2,946	-	-	-
<b>Total 29,665</b>	<b>1,218</b>	<b>207</b>	<b>1,425</b>

# 1<sup>st</sup> Quarter 2017 Traffic Light Report on MTA Core Capital Program Projects

A total of 244 Projects were Reviewed for the 1st Quarter 2017

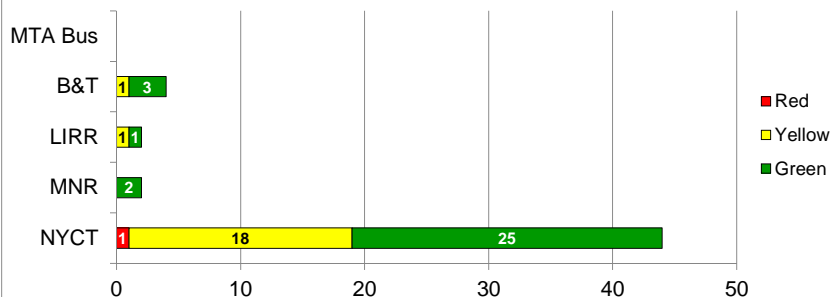
52 Projects in Design



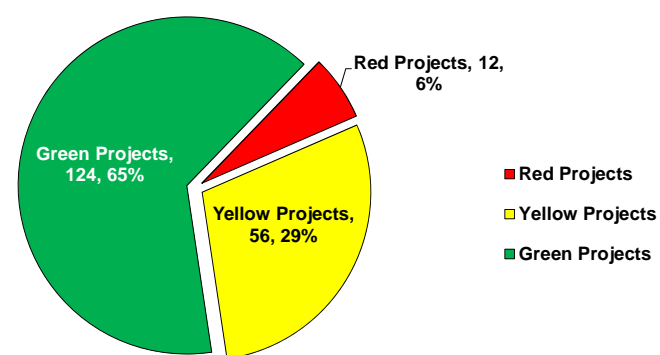
**Projects in Design:** 52 projects were reviewed in the design phase with 31 (60%) projects designated green, 20 (38%) yellow, and 1 (2%) were red. This is a decrease of 13 Red projects since the 4th quarter 2016. The 1 project red for the quarter was red for a cost variance. The cost variance was due to an increased estimate because of existing site conditions.

**Last Quarter:** 53 projects were reviewed in the design phase with 32 (60%) projects designated green, 7 (13%) yellow, and 14 (27%) were red..

52 Projects in Design



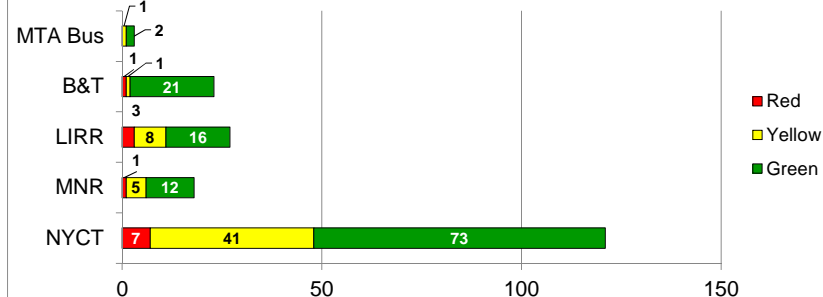
192 Projects in Construction



**Projects in Construction:** 192 projects were reviewed in the construction phase with 124 (65%) designated green, 56 (29%) yellow and 12 (6%) red. This is a decrease of 21 red projects since the 4th quarter 2016. Of the 12 red projects, 4 (33%) were red for a schedule variance, 5 for a contingency variance, and 3 for a cost variance. For the 4 projects designated red for schedule, the variances ranged from 3 to 10 months. The schedule variances were due in part to limited track access, reprioritization of in-house workforce, delay of crane certification, and added scope.

**Last Quarter:** 200 projects were reviewed in the construction phase with 125 (63%) designated green, 42 (21%) yellow and 33 (16%) red.

192 Projects in Construction







## Terms and Definitions

### 1<sup>st</sup> Quarter 2017 Traffic Light Report on MTA Core Capital Program Projects





The following Terms and Definitions used to identify a project's Traffic Light color designation show variances from quarter to quarter and are based on three performance indicators: cost, contingency and schedule. A project is designated a "**red light project**" when one or more of the three indicators exceed a specified threshold. Agencies are required to produce follow-up one-page reports for all qualified red light projects. Included in these reports are one-page agency summaries (on pink paper stock) of issues associated with each project showing a **red** indicator and how the issues are being resolved. A project is designated a "**yellow light project**" after one or more performance indicators had triggered a red in a previous quarter. A yellow project may revert back to green after four consecutive quarters if the performance indicators have not worsened. A project is designated a "**green light project**" when no performance indicator has exceeded the Traffic Light Reports specified thresholds.

#### Traffic Light Report Project Terms and Definitions

##### Projects in Design: 52

-  Green: Indices less than 115% and index movement 15% or more
-  Red: Cost or Contingency 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: 192

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

##### Report Index Formulas and Criteria:

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



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



# 1st Quarter 2017 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	63	.00	■	1.00	■	0	■	Y
Public Address / Customer Information Screens - Phase 3	05 - 09	Construction	\$105,911,228	76	1.04	▼	.99	■	1	▲	Y
Stn Comm Room HVAC Ph 1	05 - 09	Construction	\$45,969,276	100	.59	■	1.01	■	0	■	Y
Replacement of MetroCard Electronic Components	10 - 14	Construction	\$30,000,000	57	.00	■	1.00	■	0	■	Y
Passenger Station Local Area Network at 6 Stations	10 - 14	Construction	\$6,120,000	20	.00	■	1.00	■	0	■	G
Passenger Station Local Area Network at 188 Stations	10 - 14	Construction	\$73,499,981	50	.00	■	1.04	▼	0	■	Y
Replace 11 Hydraulic Elevators	10 - 14	Construction	\$26,245,198	100	.79	■	1.00	■	0	■	Y
Replace 7 Hydraulic Elevators	10 - 14	Construction	\$29,347,472	68	.54	▲	1.00	■	0	■	G
Renewal of Ozone Park - Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$7,396,772	80	.12	▼	.97	▼	0	■	Y
Renewal of Avenue X Station on the Culver Line	10 - 14	Construction	\$19,477,394	78	.75	▼	.99	■	0	■	Y
Renewal of Avenue U Station on the Culver Line	10 - 14	Construction	\$15,756,974	46	.77	▼	.94	▼	0	■	G
Renewal of Avenue P Station on the Culver Line	10 - 14	Construction	\$15,340,176	56	1.24	▲	1.00	■	0	■	G
Renewal of Bay Parkway Station on the Culver Line	10 - 14	Construction	\$14,156,752	49	1.08	▼	1.00	■	0	■	G
Renewal of 18 Avenue Station on the Culver Line	10 - 14	Construction	\$20,350,620	48	1.42	▲	1.04	■	0	■	G
Renewal of Ditmas Avenue Station on the Culver Line	10 - 14	Construction	\$20,476,347	99	.69	▼	.97	■	0	■	Y
Renewal of Avenue I Station on the Culver Line	10 - 14	Construction	\$17,040,685	53	1.06	■	1.00	■	0	■	G
Renewal of Pennsylvania Avenue Station on the New Lots Line	10 - 14	Construction	\$14,991,439	88	.09	■	1.10	■	0	■	Y
Renewal of Rockaway Avenue Station on the New Lots Line	10 - 14	Construction	\$14,924,799	90	.47	■	1.10	■	0	■	Y
Renewal of Saratoga Avenue Station on the New Lots Line	10 - 14	Construction	\$13,888,634	87	.07	■	1.05	■	0	■	G
Renewal of Junius Street Station on the New Lots Line	10 - 14	Construction	\$13,536,385	40	.23	▼	1.01	■	0	■	G
Renewal of Sutter Avenue Station on the New Lots Line	10 - 14	Construction	\$13,529,116	28	.14	■	1.02	■	0	■	G
Renewal of Van Siclen Avenue Station on the New Lots Line	10 - 14	Construction	\$15,876,394	88	.22	■	1.10	■	0	■	Y
Component Repairs at 4 Stations on the Jamaica Line	10 - 14	Construction	\$82,176,031	9	.00	■	1.00	■	0	■	G
Component Repairs at 2 Stations on the Culver Line	10 - 14	Construction	\$21,247,903	40	1.01	▼	1.00	■	0	■	G
Ventilator Repairs at 5 Locations in Upper Manhattan and the Bronx	10 - 14	Construction	\$5,872,617	79	.00	■	1.00	■	0	■	Y



# 1st Quarter 2017 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											
Component Repairs at Eastchester-Dyre Avenue Station on the Dyre Avenue Line	10 - 14	Construction	\$28,109,889	52	.60	▼	1.03	▼	0	■	G
Component Repairs at 3 Stations on the 8th Avenue Line	10 - 14	Construction	\$29,003,129	0	.00	■	1.00	▼	0	■	G
Ventilator Repairs at 8 Locations in Lower Manhattan	10 - 14	Construction	\$5,114,406	71	.00	■	1.00	■	0	■	Y
Reconstruction of Hard Rail Track Panels at 9 Stations on the Sea Beach Line	10 - 14	Construction	\$8,057,796	72	.00	■	1.00	■	1	▲	Y
Ventilator Repairs at 3 Locations in Southeast Brooklyn	10 - 14	Construction	\$6,454,000	66	.00	■	1.00	■	0	■	Y
Ventilator Repairs at 4 Locations in North Brooklyn	10 - 14	Construction	\$5,408,636	9	.00	■	1.06	■	0	■	Y
ADA Accessibility at Ozone Park-Lefferts Blvd Station on the Liberty Line	10 - 14	Construction	\$21,208,942	80	1.01	▲	.99	■	0	■	Y
Access Improvements at Grand Central Station	10 - 14	Construction	\$23,443,265	75	1.28	▲	1.00	■	0	■	R
Replace Tunnel Lighting from Roosevelt Av-36 St on the Queens Blvd Line	10 - 14	Construction	\$52,192,907	45	.00	■	1.00	■	0	■	Y
New Vent Plant at 46 St on the Queens Blvd Line	10 - 14	Construction	\$82,338,068	80	.45	■	1.00	■	0	■	Y
Replace Ventilation Controls at 22 Locations	10 - 14	Construction	\$16,199,489	58	.00	■	.99	■	0	■	G
Rehab of Pumps at 2 Locations in Manhattan	10 - 14	Construction	\$13,316,433	65	.27	▼	1.00	■	0	■	Y
Demolish Abandoned Structures	10 - 14	Construction	\$15,150,000	44	.00	■	1.00	■	0	■	Y
Modernize Signal Interlockings at 71st Avenue and Union Turnpike on the Queens Boulevard Line	10 - 14	Construction	\$297,834,663	70	1.23	▲	.99	■	3	▲	R
Modernize Signals and Interlockings on the Dyre Avenue Line	10 - 14	Construction	\$233,165,029	86	.73	▲	1.03	■	4	▲	R
Modernize Signal Interlocking at 34th Street on the 6th Avenue Line	10 - 14	Construction	\$180,157,513	51	.16	▲	1.00	■	0	■	G
Modernize Signal Interlocking at West 4th Street on the 6th Avenue Line	10 - 14	Construction	\$173,936,863	42	.08	■	.99	■	0	■	G
Replacement of Fiber Optic Cable - Phase 1	10 - 14	Construction	\$11,987,526	50	.00	■	1.27	▼	0	■	Y



# 1st Quarter 2017 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											
Public Address/Customer Info Screen Systems	10 - 14	Construction	\$64,342,713	66	.00	■	.97	■	1	▲	G
Upgrade/Expansion of Communication Rooms - Phase 1	10 - 14	Construction	\$15,974,354	15	.53	▲	.92	■	0	■	G
Replacement of Subway Radio Portable Units	10 - 14	Construction	\$6,719,210	80	.00	■	1.00	■	6	▲	R
Upgrade Ventilation Systems in 19 Communication Rooms	10 - 14	Construction	\$11,223,891	95	7.04	▼	1.03	■	0	■	G
Passenger Station Local Area Network at 30 Stations	10 - 14	Construction	\$27,376,524	97	.71	■	1.03	■	0	■	Y
Integrated Service Information & Management B-Division, Module 1	10 - 14	Construction	\$59,160,238	21	.52	▼	1.00	■	0	■	G
Integrated Service Information & Management B-Division, Module 2	10 - 14	Construction	\$65,765,408	0	.00	■	1.00	■	0	■	G
Repair/Replace Underground Substation Hatchways - Phase 3	10 - 14	Construction	\$11,182,822	70	.00	■	.99	■	0	■	G
Replace Power System Negative Cables on 4th Avenue Line, Phase 2	10 - 14	Construction	\$5,368,602	2	.00	■	1.07	▲	0	■	G
Rehab 3 Car Washers at 3 Yards	10 - 14	Construction	\$17,068,520	100	.28	■	.98	■	0	■	G
2015 Mainline Track Replacement on the Brighton Line	10 - 14	Construction	\$20,443,517	99	.00	■	1.92	■	0	■	R
Replacement of Bus Radio System	10 - 14	Construction	\$200,573,347	11	.06	■	.99	■	0	■	G
Manhattanville Comprehensive Facade Repairs	10 - 14	Construction	\$21,898,845	54	.00	■	1.00	■	0	■	Y
New Bus Command Center Building	10 - 14	Construction	\$52,038,207	35	.82	▲	1.00	■	0	■	Y
Purchase 65 Non-Revenue Vehicles	10 - 14	Construction	\$11,222,176	97	.00	■	1.00	■	10	▲	R
Purchase Vacuum Trains	10 - 14	Construction	\$34,704,131	30	.00	■	.99	■	0	■	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$20,533,371	85	.00	■	1.00	■	0	■	Y
Wide Area Network/Local Area Network Equipment Replacement Phase 1	10 - 14	Construction	\$9,609,800	100	.00	■	1.00	■	0	■	Y
Fire Sprinkler/Alarm Systems at 11 Employee Facilities	10 - 14	Construction	\$26,698,887	95	.88	■	1.00	■	0	■	G
Replace Fire Alarm at 207 St Overhaul Shop	10 - 14	Construction	\$12,783,298	52	.49	▼	.99	■	0	■	G
Groundwater, Soil Remediation	10 - 14	Construction	\$6,474,193	82	.94	▲	.99	■	0	■	G
Rehabilitation of Employee Facility at 207th Street on the 8th Av Line	10 - 14	Construction	\$6,650,000	98	.00	■	1.00	■	0	■	Y



# 1st Quarter 2017 Traffic Light Report Projects in Design and Construction

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

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
Livingston Plaza Repairs	10 - 14	Construction	\$27,257,503	49	.00	▲	1.00	■	0	■	Y
Facility Roof Repair/Replacement Phase 4	10 - 14	Construction	\$16,316,079	55	.58	▼	.99	■	0	■	Y
Design of New "B" Division Railcar	10 - 14	Design	\$12,967,058	50	.00	■	.99	■	0	■	Y
ADA Accessibility at 57 St Station on the Broadway Line - Phase 2	10 - 14	Design	\$66,800,000	90	.00	■	.00	■	1	▲	Y
Purchase 138 Standard CNG Buses	15 - 19	Construction	\$85,050,000	21	.00	■	1.00	■	0	■	G
Component Repairs at 2 Stations on the 4th Avenue Line	15 - 19	Construction	\$11,499,532	0	.00	■	1.06	▼	0	■	G
ADA Accessibility at Court Square Station on the Crosstown Line - Stair Phase	15 - 19	Construction	\$13,083,134	0	.00	■	1.08	▼	0	■	G
Station Signage at Various Locations	15 - 19	Construction	\$10,775,787	3	.00	■	1.00	■	0	■	G
Water Condition Remedy - 2015	15 - 19	Construction	\$8,861,053	6	.00	■	1.07	▲	0	■	G
2016 Mainline Track Replacement	15 - 19	Construction	\$4,225,000	79	.00	■	.65	▲	2	▲	G
2015 Welded Rail Installation on the Queens Boulevard Line	15 - 19	Construction	\$19,847,609	98	.00	■	1.00	▼	0	■	G
2016 Welded Rail Installation on the Queens Boulevard Line	15 - 19	Construction	\$25,444,608	82	.00	■	.92	■	0	■	G
2016 Track Force Account	15 - 19	Construction	\$35,000,000	0	.00	■	1.00	■	0	■	G
2015 Mainline Track Replacement on the Queens Boulevard Line	15 - 19	Construction	\$76,094,814	94	.00	■	.96	■	0	■	G
2015 Mainline Track Replacement on the West End Line	15 - 19	Construction	\$9,564,523	100	.00	■	1.37	▲	-5	▼	Y
2015 Mainline Track Replacement on the Flushing Line	15 - 19	Construction	\$26,894,697	97	.00	■	1.00	▼	2	▲	Y
2015 Mainline Track Replacement on the 8 Avenue Line	15 - 19	Construction	\$56,487,662	92	.00	■	.93	■	0	■	G
2015 Mainline Track Replacement on the Jerome Line	15 - 19	Construction	\$6,381,546	0	.00	■	1.00	■	0	■	G
2015 Welded Rail Installation on the 8th Avenue Line	15 - 19	Construction	\$44,514,446	98	.00	■	.99	■	0	■	G
2016 Mainline Track Replacement on the Brighton Line	15 - 19	Construction	\$14,784,077	99	.00	■	.65	▼	0	■	G
2016 Mainline Track Replacement on the Jamaica Line	15 - 19	Construction	\$18,692,042	67	.00	■	1.00	▼	0	■	G
2016 Mainline Track Replacement on the Queens Boulevard Line	15 - 19	Construction	\$46,784,630	30	.00	■	1.00	▼	0	■	G
2016 Mainline Track Replacement on the Dyre Avenue Line	15 - 19	Construction	\$12,456,949	35	.00	■	.90	▼	0	■	G





# 1st Quarter 2017 Traffic Light Report Projects in Design and Construction

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NYCT - New York City Transit Program											
2016 Mainline Track Replacement on the 6th Avenue / Culver Line	15 - 19	Construction	\$4,088,122	90	.00	■	.61	▼	0	■	G
2016 Welded Rail Installation on the 8th Avenue Line	15 - 19	Construction	\$61,473,711	75	.00	■	1.00	■	0	■	G
2016 Mainline Track Replacement on the Pelham Line	15 - 19	Construction	\$9,285,913	96	.00	■	1.30	▼	0	■	R
2016 Mainline Track Replacement on the White Plains Road Line	15 - 19	Construction	\$15,459,054	86	.00	■	2.43	▲	0	■	Y
2015 Mainline Track Replacement BW7	15 - 19	Construction	\$14,399,527	92	.00	■	1.00	▲	0	■	Y
2016 Mainline Track Replacement on the 8 Avenue Line	15 - 19	Construction	\$50,925,539	32	.00	■	.91	■	0	■	G
2016 Mainline Switch Replacement	15 - 19	Construction	\$9,458,668	100	.00	■	.37	■	2	▲	G
2017 Mainline Switch Replacement	15 - 19	Construction	\$9,050,328	32	.00	■	.26	▲	0	■	G
2015 Mainline Switch Replacement on the Broadway-7th Avenue Line	15 - 19	Construction	\$10,290,251	100	.00	■	1.09	■	0	■	G
2015 Mainline Switch Replacement on the Dyre Avenue Line	15 - 19	Construction	\$7,557,188	80	.00	■	1.00	▼	0	■	Y
2016 Mainline Switch Replacement on the Jamaica Line	15 - 19	Construction	\$5,349,423	100	.00	■	1.00	■	-4	▼	G
2016 Mainline Switch Replacement on the 6th Avenue Line	15 - 19	Construction	\$14,386,646	98	.00	■	1.42	▼	0	■	Y
2016 Mainline Switch Replacement on the Queens Boulevard Line	15 - 19	Construction	\$16,435,225	77	.00	■	2.52	■	0	■	G
2015 Mainline Switch Replacement on the 6th Avenue Line	15 - 19	Construction	\$7,031,107	100	.00	■	.79	■	-1	▼	G
Structural Rehabilitation of the Bridge over Atlantic Railroad on the Myrtle Line	15 - 19	Construction	\$22,046,567	0	.00	■	1.00	■	0	■	G
Structural Rehabilitation of Viaduct and Deck on the Myrtle Line	15 - 19	Construction	\$131,026,995	0	.00	■	1.00	■	0	■	G
Rehabilitation of Emergency Exits at 2 Locations	15 - 19	Construction	\$6,955,400	48	.00	■	1.00	■	0	■	G
Modernize Signal Interlocking at Kings Highway on the Culver Line	15 - 19	Construction	\$169,650,454	2	.00	■	.99	■	0	■	G
Modification to Signal Control Lines - Phase 6	15 - 19	Construction	\$33,011,628	33	.00	■	1.00	■	0	■	Y
AC to DC Line Relay Conversion on the Fulton Line	15 - 19	Construction	\$13,545,979	100	.00	■	1.00	■	0	■	G
Modification of Signal Key-By Circuits - Phase 4	15 - 19	Construction	\$18,429,499	15	.00	■	1.00	■	0	■	G
Private Branch Exchange (PBX) System Upgrade	15 - 19	Construction	\$41,507,342	1	.00	■	1.00	■	0	■	G

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<b>NYCT - New York City Transit Program</b>											
Copper Cable Upgrade/Replacement - Phase 4	15 - 19	Construction	\$12,115,228	65	.00	■	1.00	■	0	■	G
Help Point at 41 Stations	15 - 19	Construction	\$32,018,700	32	.00	■	1.40	▲	0	■	Y
Help Point at 39 Stations (In-House)	15 - 19	Construction	\$22,479,000	100	.00	■	1.00	■	0	■	Y
Replace Roof at 1 Substation	15 - 19	Construction	\$8,563,946	0	.00	■	1.07	▲	0	■	G
Rehab Circuit Breaker House #210 on the White Plains Road Line	15 - 19	Construction	\$22,676,978	0	.00	■	1.00	▲	0	■	G
Yard Lighting at 207 Street Yard	15 - 19	Construction	\$25,481,702	2	.00	■	1.02	▼	0	■	G
Enterprise Asset Management (EAM)	15 - 19	Construction	\$41,156,000	0	.00	■	1.00	■	0	■	G
Employee Facility Component Repairs at 10 Locs in Manhattan	15 - 19	Construction	\$10,245,942	89	.00	■	1.05	■	2	▲	G
Upgrade Power Systems at the Rail Control Center and Power Control Center	15 - 19	Construction	\$55,470,962		.00	■	1.00	■	0	■	G
Replace 12 Traction Elevators on the Broadway/7th Avenue Line	15 - 19	Design	\$44,714,205	40	.00	■	1.00	▲	-1	▼	G
Replace 2 Escalators and 2 stairs at Grand Central Station	15 - 19	Design	\$13,722,793	35	.00	■	1.03	■	0	■	G
Jay Street Escalator Realignment	15 - 19	Design	\$15,000,000	90	.00	■	1.00	■	1	▲	Y
Renewal of Borough Hall Station on the Lexington Avenue Line	15 - 19	Design	\$36,583,597	60	.00	■	.84	■	0	■	Y
Renewal of 138 St - Grand Concourse Station on the Jerome Line	15 - 19	Design	\$21,963,291	45	.00	■	1.00	■	1	▲	G
Renewal of Astoria Boulevard Station on the Astoria Line	15 - 19	Design	\$18,016,265	40	.00	■	1.00	■	0	■	Y
Repair of Platform Components at 2 Locations on the Crosstown Line	15 - 19	Design	\$11,836,634	35	.00	■	.89	■	0	■	G
Repair of Platform Components at 2 Locations on the Pelham Line	15 - 19	Design	\$5,233,825	65	.00	■	1.00	■	0	■	G
Repair of Platform Components at 2 Locations on the Lenox Line	15 - 19	Design	\$5,618,437	65	.00	■	1.00	■	2	▲	G
Repair of Platform Components at 7 Locations on the Canarsie Line	15 - 19	Design	\$24,973,058	40	.00	■	1.00	■	0	■	G
ADA Accessibility at Astoria Boulevard Station on the Astoria Line	15 - 19	Design	\$34,691,534	50	.00	■	1.00	■	0	■	Y
ADA Accessibility at 86 Street Station on the 4 Avenue Line	15 - 19	Design	\$28,850,446	90	.00	■	1.00	▲	1	▲	G
ADA Accessibility at Gun Hill Road Station on the Dyre Line	15 - 19	Design	\$42,030,404	95	.00	■	1.01	■	2	▲	Y

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<b>NYCT - New York City Transit Program</b>											
ADA Accessibility at Times Square Shuttle - Phase 3	15 - 19	Design	\$244,500,000	40	.00	■	1.00	■	0	■	G
ADA Accessibility at Greenpoint Avenue Station on the Crosstown Line	15 - 19	Design	\$36,128,033	50	.00	■	1.40	▲	0	■	R
Access Improvements: Grand Central, Phase 2	15 - 19	Design	\$78,581,000	60	.00	■	1.04	■	0	■	Y
Station Entrance and Structural Work at 8 Avenue on the Sea Beach Line	15 - 19	Design	\$14,946,248	51	.00	■	.99	■	3	▲	Y
Reconstruction of Times Square Shuttle - Phase 3	15 - 19	Design	\$30,500,000	40	.00	■	1.00	■	0	■	G
Replace Supervisory Vent Controls at Various Locations	15 - 19	Design	\$35,226,078	55	.00	■	1.00	■	0	■	G
Rehabilitation of Vent Plant at Forsyth Street on the 6th Avenue Line	15 - 19	Design	\$100,200,035	60	.00	■	1.00	■	0	■	G
Structural Rehabilitation of the Livonia Yard Overpass & Retaining Wall	15 - 19	Design	\$14,256,097	85	.00	■	.90	■	1	▲	G
Overcoat Painting and Steel Repair at Myrtle Avenue to DeSales on the Jamaica Line	15 - 19	Design	\$45,795,092	65	.00	■	1.00	■	0	■	G
Overcoat Painting and Steel Repair at East New York Leads and Loops	15 - 19	Design	\$24,500,354	70	.00	■	.87	■	0	■	G
Signal Room Fire Suppression, Phase 2	15 - 19	Design	\$17,604,639	60	.00	■	1.12	■	0	■	G
Substation Renewal: Burnside Av BXC	15 - 19	Design	\$31,093,293	70	.00	■	1.00	■	0	■	G
Renewal of Avenue Z Substation on the Culver Line	15 - 19	Design	\$35,141,517	70	.00	■	1.00	■	0	■	G
Rehab Circuit Breaker House #586 on the Culver Line	15 - 19	Design	\$14,434,198	70	.00	■	1.00	■	0	■	G
Rehab Ducts at Stanton Street Substation	15 - 19	Design	\$12,445,469	30	.00	■	.88	■	0	■	Y
Upgrade Central Electronics Shop at Woodside Facility	15 - 19	Design	\$15,223,550	70	.00	■	1.00	■	0	■	G
Heavy Shop Equipment	15 - 19	Design	\$10,000,000	49	.00	■	1.00	■	0	■	Y
Component Rehab at Queens Village Depot	15 - 19	Design	\$35,675,871	40	.00	■	1.00	■	0	■	G
Component Rehab at Casey Stengel Depot	15 - 19	Design	\$10,805,400	45	.00	■	.51	■	2	▲	G



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NYCT - New York City Transit Program											
Component Rehab at Zerega Central Maintenance Facility (SBMP)	15 - 19	Design	\$10,385,150	92	.00	■	1.03	■	0	■	G
Storage Tank Replacement	15 - 19	Design	\$16,551,324	100	.00	■	1.03	▼	1	▲	Y
Elevator Upgrade at 5 Depots	15 - 19	Design	\$16,353,519	92	.00	■	1.01	■	0	■	Y
Purchase 27 Refuse Flats	15 - 19	Design	\$24,854,608	97	.00	■	1.00	■	0	■	Y
Purchase 12 3-Ton Crane Cars	15 - 19	Design	\$28,780,641	40	.00	■	1.00	▲	0	■	Y
Purchase Locomotives	15 - 19	Design	\$102,472,053	75	.00	■	1.00	■	0	■	Y
Improvements to Electrical and Mechanical Systems at Livingston Plaza	15 - 19	Design	\$56,534,166	92	.00	■	1.01	■	0	■	Y
Rehabilitation of St. George Interlocking	10 - 14	Construction	\$14,094,549	100	.00	■	.99	■	0	■	G
Construction of New Power Substation: Prince's Bay	10 - 14	Construction	\$25,219,589	94	.08	■	1.00	■	1	▲	G
Construction of New Station: Arthur Kill	10 - 14	Construction	\$24,025,687	99	1.20	■	1.00	■	2	▲	Y
Construction of New Power Substation: Tottenville	15 - 19	Construction	\$27,525,568	1	.00	■	1.00	▼	0	■	G
Replacement of Car Fleet	15 - 19	Design	\$256,303,812	50	.00	■	1.10	■	0	■	G
UHF T-Band Radio System Replacement	15 - 19	Design	\$26,041,154	40	.00	■	1.01	■	0	■	G
Rehabilitation of Amboy Road Bridge	15 - 19	Design	\$5,857,658	70	.00	■	1.00	■	0	■	G
LIRR - Long Island Rail Road Program											
New Elevators - Flushing - Main St	05 - 09	Construction	\$24,619,074	42	.10	■	1.00	■	0	■	G
Main Line Corridor Improvements -Hicksville North Siding	05 - 09	Construction	\$50,621,405	8	.00	■	1.00	■	0	■	G
Main Line Corridor Improvements -Hicksville Station Improvements	05 - 09	Construction	\$69,236,208	8	.00	■	.98	■	0	■	Y
Wantagh Station Platform Replacement	10 - 14	Construction	\$23,167,816	24	1.86	▲	1.03	■	0	■	G
Escalator Replacement Program	10 - 14	Construction	\$11,174,245	92	1.16	▲	1.00	■	1	▲	R
Construction equipment purchase used for track program	10 - 14	Construction	\$7,000,000	96	.00	■	1.00	■	0	■	Y
150th Street - Jamaica Bridge Rehabilitation	10 - 14	Construction	\$23,974,404	99	.00	■	.96	■	0	■	Y
Speonk to Montauk Signalization	10 - 14	Construction	\$73,000,000	80	.64	■	1.00	■	0	■	Y



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<b>LIRR - Long Island Rail Road Program</b>											
Centralized Train Control	10 - 14	Construction	\$17,900,000	87	1.04	▲	1.38	▲	0	■	Y
Employee Facilities Renewals	10 - 14	Construction	\$10,874,658	96	1.11	▲	1.01	■	-4	▼	R
Replacement of Port Washington Substation	10 - 14	Construction	\$26,159,452	37	.00	■	1.00	▲	0	■	G
Replacement of Richmond Hill Substation	10 - 14	Construction	\$12,017,791	5	.00	■	1.00	■	0	■	Y
Replacement of Penn Station Substation	10 - 14	Design	\$22,100,000	15	6.25	▼	1.00	■	0	■	Y
Gct/ESA Unified Trash Facility	15 - 19	Construction	\$11,100,000	15	.00	■	1.00	■	0	■	G
2016 Annual Track Program	15 - 19	Construction	\$64,809,708	95	.00	■	.99	■	0	■	G
2017 Annual Track Program	15 - 19	Construction	\$75,000,000	1	.00	■	1.25	■	0	■	R
Retaining Walls / Right Of Way Projects	15 - 19	Construction	\$12,000,000	12	.00	■	1.00	■	0	■	Y
Amtrak Territory Improvements	15 - 19	Construction	\$67,500,000	57	.00	■	1.00	■	0	■	G
Main Line Bridge Component Renewals	15 - 19	Construction	\$35,800,000	5	.00	■	1.00	■	0	■	G
Communications Pole Line Replacement	15 - 19	Construction	\$7,700,000	23	.00	■	1.00	■	0	■	G
Signal Normal Replacement Program	15 - 19	Construction	\$40,000,000	11	.00	■	1.00	■	0	■	G
Positive Train Control	15 - 19	Construction	\$126,000,000	1	72.07	▼	1.00	▲	0	■	G
Station Replacement	15 - 19	Construction	\$81,000,000	6	.00	■	1.00	■	0	■	G
Substation Components	15 - 19	Construction	\$42,400,000	6	.00	■	1.00	■	0	■	G
3Rd Rail - Protection Board	15 - 19	Construction	\$8,800,000	10	.00	■	1.00	■	0	■	Y
3Rd Rail - Composite Rail	15 - 19	Construction	\$12,000,000	3	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Lightning	15 - 19	Construction	\$12,000,000	0	.00	■	1.00	■	0	■	G
EAM Reserve	15 - 19	Construction	\$8,000,000	0	.00	■	1.00	■	0	■	G
Removal Of Montauk Cut Off Viaduct	15 - 19	Design	\$5,700,000	98	.00	■	1.00	■	0	■	G
<b>MNR - Metro-North Railroad Program</b>											
Grand Central Terminal Leaks Remediation	10 - 14	Construction	\$17,223,534	73	1.16	▼	.92	▼	0	■	Y
Grand Central Terminal Elevator Rehabilitation - Phase 4	10 - 14	Construction	\$10,596,025	83	1.87	▲	1.09	▲	0	■	R

**1st Quarter 2017 Traffic Light Report  
Projects in Design and Construction**

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<b>MNR - Metro-North Railroad Program</b>											
Grand Central Terminal Utility System Improvements	10 - 14	Construction	\$31,828,414	38	1.93	▲	.95	■	0	■	G
Station Building Improvements and Net Lease Efforts at Select Locations	10 - 14	Construction	\$8,260,895	65	.64	▲	.95	■	0	■	G
Mainline/High Speed Turnout Replacement	10 - 14	Construction	\$58,304,194	83	.00	■	.95	■	0	■	G
Drainage and Undercutting Improvements Along the Right-of-Way	10 - 14	Construction	\$9,321,023	85	-1.11	■	.90	▼	0	■	G
Upgrade West of Hudson Signal System	10 - 14	Construction	\$64,418,723	26	.00	■	.95	■	0	■	G
Replace and Upgrade Substation Bridge 23	10 - 14	Construction	\$41,496,040	87	.00	■	.99	■	2	▲	Y
Harlem and Hudson Line Power Improvements	10 - 14	Construction	\$41,072,282	51	4.53	▼	1.21	■	0	■	Y
Customer Communication/Connectivity Improvements to provide Real-time Information at East of Hudson Stations	10 - 14	Design	\$36,627,846	75	.09	▲	.92	■	0	■	G
Repair/Replacement of Undergrade Bridges	10 - 14	Design	\$23,585,567	90	.00	■	.94	■	-22	▼	G
GCT Fire Protection	15 - 19	Construction	\$11,400,000	38	.00	■	.99	■	0	■	Y
Cyclical Track Program	15 - 19	Construction	\$23,505,350	0	.00	■	.99	■	0	■	G
Rock Slope Remediation	15 - 19	Construction	\$19,613,252	0	.00	■	.99	■	0	■	G
Turnouts - Mainline/High Speed **	15 - 19	Construction	\$51,321,034	16	.00	■	.99	■	0	■	G
GCT Turnouts/Switch Renewal	15 - 19	Construction	\$24,469,564	60	.00	■	.98	■	-12	▼	G
Systemwide Drainage	15 - 19	Construction	\$9,867,408	85	.00	■	.98	■	0	■	G
Purchase MoW Equipment	15 - 19	Construction	\$22,000,000	7	.00	■	1.00	■	0	■	G
Replace Timbers - Undergrade Bridges	15 - 19	Construction	\$4,763,000	34	.00	■	.95	■	2	▲	G
Rock Slope Remediation	15 - 19	Construction	\$14,997,293	0	.00	■	.99	■	0	■	G
<b>B&amp;T - Bridges and Tunnels Program</b>											
Rehabilitation of tunnel walls Roadway drainage and fire line repair at Brooklyn-Battery Tunnel	10 - 14	Construction	\$63,039,345	44	.49	▲	.96	■	0	■	G
This project will construct miscellaneous structural steel repairs at various locations on the Marine Parkway Bridge.	10 - 14	Construction	\$29,229,193	39	.00	■	1.04	■	0	■	G

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<b>B&amp;T - Bridges and Tunnels Program</b>											
Structural Rehabilitation of the Entrance and Exit Plazas - Queens Midtown Tunnel	10 - 14	Construction	\$15,449,526	48	1.06	▲	.93	■	0	■	G
Rehabilitation of Tunnel Walls, Ceiling Repair and Leak Control - Queens Midtown Tunnel	10 - 14	Construction	\$56,598,929	48	1.47	▼	.90	■	0	■	G
Miscellaneous steel and concrete rehabilitation - Manhattan approach ramps of the Robert F Kennedy Bridge	10 - 14	Construction	\$107,405,676	59	.75	▲	.95	■	0	■	G
Steel repairs, concrete rehabilitation and repair/rehabilitation of drainage systems - Verrazano-Narrows Bridge	10 - 14	Construction	\$11,774,702	95	-1.33	▲	.86	■	0	■	G
Replacement of Brooklyn Plaza structural slab - Brooklyn-Battery Tunnel	10 - 14	Construction	\$17,901,865	7	.00	■	.96	■	0	■	G
Interim Deck Repairs - Manhattan Toll Plaza Deck - Robert F Kennedy Bridge	10 - 14	Construction	\$45,585,637	76	.06	▼	.97	■	19	▲	Y
Rehabilitation of the Programmable Logic Controller and electrical and mechanical systems of the Marine Parkway Bridge Lift Span	10 - 14	Construction	\$9,904,529	28	.00	■	.97	■	0	■	G
Rehabilitation of the Programmable Logic Controller and electrical and mechanical systems of the Marine Parkway Bridge Lift Span	10 - 14	Construction	\$37,653,544	39	1.07	▼	.96	■	0	■	G
Tunnel Ventilation Building Electrical Upgrade Replace electrical switchgear and fan motor control Equipment - Queens Midtown Tunnel	10 - 14	Construction	\$55,136,973	70	.46	■	.98	■	3	▲	R
Zone and Spot Paint Rockaway Point Boulevard Bridge, Jacob Riis Pedestrian Bridge, and Marine Parkway Bridge	10 - 14	Construction	\$26,271,467	39	.00	■	.95	■	0	■	G
Paint steel members, toll plaza deck and approach ramps at Robert F Kennedy Bridge	10 - 14	Construction	\$24,109,957	35	.77	▼	.96	■	0	■	G
Paint Brooklyn and Staten Island lower level ramps at Verrazano Narrows Bridge	10 - 14	Construction	\$15,944,641	95	.25	■	.93	■	0	■	G



# 1st Quarter 2017 Traffic Light Report Projects in Design and Construction

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

Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Program</b>											
Paint - Upper Level Superstructure - Verrazano-Narrows Bridge	10 - 14	Construction	\$31,440,627	89	.01	■	.95	■	0	■	G
Phase A of the suspended span deck replacement - Throgs Neck Bridge - Utility relocation and prototype construction	10 - 14	Design	\$21,958,167	81	.00	■	.99	■	0	■	Y
Miscellaneous Structural Rehabilitation: Steel repairs and Removal of Tuned Mass Damper - Bronx-Whitestone Bridge	15 - 19	Construction	\$27,529,067	42	.00	■	.97	■	0	■	G
Monitoring, Inspection and Testing of the Bronx-Whitestone Bridge's Main Cable and Cable Wires	15 - 19	Construction	\$15,635,143	42	.30	▲	.97	■	0	■	G
Installation of Rotating Prism Signs (RPS) at the Bronx-Whitestone, Throgs Neck and Verrazano-Narrows Bridges	15 - 19	Construction	\$14,136,460	2	.00	■	1.04	▲	-6	▼	G
Replacement and Upgrade of Existing Toll Systems and Exploration of Future Tolling Technologies and Systems	15 - 19	Construction	\$63,297,672	56	.00	■	.95	■	0	■	G
Installation of a Dry Fire Standpipe System on the Randall's Island/Ward's Island Viaduct, Bronx Plaza, Harlem River Lift Span and Bronx Truss Span - Robert F. Kennedy Bridge	15 - 19	Construction	\$22,900,497	0	.00	▼	.95	■	0	■	G
Construction of an Anchorage Dehumidification System - Throgs Neck Bridge	15 - 19	Construction	\$44,986,006	30	.12	▲	1.03	■	0	■	G
Painting of the Tower Interior Base Cells and Struts - Bronx-Whitestone Bridge	15 - 19	Construction	\$31,596,972	42	.68	▲	.95	■	0	■	G
Painting of the Anchorages Interior - Throgs Neck Bridge	15 - 19	Construction	\$7,844,820	30	.00	■	.95	■	0	■	G
Design and construction for the rehabilitation of the exterior and interior of the Anchorages at the Verrazano-Narrows Bridge	15 - 19	Design	\$48,868,216	76	.00	▲	.99	■	0	■	G
Design and Construction for Widening of the Verrazano-Narrows Bridge approach to the Gowanus Expressway	15 - 19	Design	\$31,188,868	30	.00	■	.99	■	0	■	G
Rehabilitation/Upgrades to Toll Plaza Structural Elements	15 - 19	Design	\$42,523,281	43	.00	■	.85	▼	10	▲	G





# 1st Quarter 2017 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
MTA Bus Program											
New Bus Command Center Building	10 - 14	Construction	\$17,119,400	35	1.59	▼	1.00	■	0	■	Y
Replacement of Bus Radio System	10 - 14	Construction	\$27,920,676	7	.00	■	1.00	■	0	■	G
Replacement of Bus Radio System	15 - 19	Construction	\$34,500,000	0	.00	■	1.00	■	0	■	G

<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Access Improvements: Grand Central Terminal / Lexington Avenue Line</b>	<b>Current Budget: \$23.3M</b>
	<b>Project EAC: \$23.5M</b>
	<b>Substantial Completion Date at Award: May 2017</b>
<b>Project No: T6041405</b>	<b>Current Substantial Completion Date: Jul 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 81%</b>

<b>Project Description</b>
The objective of this project is to install an additional entrance stair descending from the street to the station mezzanine and to provide improvements to Control Area R-238 at Grand Central Terminal on the Lexington Avenue Line.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the First Quarter 2017, the rate of contingency expenditures exceeded the overall project percent complete, causing a contingency index of 1.28 due to multiple Additional Work Orders (AWO's), including:</p> <ol style="list-style-type: none"> <li>1. AWO #14: Grand Central Terminal 105 Hall Opening and Historic finishes for \$703K</li> <li>2. AWO #22: Water remediation work between the transit and Metro North Railroad mezzanine wall area for \$135K</li> <li>3. AWO #20: Removal of mezzanine slab and wall for \$63K</li> <li>4. AWO #21: Additional installation of knee braces, shim stack, flange connection, support angles and plates for \$93K</li> </ol>
<b>What is Being Done</b>
<p><b>Contingency:</b> The AWO's have been approved.</p> <p><b>Cost:</b> Subsequent to the reporting quarter, analysis was conducted that identified a budget shortfall. A Budget Modification has been drafted to address this need and is currently under review.</p>
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report including the stated problems and actions taken by the Agency.
<b>All Agency Contractor Evaluation:</b> The Overall Contractor/Consultant Performance rating for the current All Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.

<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Two Interlockings: Union Turnpike &amp; 71<sup>st</sup> Avenue, Queens Blvd Line</b>	<b>Current Budget: \$297.8M</b>
	<b>Project EAC: \$297.8M</b>
	<b>Substantial Completion Date at Award: Apr 2017</b>
<b>Project No: T6080310</b>	<b>Current Substantial Completion Date: May 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 70%</b>

<b>Project Description</b>
<p>This project will modernize and improve the reliability of the Union Turnpike and 71<sup>st</sup> Avenue Interlockings located on the IND Queens Boulevard Line (QBL) in the borough of Queens. Work will include replacement with a new conventional relay-based interlocking and the construction of new relay rooms to house all associated equipment. This project is necessary for the implementation of Communications Based Train Control (CBTC).</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Contingency</b></p> <p><b>Contingency:</b> During the First Quarter 2017, the rate of contingency expenditures exceeded the overall percent complete, causing a contingency index of 1.23 due to multiple Additional Work Orders (AWO's), including:</p> <ol style="list-style-type: none"> <li>1. AWO #81 \$215,000: Installation of Diamond Crossover (DXO) resilient plates and spring system design changes (Changed Standard).</li> <li>2. AWO #85 \$33,870: Additional electrical work at dispatcher's office at 71<sup>st</sup> Avenue Station (Field Condition).</li> <li>3. AWO #90 \$44,000: Relocation of emergency alarm box No. 5512, telephone and Blue light at Union Turnpike Station (Field Condition).</li> <li>4. AWO #91 \$103,000: Incidental signal and track work to facilitate in-house rail replacement at Continental Avenue on Track D3 and D4 (Field Condition).</li> <li>5. AWO #94 \$77,000: Additional cameras at 71<sup>st</sup> Continental Avenue Station (User Request).</li> </ol>
<b>What is Being Done</b>
<p><b>Contingency:</b> A contingency analysis is ongoing to evaluate any additional potential needs.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The Overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Modernize Signals and Interlockings on the Dyre Avenue Line</b>	<b>Current Budget: \$226.1M</b>
	<b>Project EAC: \$233.2M</b>
	<b>Substantial Completion Date at Award: Jul 2017</b>
<b>Project No: T6080313</b>	<b>Current Substantial Completion Date: Nov 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 86%</b>

<b>Project Description</b>
<p>This project will modernize two interlockings on the Dyre Avenue Line in the borough of the Bronx, enabling the relay-based system to interface with Automatic Train Supervision-A Division. The limits of this project extend from East 180<sup>th</sup> Street to Dyre Avenue.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter 2017, the forecasted Substantial Completion date slipped four months, from July 2017 to November 2017, due to limited track access and issues encountered with the Solid State Interlocking (SSI) at Morris Park, prior to placing the SSI in service. In addition, Con Edison identified some safety concerns which were determined to be an obstacle to the provision of permanent power to the Secor Relay Room.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Additional General Orders have been requested for placing the Secor Relay Room in service and meetings have taken place with Con Edison to address their safety concerns.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Rapid Transit Operations (RTO) Portable Radio Unit Replacement</b>	<b>Current Budget: \$6.8M</b>
	<b>Project EAC: \$6.8M</b>
	<b>Substantial Completion Date at Award: Mar 2011</b>
<b>Project No: T6080606</b>	<b>Current Substantial Completion Date: Sep 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 80%</b>

<b>Project Description</b>
<p>This project will replace approximately 8000 portable radios with accessories and ancillary equipment system- wide for use with the NYCT subway radio system. It will provide identification of the radio operator and display his/her name on a display console at the Rail Control Center dispatcher's desk by decoding the Automatic Number Identification feature. To accomplish this, design effort is needed to modify both the hardware interface and the software decoding system.</p> <p>In 2012, the project was expanded to include the reprogramming of all RTO radios to comply with a Federal Communications Commission (FCC) mandate that requires narrow band transmission and also to provide the new radios with the capability to operate in the wide band mode. NYCT is in the process of reprogramming the nearly 9000 RTO radios to comply with the FCC mandate and also operate in the wide band mode, as permitted by FCC waiver, until the installation is complete.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter 2017, the forecasted Substantial Completion date slipped six months, from March 2017 to September 2017, due to the backlog of work that accrued from the reallocation of resources to address high priority projects and added scope for the installation of a unit ID system.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Manpower was allocated to complete the backlog of work as of last quarter and this work has been progressing. The added scope for the installation of a Unit ID system is not anticipated to cause any further delays to the project or have additional cost impact.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: 2015 Mainline Track Replacement on the Brighton Line</b>	<b>Current Budget: \$16.0M</b>
	<b>Project EAC: \$26.4M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T6100435/T7050217</b>	<b>Current Substantial Completion Date: Jun 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 99%</b>

<b>Project Description</b>
<p>This project will reconstruct segments of mainline track on the Brighton Line in Brooklyn that have reached the end of their useful life. Locations are determined based on the latest track condition survey. Work will include the replacement of track and associated equipment/materials</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the First Quarter 2017, the Estimate at Completion (EAC) was reported as \$26.4M compared to a current budget of \$16.0M. The increase is due to an accrual of temporary charges for 2016 work to this contract, which began as a result of delayed approval of the 2015-2019 Capital Program.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The shortfall will be addressed with a future budget action, including reconciliation of the 2015 (M44110) and 2016 (M44133) contracts on the Brighton Line, forecasted for completion in the Second Quarter of 2017. With this budget reconciliation, the temporary charges will be transferred back to the 2016 contract. The budget reconciliation is underway and forecast for completion by the end of Third Quarter 2017.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Purchase 65 Non Revenue Vehicles</b>	<b>Current Budget: \$11.2M</b>
	<b>Project EAC: \$11.2M</b>
	<b>Substantial Completion Date at Award: Jan 2015</b>
<b>Project No: T6130206</b>	<b>Current Substantial Completion Date: Dec 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 97%</b>

<b>Project Description</b>
<p>This project will replace 65 Non Revenue vehicles that have exceeded their expected life span. Replacement of these vehicles will allow Support Fleet Services (SFS) to keep its fleet in a state of good repair, which is vital to the support of system wide maintenance and operational abilities in the Departments of Subways and Buses.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter of 2017, the forecasted Substantial Completion date slipped ten months from February 2017 to December 2017, due to a continued delay in obtaining crane certification.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The vendor has completed the strain gauge testing and has made the appropriate adjustments to meet the International Organization for Standardization (ISO) standard to obtain the crane certification from the NYC Department of Cranes and Derricks. Currently, it has been requested that the vendor provide weekly updates and a timeline for delivery. The vendor has provided weekly updates and has provided a Substantial Completion date for delivery of the remaining unit by the end of June 2017.</p>
<b>Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: 2016 Mainline Track Replacement on the Pelham Line</b>	<b>Current Budget: \$7.10M</b>
	<b>Project EAC: \$9.29M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050237</b>	<b>Current Substantial Completion Date: Jun 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 96%</b>

<b>Project Description</b>
<p>This project will reconstruct segments of mainline track on the Pelham Line in the Bronx that have reached the end of their useful life. Locations are determined based on the latest track condition survey. Work will include the replacement of track and associated equipment/materials.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the First Quarter 2017, the Estimate at Completion (EAC) was reported as \$9.29M compared to a current budget of \$7.10M due to partial funding of additional track component replacement that was done in conjunction with the track reconstruction to take advantage of track access. The EAC was also impacted by high infrastructure mobilization costs.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Subsequent to the first quarter reporting, the EAC increased to \$10.05 million. This represents the balance of funding needed to complete the added scope and to address final inspection and project close out.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: ADA Accessibility at Greenpoint Avenue Station on the Crosstown Line</b>	<b>Current Budget: \$25.7M</b>
	<b>Project EAC: \$36.1M</b>
	<b>Substantial Completion Date at Award: Aug 2017</b>
<b>Project No: T7041309</b>	<b>Current Substantial Completion Date: Aug 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 50%</b>

<b>Project Description</b>
<p>This project will address ADA Accessibility at the Greenpoint Avenue Station on the Crosstown Line in Brooklyn. Work will include: installation of three hydraulic elevators and associated components; modification to the existing platform components, including columns, girders, boarding areas and stairs, as necessary; and modification of the existing mezzanine, including the fare collection area, agent booth, and station rooms.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the First Quarter 2017, the Estimate at Completion (EAC) was reported as \$36.13M compared to a current budget of \$25.67M due to an increased estimate based on an assessment of existing site conditions. The current budget was based on a preliminary estimate established prior to Master Plan development and the current EAC is based on an extensive site assessment and a preliminary alternatives analysis.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Reduced cost alternatives were explored, but it has been determined that there will be an additional funding need above the current budget. The project cost is currently being finalized and the result may be that the project incurs additional cost impacts due to factors, such as elevator site selection.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Escalator Replacement Program</b>	<b>Current Budget: \$11.1M</b>
	<b>Project EAC: \$11.1M</b>
	<b>Substantial Completion Date at Award: Jan 2017</b>
<b>Project No: L60204UD</b>	<b>Current Substantial Completion Date: Apr 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 92%</b>

<b>Project Description</b>
<p>The project includes replacement of 6 escalators and associated equipment at Rockville Centre, Baldwin, Freeport, Amityville, Copiague, and Lindenhurst on the Babylon Branch. The new all-weather heavy duty escalators will be equipped with safety enhancements including 3 flat steps at top &amp; bottom landings, the ability to measure horizontal impact and forces applied to comb plates at the top &amp; bottom of the escalator, detect obstructions between step and skirt, sense handrail speed variations, and provide remote monitoring capability. Escalators will be equipped with sleep-mode technology, providing energy savings and prolonged equipment lifespan.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the First Quarter of 2017, the rate of contingency expenditures exceeded the overall percent complete causing a contingency index of 1.16 due to multiple Change Order's (CO), including:</p> <ol style="list-style-type: none"> <li>1. CO#7 \$25K – Lead Abatement and Testing (Field Condition)</li> <li>2. CO#2 \$338K – Fabricate and Install New Stairway (Field Condition)</li> <li>3. CO#3 \$118K – Revised Upper Pit design (Field Condition)</li> <li>4. CO#4* \$107K – Miscellaneous items not in contract (Field Condition)</li> <li>5. CO#5*\$49K – New main stairway temporary railing (Field Condition)</li> <li>6. CO#6* \$8K – Sleep Mode Guide Rails (Field Condition)</li> <li>7. CO#8* \$95K – Miscellaneous Items (Field Condition)</li> </ol> <p>*Subsequent to the reporting period, CO#6 &amp; CO#8 were approved in May 2017; CO#4 &amp; CO#5 are not yet approved as of current reporting period.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Subsequent to the reporting period, the project achieved Substantial Completion during April 2017. Additionally, the revised proposals for CO#4 and CO#5 were received and the proposed amounts have decreased. Funding is currently being reallocated within tasks to meet overall Project needs with no additional impact to the Project Budget.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Morris Park Communications Building Rehabilitation</b>	<b>Current Budget: \$10.7M</b>
	<b>Project EAC: \$10.8M</b>
	<b>Substantial Completion Date at Award: Feb 2017</b>
<b>Project No: L60604YT</b>	<b>Current Substantial Completion Date: Mar 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 96%</b>

<b>Project Description</b>
<p>This project covers the rehabilitation of some of Long Island Railroad's (LIRR) employee facilities at the Jamaica Corporate Building, Morris Park Building, Richmond Hill Sheridan Shop, and others. The scope of work consists of roofing replacement, HVAC unit replacement, paving, curbs, signage, striping, façade repairs, replacement of existing fire alarm system, and various structural rehabilitation.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the First Quarter of 2017, the rate of contingency expenditures exceeded the overall percent complete causing a contingency index of 1.11 due to multiple Change Order's (CO), including:</p> <ol style="list-style-type: none"> <li>1. CO#1 \$6K – Modify Window Openings ( Field Condition)</li> <li>2. CO#2 \$61K – Exterior Structural Repairs (Field Condition)</li> <li>3. CO#3 \$360K – Structural Repairs (Field Condition)</li> </ol>
<b>What is Being Done</b>
<p><b>Contingency:</b> The project budget is being evaluated and a budget modification will be issued. Project has achieved Substantial Completion as of March 2017.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: 2017 Annual Track Program</b>	<b>Current Budget: \$60.0M</b>
	<b>Project EAC: \$75.0M</b>
	<b>Substantial Completion Date at Award: Dec 2017</b>
<b>Project No: L70301WC</b>	<b>Current Substantial Completion Date: Dec 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 1%</b>

<b>Project Description</b>
<p>This track reconstruction project includes Life Cycle Replacement and the upgrade of: Mechanized Wood Ties, grade Crossing Rehab, Surfacing of track bed, Surface Interlocking Switches, Field Welds, Switches, Concrete Ties and Continuous Welded Rail.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the First Quarter of 2017, due to an increase in project scope, the Estimate at Completion (EAC) exceeded the Current Budget causing a cost index of 1.25. In the pending Capital Improvement Program Amendment, funding is currently being reallocated from future years in order to meet the aggressive schedules for the governor's initiatives and to support the increased demands on the in-house forces.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> A budget modification is in circulation and the Current Budget will be adjusted to match the EAC upon approval.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Grand Central Terminal Elevator Rehab - Phase IV</b>	<b>Current Budget: \$9.7M</b>
	<b>Project EAC: \$10.6M</b>
	<b>Substantial Completion Date at Award: Oct 2016</b>
<b>Project No: M6020106</b>	<b>Current Substantial Completion Date: May 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 83%</b>

<b>Project Description</b>
<p>The scope of work involves the full replacement of three freight elevators (SE-1, SE-2, and A-Car) in Grand Central Terminal (GCT). The new elevators will have greater capacity, state of the art controls and be compliant with current codes. Work includes replacement of: cars, machine room equipment, SE-1 &amp; SE-2 bore hydraulic pistons, pumps; and the installation of: new doors, oil tanks and associated equipment. In addition, all three elevators will integrate into the elevator central monitoring and control station in the GCT Station Master's office.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the First Quarter of 2017, the Contingency Index was high due to an unforeseen condition within the A-Car elevator's shaft walls. The structural configuration and details behind the shaftway terracotta fireproofing were different than that shown on record drawings. The necessary changes to the contract included demolition of the existing rail backing; steel and masonry removals; installation of additional structural steel components to strengthen the rail connections; and custom rail backing and restoration of the elevator shaft for proper installation of the A-Car elevator.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> The additional funding required to complete the project has been programmed into the 2015 to 2019 Capital Program Plan Amendment. Upon the approval of the Plan Amendment, the additional funding will be added to the project through change orders to the existing construction contract.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.</p>

<b>MTA Agency: Bridges and Tunnels</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Tunnel Ventilation Building Electrical Upgrade, Queens Midtown Tunnel</b>	<b>Current Budget: \$56.2M</b>
	<b>Project EAC: \$55.1M</b>
	<b>Substantial Completion Date at Award: Jan 2018</b>
<b>Project No: D604QM30</b>	<b>Current Substantial Completion Date: Apr 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 70%</b>

#### Project Description

This project includes facility wide electrical upgrades, power distribution switchgear, motor and motor control center replacement. The Scope includes the replacement of existing switchgear, fan motors and motor control centers, as well as startup and commissioning of all systems; asbestos abatement and incidental lead abatement.

#### Problem Since Last Quarterly Report

##### Index Trigger(s): Schedule

**Schedule:** During the First Quarter of 2017, the forecasted Substantial Completion date slipped three months from January 2018 to April 2018, due to various amendments to the contract. The major work associated with these amendments includes an increase in fuel capacity for the emergency generator, installing the generator on an elevated structure (based upon superstorm sandy specifications), redesign of the switchgear to accommodate Consolidated Edison's requirements, installation of wire tray and fiber optic cable in the fresh air duct, relocation of the Queens Service Building's Tunnel Ventilation Control System (TVCS) master control panel, and installation of an emergency busbar-duct in the vent buildings.

#### What is Being Done

**Schedule:** The contractor was requested to increase manpower to mitigate future delays and recoup the project schedule. It should be noted that contractor labor is a function of available work and there has been a significant increase in productivity recently due to the efficiencies of the simultaneous replacement of electrical equipment within the Manhattan and Queens Vent Buildings.

The contractor was also requested to submit a recovery schedule, which is currently under preparation.

Long lead time equipment is currently on site, which should eliminate any delays associated with the installation of the New Fan Motors.

The overall project budget is sufficient and no increase is projected at this time.

#### 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.

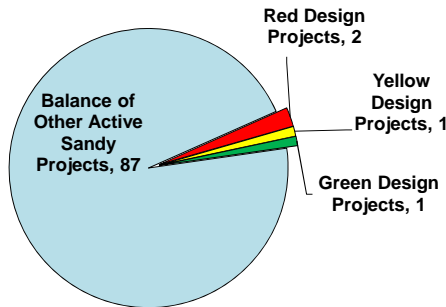
**All Agency Contractor Evaluation:** The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.

## 1<sup>st</sup> Quarter 2017 Traffic Light Report on MTA SANDY Program

**A total of 91 Active Sandy Projects were Reviewed for the 1st Quarter 2017**

**The 91 active projects include 4 projects in Design, 17 in Post-Design to Construction Award, 70 in Construction**

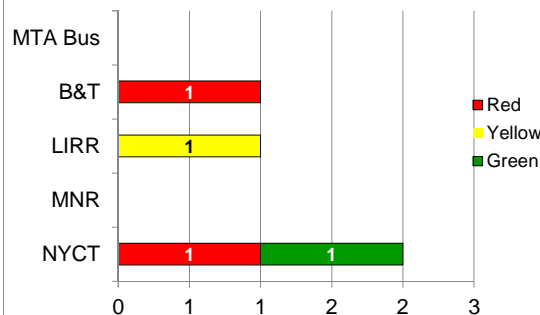
**4 of 91 Projects in Design**



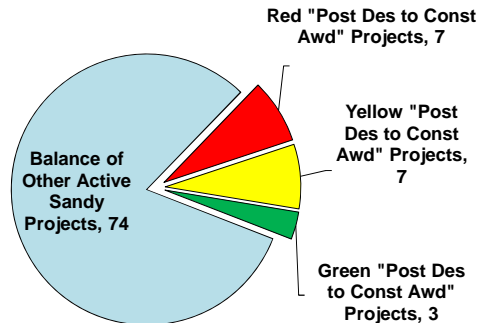
**Summary of Projects in Design:** 4 projects were reviewed in the design phase this quarter with 1 (25%) designated green, 1 (25%) designated yellow and 2 (50%) were Red. Both projects designated Red this quarter were for a schedule variance. The schedule variances were due to the repackaging of scope items and evaluation of the effectiveness of a project.

**Last Quarter:** 2 projects were reviewed in the design phase this quarter with 1 (50%) designated green and 1 (50%) was Red.

**4 Projects in Design**



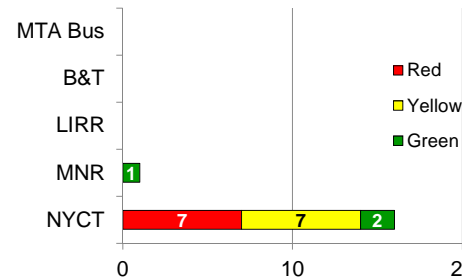
**17 of 91 Projects in Post-Design to Construction Award**



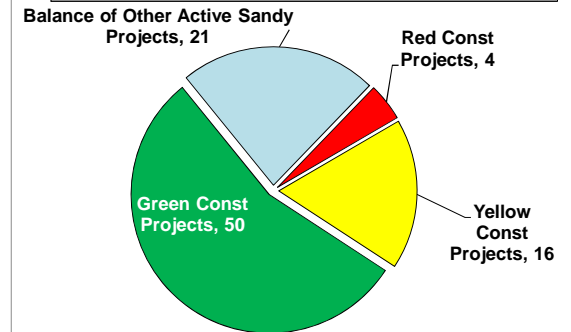
**Summary of Projects in Post-Design to Construction Award:** 17 projects were reviewed in this phase with 3 (18%) designated green, 7 (41%) Yellow and 7 (41%) were Red. All 7 of the Red projects in this phase this quarter were Red for a schedule variance. The schedule variances were due to protracted negotiations as part of the Request for Proposal.

**Last Quarter:** 17 projects were reviewed in this phase with 10 (59%) designated green and 7 (41%) were Red.

**17 Projects in Post-Design to Construction Award**



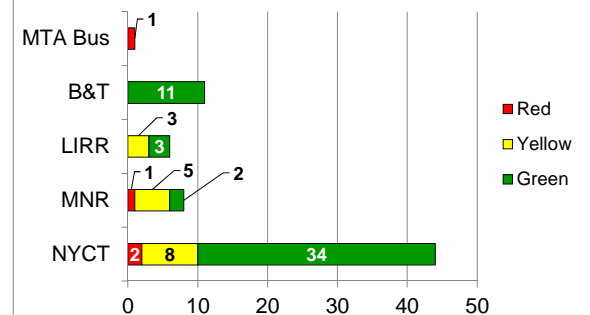
**70 of 91 Projects in Construction**



**Summary of Projects in Construction:** 70 projects were reviewed in this phase with 50 (71%) designated green, 16 (23%) yellow and 4 (6%) were Red. The 4 projects in the Construction phase which were designated Red, 2 were for a schedule variance, 1 was for a cost variance, and 1 for both cost and contingency. The schedule variances were due to manufacturer delays and revision of project milestones.

**Last Quarter:** 73 projects were reviewed in this phase with 55 (75%) designated green, 12 (17%) yellow and 6 (8%) were Red.

**64 Projects in Construction**











## MTA Sandy Recovery Projects Terms and Definitions

### 1<sup>st</sup> Quarter 2017 Traffic Light Report




The following Terms and Definitions used to identify a project's Traffic Light color designation show variances from quarter to quarter and are based on three performance indicators: cost, contingency and schedule. A project is designated a "**red light project**" when one or more of the three indicators exceed a specified threshold. Agencies are required to produce follow-up one-page reports for all qualified red light projects. Included in these reports are one-page agency summaries (on pink paper stock) of issues associated with each project showing a **red** indicator and how the issues are being resolved. A project is designated a "**yellow light project**" after one or more performance indicators had triggered a red in a previous quarter. A yellow project may revert back to green after four consecutive quarters if the performance indicators have not worsened. A project is designated a "**green light project**" when no performance indicator has exceeded the Traffic Light Reports specified thresholds.

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





##### Projects in Design: 4

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

##### Projects in Post Design to Construction Award Phase: 17

-  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: 70

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



**Projects in Planning:**

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

**Projects Completed:**

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

**Report Index Formulas and Criteria:**

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



## 1st Quarter 2017 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	\$184,427,641	92	1.01	▲	.99	▼	0	■	Y
ET050213	Recovery: Mainline Track (South Ferry)	Construction	Recovery	\$14,337,838	92	.87	▼	1.00	▲	0	■	Y
ET060223	Recovery: Fan Plant (South Ferry)	Construction	Recovery	\$6,307,176	93	.77	▼	1.00	▲	0	■	Y
ET060227	Recovery: Tunnel Lighting (South Ferry)	Construction	Recovery	\$9,198,732	92	.00	■	1.00	■	0	■	G
ET080201	Recovery: South Ferry Interlocking	Construction	Recovery	\$62,378,943	84	.00	■	1.03	▲	0	■	G
ET090235	Recovery: 2 Circuit Breaker Houses (South Ferry)	Construction	Recovery	\$16,891,129	92	.00	■	1.00	▲	0	■	G
ET160212	Recovery: Leak Remediation (South Ferry)	Construction	Recovery	\$11,334,524	88	.33	▼	1.00	■	0	■	G
Cranberry Tube Rehab												
ET060230	Recovery: 2 Pump Rooms (Cranberry Tube)	Construction	Recovery	\$11,001,874	83	.13	■	1.00	■	0	■	Y
ET060231	Recovery: 2 Fan Plants (Cranberry Tube)	Construction	Recovery	\$15,616,778	76	.32	■	1.00	■	0	■	G
ET080214	Recovery: Signals (Cranberry Tube)	Construction	Recovery	\$15,038,416	48	.04	■	1.00	■	0	■	G
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Construction	Recovery	\$54,201,501	83	.42	■	1.00	■	0	■	G
Coney Island Yard Flood Mitigation												
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Post Des to Const Awd	Mitigation	\$39,452,005	100	.00	■	1.59	▼	0	■	Y
53rd St Tube Rehab												
ET050212	Recovery: Mainline Track (53 Street Tube)	Construction	Recovery	\$12,036,095	95	.26	■	1.00	■	0	■	G
ET080215	Recovery: Signals (53 Street Tube)	Construction	Recovery	\$10,294,141	100	.00	■	1.00	■	0	■	G
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Construction	Recovery	\$49,710,404	95	.17	▲	1.00	■	0	■	G
ET090226	Recovery: 2 Circuit Breaker Houses (53 Street Tube)	Construction	Recovery	\$5,744,188	80	1.29	▲	1.12	■	0	■	R
ET090238	Recovery: Substation (53 Street Tube)	Construction	Recovery	\$20,145,722	62	.27	■	1.00	■	0	■	G
All Other NYCT Projects												



# 1st Quarter 2017 Traffic Light Report

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

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET040217	Recovery: Purchase and Install Automated Fare Collection Equipment	Construction	Recovery	\$12,021,714	100	.00	■	1.00	■	0	■	Y
ET040314	Mitigation: Stairwell Protection (Flexgates)	Construction	Mitigation	\$18,688,686	97	.39	▼	.99	▼	0	■	Y
ET040318	Mitigation: Coastal Storm Mechanical Closure Devices	Construction	Mitigation	\$10,436,603	3	-3.25	■	.99	■	0	■	G
ET040320	Mitigation: Critical Room Resiliency	Construction	Mitigation	\$22,659,179	7	.07	▲	1.00	■	0	■	G
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$45,924,466	6	.00	■	1.00	■	0	■	G
ET040324	Mitigation: Internal Station Hardening at 7 Stations	Construction	Mitigation	\$5,031,262	0	.00	■	1.00	■	0	■	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$53,205,847	0	.00	■	1.00	▼	0	■	G
ET050211	Recovery: Mainline Track (Clark Tube)	Construction	Recovery	\$9,581,139	0	.00	■	1.00	■	0	■	G
ET060216	Recovery: Tunnel Lighting (Joralemon Tube)	Construction	Recovery	\$41,977,300	58	.14	■	.94	■	0	■	G
ET060218	Recovery: 2 Pump Rooms (Southern Manhattan)	Construction	Recovery	\$7,215,402	99	.28	■	1.00	■	0	■	G
ET060224	Recovery: 3 Fan Plants (Southern Manhattan)	Construction	Recovery	\$25,711,415	99	.20	■	1.00	■	0	■	G
ET060226	Recovery: Fan Plant (Clark Tube)	Construction	Recovery	\$5,234,519	4	.00	■	1.00	■	0	■	G
ET060228	Recovery: Tunnel Lighting (200th to 207th Street / 8th Avenue)	Construction	Recovery	\$19,420,876	96	.03	■	1.02	■	1	▲	Y
ET060234	Recovery: Pump Room (Clark Tube)	Construction	Recovery	\$7,988,704	10	.00	■	1.00	■	0	■	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$44,221,585	5	2.69	▼	1.00	■	0	■	G
ET060306	Mitigation: Above-Grade Surface Protection at 6 Fan Plants	Construction	Mitigation	\$6,890,122	14	.00	■	1.02	■	0	■	G
ET060313	Mitigation: 2 Pump Rooms (Joralemon Tube)	Construction	Mitigation	\$9,853,461	27	3.50	▼	1.34	■	0	■	Y
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$27,496,537	0	.00	■	1.00	■	0	■	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$33,044,714	1	.00	■	1.00	■	0	■	G
ET060324	Mitigation: 3 Pump Rooms (Clark Tube)	Construction	Mitigation	\$6,074,200	7	.00	■	1.00	■	0	■	G



# 1st Quarter 2017 Traffic Light Report

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

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▬ = 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												
All Other NYCT Projects												
ET080212	Recovery: Signals (Clark Tube)	Construction	Recovery	\$9,204,970	6	.00	▬	1.00	▬	0	▬	G
ET090218	Recovery: Substation (Joralemon Tube)	Construction	Recovery	\$5,617,241	34	.00	▬	1.00	▬	0	▬	G
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Construction	Recovery	\$60,570,909	50	.11	▲	1.01	▬	0	▬	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Construction	Recovery	\$78,698,081	4	.00	▬	.99	▬	0	▬	G
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Design	Mitigation	\$13,140,749	97	.00	▬	2.38	▼	4	▲	R
ET120307	Mitigation: Various Bus Depots	Design	Mitigation	\$5,648,244	87	.00	▬	1.00	▬	2	▲	G
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Post Des to Const Awd	Recovery	\$17,770,053	100	.00	▬	2.26	▲	2	▲	R
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Post Des to Const Awd	Mitigation	\$74,451,496	100	.00	▬	1.00	▬	-1	▼	G
ET040327	Mitigation: Street Level Openings at 7 Stations and 1 Fan Plant	Post Des to Const Awd	Mitigation	\$46,340,625	0	.00	▬	.88	▼	2	▲	Y
ET050209	Recovery: Mainline Track (Canarsie Tube)	Post Des to Const Awd	Recovery	\$34,180,721	100	.00	▬	.20	▼	2	▲	R
ET060219	Recovery: Pump Room (Canarsie Tube)	Post Des to Const Awd	Recovery	\$14,567,454	100	.00	▬	1.31	▲	2	▲	R
ET080211	Recovery: Signals (Canarsie Tube)	Post Des to Const Awd	Recovery	\$35,565,624	100	.00	▬	.48	▼	2	▲	R
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Post Des to Const Awd	Recovery	\$34,690,657	100	.00	▬	5.02	▲	2	▲	R

# 1st Quarter 2017 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>NYCT - New York City Transit Sandy Program</b>												
<b>All Other NYCT Projects</b>												
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Post Des to Const Awd	Recovery	\$267,153,239	100	.00	▬	1.07	▲	2	▲	R
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$41,712,027	100	.00	▬	4.20	▬	0	▬	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Post Des to Const Awd	Mitigation	\$102,174,607	100	.00	▬	.53	▼	2	▲	R
ET100209	Recovery: Power Cable at 148 Street Yard	Post Des to Const Awd	Recovery	\$18,097,380	100	.00	▬	1.01	▬	0	▬	Y
ET100211	Recovery: Power Cable at Coney Island Yard	Post Des to Const Awd	Recovery	\$17,712,703	100	.00	▬	2.30	▲	0	▬	Y
ET100218	Recovery: 207 Street Yard Signal System	Post Des to Const Awd	Recovery	\$10,924,307	100	.00	▬	.86	▼	0	▬	Y
ET100309	Mitigation: Long Term Perimeter Protection at 148th Street Yard	Post Des to Const Awd	Mitigation	\$105,689,294	99	.00	▬	.99	▬	0	▬	Y
ET100311	Mitigation: 148th Street Yard Portal	Post Des to Const Awd	Mitigation	\$6,767,042	99	.00	▬	1.00	▬	0	▬	Y
ES070211	Recovery: Reconstruction of Clifton Car Repair Shop	Construction	Recovery	\$34,890,731	0	.00	▬	.99	▬	0	▬	G
ES070213	Recovery: St. George Terminal Tower B - Phase 2	Construction	Recovery	\$8,203,958	0	.00	▬	1.24	▲	0	▬	R
ES070214	Recovery: St. George Interlocking	Construction	Recovery	\$100,502,376	91	.54	▬	.98	▬	0	▬	G
ES070302	Mitigation: Reconstruction of Clifton Car Repair Shop	Construction	Mitigation	\$161,666,781	0	.00	▬	1.01	▬	0	▬	G
<b>LIRR - Long Island Rail Road Sandy Program</b>												
<b>All Other Projects</b>												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$20,000,000	16	.00	▬	1.00	▬	0	▬	Y
EL0402ZB	Wreck Lead Bridge Systems Restoration	Construction	Recovery	\$14,859,812	75	.03	▬	1.00	▬	2	▲	G



# 1st Quarter 2017 Traffic Light Report

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

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■ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>LIRR - Long Island Rail Road Sandy Program</b>												
<b>All Other Projects</b>												
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$64,910,327	12	2.17	▲	1.00	■	0	■	Y
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	37	.00	■	1.00	■	0	■	G
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$51,378,558	33	.16	▲	.99	■	0	■	G
EL0702ZM	First Avenue Substation Restoration	Construction	Recovery	\$8,211,494	42	.00	■	.97	■	1	▲	Y
EL0603ZK	Long Island City Yard Resiliency	Design	Mitigation	\$26,803,366	13	10.48	▲	1.00	■	0	■	Y
<b>MNR - Metro-North Railroad Sandy Program</b>												
<b>Hudson Line Ph I Power and C&amp;S Restoration</b>												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$45,702,776	42	1.63	▲	.98	■	0	■	Y
EM040206	Communications & Signal Infrastructure Restoration Phase 2	Construction	Recovery	\$32,370,843	0	.00	■	.92	▼	0	■	G
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$49,968,066	42	.00	■	.99	■	0	■	Y
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$31,000,000	42	.00	■	1.00	■	0	■	Y
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$86,414,171	42	1.45	▲	.98	■	0	■	Y
EM050207	Power Infrastructure Restoration Phase 2	Construction	Recovery	\$67,770,959	0	.00	■	.93	▼	0	■	G
<b>All Other Projects</b>												
EM030202	Right of Way Restoration	Construction	Recovery	\$8,000,000	63	.00	■	1.00	■	0	■	Y
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$40,650,341	70	.98	▲	.92	■	2	▲	R
EM030301	Rail Vacuum Mitigation	Post Des to Const Awd	Mitigation	\$5,335,302	5	.00	■	.88	▼	0	■	G
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
<b>Hugh Carey Tunnel Restoration</b>												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$153,930,745	55	.00	■	.67	■	0	■	G



# 1st Quarter 2017 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
<b>Hugh Carey Tunnel Restoration</b>												
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$8,484,013	55	.00	■	.47	■	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$137,991,096	55	.16	■	.80	■	0	■	G
ED050202	Environmental clean-up at the Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$16,748,046	55	.14	■	.82	■	0	■	G
<b>Queens Midtown Tunnel Rehab</b>												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$142,504,650	48	.09	■	.95	■	0	■	G
ED020203	Restore Queens Midtown Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$2,025,966	48	.00	■	.26	■	0	■	G
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Construction	Recovery	\$111,682,880	48	.00	■	.95	■	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$11,452,200	48	.00	■	.70	■	0	■	G
<b>All Other Projects</b>												
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Construction	Recovery	\$8,002,447	28	.00	■	.89	■	0	■	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Construction	Recovery	\$13,196,234	28	.00	■	.95	■	0	■	G
ED050301	Flood Mitigation - Relocate revenue equipment at the Verrazano Narrows Bridge	Construction	Mitigation	\$7,260,566	87	.00	■	.95	■	0	■	G
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Design	Mitigation	\$9,598,426	79	.00	■	.95	■	3	▲	R



1st Quarter 2017 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
MTA Bus Program												
All Other Projects												
EU030201	Recovery: Far Rockaway Depot	Construction	Recovery	\$15,000,000	23	.37	▲	1.00	■	5	▲	R



<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Sandy Recovery: Two Circuit Breaker Houses – 53<sup>rd</sup> Street Tube</b>	<b>Current Budget: \$5.1M</b>
	<b>Project EAC: \$5.8M</b>
	<b>Substantial Completion Date at Award: Feb 2017</b>
<b>Project No: ET090226</b>	<b>Current Substantial Completion Date: Apr 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 87%</b>

<b>Project Description</b>
<p>This project provides for the replacement of two circuit breaker houses in the 53<sup>rd</sup> Street Tube between Manhattan and Queens. This project is part of a larger project to rehabilitate the 53<sup>rd</sup> Street Tube.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency &amp; Cost</b>
<p><b>Contingency:</b> During the First Quarter 2017, the rate of contingency expenditures exceeded the overall percent complete, causing a contingency index of 1.29 due to multiple Additional Work Orders (AWO's), including:</p> <ol style="list-style-type: none"> <li>1. AWO #32 - Control Terminal Box Modification at Circuit Breaker House</li> <li>2. AWO #36 - Changes to Circuit Breaker House 565 Equipment Layout</li> <li>3. AWO #39 - Circuit Breaker House 603 Equipment Layout</li> </ol> <p><b>Cost:</b> In addition, the Estimate at Completion (EAC) was reported as \$5.8M compared to a current budget of \$5.1M due to additional contingency required to cover pending Additional Work Orders.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Reallocation of funds across projects within the contract was used to cover additional contingency need. Transfer of funds were made within the 53<sup>rd</sup> Street Tube Contract.</p> <p><b>Cost:</b> Subsequent to the reporting quarter, the Estimate at Completion increased to \$7.0M due to reallocation of funds across projects within contract for in-house support. Request was submitted to transfer funding within contract.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Sandy Mitigation: Long-Term Perimeter Protection – 207<sup>th</sup> Street Yard</b>	<b>Current Budget: \$5.5M</b>
	<b>Project EAC: \$5.8M</b>
	<b>Original Design Completion Date: Jul 2015</b>
<b>Project No: ET100310</b>	<b>Current Design Completion Date: Jun 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 97%</b>

<b>Project Description</b>
<p>This project involves the implementation of long-term mitigation measures at 207<sup>th</sup> Street Yard in Manhattan to prevent flooding due to storm surges. Work may include, but is not limited to, measures such as seawalls, floodwalls, pumping improvements and backwater valves.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter 2017, the forecast Design Completion date slipped four months, from February 2017 to Jun 2017, due to the repackaging of the 207<sup>th</sup> Street project to combine the yard and signals contracts.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Repackaging efforts are underway and design completion is forecast for the end of the Second Quarter 2017. Subsequent to the reporting period, the Award has been delayed by three months, from December 2017 to March 2018, due to Department of Environmental Protection and specifications approvals.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Sandy Recovery and Mitigation: Canarsie Tube</b>	<b>Current Budget: \$703.1M</b>
	<b>Project EAC: \$506.1M</b>
	<b>Original Award Date: Nov 2016</b>
<b>Project Nos: ET040222, ET050209, ET060219, ET080211, ET090211, ET090212, ET090309</b>	<b>Current Award Date: Apr 2017</b>
<b>Project Phase: Post-Design to Const Award</b>	<b>Phase Complete 100%</b>

<b>Project Description</b>
<p>This project encompasses both recovery and resiliency work in the Canarsie Tube located between Manhattan and Brooklyn. Work will include the replacement of power and communication components, track, signals, line equipment, and the institution of hardening measures, where applicable, to minimize future damage.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter 2017, the forecast Award date slipped two months, from February 2017 to April 2017, due to protracted negotiations as part of the Request for Proposal (RFP) procurement process. In total, the project has slipped five months over the past three quarters.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting quarter, the construction contract was awarded on April 13, 2017. Construction is currently underway.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: SIRTOA</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Sandy Recovery: St George Tower B – Ph 2</b>	<b>Current Budget: \$6.6M</b>
	<b>Project EAC: \$8.2M</b>
	<b>Substantial Completion Date at Award: Mar 2017</b>
<b>Project No: ES070213</b>	<b>Current Substantial Completion Date: Mar 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 100%</b>

<b>Project Description</b>
The project involves the long-term rehabilitation of the St. George Terminal Tower B employee facility due to damage caused by Superstorm Sandy.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<b>Cost:</b> During First Quarter 2017, the Estimate at Completion (EAC) was reported as \$8.2M compared to a current budget of \$6.6M due to the increase in bid cost based on the contractor’s estimate. The initial split was executed based on in-house estimates to award the contract and the contractor later submitted the finalized cost breakdown, which required budget reallocation across projects within contract.
<b>What is Being Done</b>
<b>Cost:</b> Based on the in-house estimate, \$2,990,000 was used for the bid cost. The contractor cost required \$4,581,856 a difference of \$1,591,856. A request for transfer of funds was processed and approved for the corrected amount.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and the actions taken by the Agency.
<b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Sandy Recovery: Power Infrastructure Restoration Substations</b>	<b>Current Budget: \$43.8M</b>
	<b>Project EAC: \$40.7M</b>
	<b>Substantial Completion Date at Award: Feb 2017</b>
<b>Project No: EM050208</b>	<b>Current Substantial Completion Date: Oct 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 70%</b>

<b>Project Description</b>
<p>This project will replace three damaged Hudson Line substations (A13/Riverdale, A25/Tarrytown, and A33/Croton-Harmon). While the three substations were repaired after Sandy and returned to service, their useful lives have been reduced and require full replacement in order to provide the functionality and reliability needed to continue running full Hudson Line service. Resiliency will be incorporated by raising the new substations to above base flood elevation (ABFE) +4 feet. The Base Flood Elevation is the regulatory height requirement in relation to the mean sea level that has a one percent chance or greater of flooding in a given year as determined by the Federal Emergency Management Agency (FEMA).</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger (s) : Schedule</b>
<p><b>Schedule:</b> As of March 31, 2017, the project Substantial Completion (SC) date has slipped six months from February 2017 to August 2017, due to the switchgear manufacturer production delays. The reasons for the delay include the following:</p> <ul style="list-style-type: none"> <li>• Factory Acceptance Testing (FAT) not ready for inspection</li> <li>• Acceptance testing not approved per the requirements of a contract specification (logistics and integration of the substation's switchgear)</li> <li>• Various FAT site visits were conducted in Ohio during the First Quarter 2017, resulting in updated schedule analyses that required numerous schedule revisions</li> </ul> <p>Subsequent to the reporting period, further internal discussions and forecasting by the contractor have pushed out the project SC date to October 2017 due to the anticipated longer-than-planned Con Edison utility cut-over and final commissioning testing and acceptance for SC.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Construction is continuing at all three substations after moving forward with FAT. The A13/Riverdale and A25/Tarrytown substations were delivered, and wiring and testing are in progress. The A33/Croton-Harmon substation delivery is scheduled for June 2017. The Project is working to bring substations on-line in a phased approach with A13/Riverdale in July 2017, A25/Tarrytown in August 2017 and A33/Croton-Harmon completed last in October 2017.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Bridges and Tunnels</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Master Plan and Resiliency needs for Marine Parkway and Cross Bay Bridges</b>	<b>Current Budget: \$10.0M</b>
	<b>Project EAC: \$9.6M</b>
	<b>Substantial Completion Date at Award: May 2017</b>
<b>Project No: ED010324</b>	<b>Current Substantial Completion Date: Mar 2018</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 79%</b>

<b>Project Description</b>
<p>This project, CB-24, involves the assessment and development of engineering alternatives for the potential reconstruction of the two Rockaway Crossings (Cross Bay Bridge and Marine Parkway Bridge). The Master Plan evaluates the availability of the Rockaway Crossings to meet performance standards for vulnerabilities, risks and to evaluate and recommend options to repair, strengthen or replace the crossings.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter 2017, the design completion date was extended an additional three months from December 2017 to March 2018 in order to evaluate the impacts of open-road tolling (ORT) operations which are currently implemented at both the Marine Parkway and Cross Bay Bridge. Please note that ORT is being implemented at all of TBTA's bridges and tunnels, as part of the Governor's "New York Crossings Project."</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The impacts of ORT on the operation and usage of the current bridges are currently being evaluated. These impacts will be factored into the evaluation of engineering alternatives. The overall Master Plan is on track to be completed by March 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the related problems and the actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: MTA Bus</b>	<b>Status as of March 31, 2017</b>
<b>Project Name: Sandy Far Rockaway Depot Rehab</b>	<b>Current Budget: \$15.0M</b>
	<b>Project EAC: \$15.0M</b>
	<b>Substantial Completion Date at Award: March 2018</b>
<b>Project No: EU030201</b>	<b>Current Substantial Completion Date: August 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 14%</b>

<b>Project Description</b>
<p>The purpose of this project is to repair damages to the Far Rockaway Depot facilities that occurred as a result of Super Storm Sandy. This project is designed to restore the Far Rockaway Bus Depot to a fully operational facility.</p> <p>Depot rehabilitation will restore damaged internal and external building structures and will include:</p> <ul style="list-style-type: none"> <li>• Repairing and/or cleaning of the drainage system, including dry wells, etc.</li> <li>• Rehab/restoration of windows and garage doors,</li> <li>• Rehab/restoration of the office/amenity spaces,</li> <li>• Repair of depot lighting, electrical receptacle outlets, fire alarm, paging, telephone and internet systems,</li> <li>• Repair of electrical, HVAC, and plumbing systems,</li> </ul>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the First Quarter of 2017, Substantial Completion slipped five months, from March 2018 to August 2018. The variance in the schedule was due to the project milestones being revised. The original milestone dates were developed during design. After award, the dates have been revised to correspond with the contract's actual schedule durations now that construction is well underway.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The Substantial Completion date was modified to coincide with the contractor's actual schedule date. MTA Bus anticipates no cost impact due to the schedule variance.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>



## **Projects in CPOC's Risk-Based Monitoring Program (1<sup>st</sup> Quarter 2017 Traffic Light Report – Period Ending March 31, 2017)**

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

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

- **Second Avenue Subway**
- **East Side Access & Regional Investments**
- **East Side Access Readiness**
- **Cortlandt Street Station #1 Line**
- **Signals & Communications**
  - Positive Train Control
  - CBTC- Flushing Line
  - CBTC Queens Blvd. West, Phase I
  - CBTC Queens Blvd West, Phase II
  - B Division- Beacon Train Arrival System
  - 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 and II, Farmingdale to Ronkonkoma
- **Bridges & Tunnels**
  - Verrazano-Narrows Bridge Upper Level Deck Replacement
  - RFK Bridge Bronx Toll Plaza Structure Reconstruction





**Projects in CPOC's Risk-Based Monitoring Program  
(1<sup>st</sup> Quarter 2017 Traffic Light Report – Period Ending March 31, 2017)**

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**Sandy Program**

- South Ferry Terminal Complex Rehabilitation
- Hugh L. Carey Tunnel Restoration
- Queens Midtown Tunnel Rehabilitation
- Hudson Line, Phase I - Power and C&S Infrastructure Restoration
- Canarsie Tube Reconstruction
- Clifton Shop

**2015-2019 Capital Program**

- **NYCT Stations Program**
  - Enhanced Stations Initiative
- **NYCT Structural Component Repairs**
  - Bushwick Cut – Myrtle Viaduct & Deck Rehabilitation
- **MNR Customer Communication**
  - Customer Service Initiative –GCT PA & VIS System

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 1st Quarter 2017**  
**(FOR INFORMATION ONLY)**

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTAB&T	PSC-15-2965	Constr. Admin. and Inspection Services for Project MP-03/MP-16, Electrical and Mechanical Rehabilitation, Friction Mitigation, Misc. Steel Repairs, Painting and Fire Standpipe Installation at the Marine Pkwy- Gil Hodges Memorial Bridge (MPB)	\$7,438,401	\$0	\$722,343	9.71%	1	1/30/2017	Building information modeling of new lift span at MP Bridge and Construction/Administration Services for open road tolling installation at MP and CB Bridges.
MTAB&T	VN-80C/VN-35	Furnish New Ramp/Miscellaneous Steel Repairs and Painting at the Verrazano- Narrows Bridge	\$84,300,000	\$5,151,154	\$640,015	0.76%	7	2/1/2017	Removal of spalled concrete and column jacketing at Ramp F, Pier 14 and temporary steel floorbeam/girder bracing for Westbound Upper Level between Piers WB-3 and WB-5.
MTAB&T	HH-88A	Administration and Maintenance Building Utilities and MEP Rehabilitation at the Henry Hudson Bridge	\$18,326,425	\$807,736	\$562,247	3.07%	5	1/31/2017	ATS Switch Retrofit, LED Lighting Mock-Up and Demolish & Remove Lower Level Toll Booths.
MTAB&T	BW-14/BW-84C	Various Structural Repairs and Removal of the Tuned Mass Damper and Inspection of Select Main Cable Panels at the Bronx-Whitestone Bridge	\$53,941,712	\$0	\$545,558	1.01%	1	2/8/2017	This Amendment (#1) is to replace a deck shear connector overlay, adjust a high voltage feeder phasing, repair a top flange and the base of two tower flood lights.
MTAB&T	HC-MIT-02	Emergency Generator Installation at Governors Island Ventilation Building for the Hugh L. Carey Tunnel	\$3,895,000	\$48,435	\$427,492	10.98%	2	2/16/2017	Provide all labor, materials, equipment, superintendence and all items deemed necessary to perform relocation of the GIVB sewer main
MTACC	CS179	Systems Facilities Package No. 1 for the East Side Access Project	\$550,388,000	\$7,792,344	\$408,711	0.07%	26	1/11/17	Vernon Facility TPSS Slab Demo and Reinstallation
MTACC	CM014B	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$428,900,000	\$8,043,152	\$575,000	0.13%	57	2/10/17	RFI No. 185 Utility Steel Connection Detail
MTACC	CM-1188	Engineering Services for the Second Avenue Subway Project	\$337,584,886	\$109,904,063	\$371,492	0.11%	118	3/7/2017	Provide Technical Support on Two Specialty Items: Street Restoration and Fire Alarm Coverage
MTACC	CM-1189R	Preparation of a Draft and Final Environmental Impact Statement and Provision of Transit Engineering Design Services for the No. 7 Subway Line Extension- Far West Midtown Manhattan Rezoning	\$86,590,209	\$90,473,232	\$446,804	0.52%	40	3/27/2017	Review The Moinian Group's Design of Proposed Structures
MTACC	A-35301	Reconstruction of Cortlandt Street #1 Line Station	\$101,150,000	\$2,118,389	\$458,000	0.45%	8	3/27/2017	Concrete Demolition and Removal at Southbound Platform
MTACC	C-26006	Second Avenue Subway - 63rd Street/Lexington Avenue Station Reconstruction, including Rehabilitation and Construction of Entrances	\$176,450,000	\$34,875,636	\$392,000	0.22%	278	3/7/2017	New Cooling System for Communication Room 2161

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 1st Quarter 2017**  
**(FOR INFORMATION ONLY)**

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTACC	C-26006	Second Avenue Subway - 63rd Street/Lexington Avenue Station Reconstruction, including Rehabilitation and Construction of Entrances	\$176,450,000	\$36,291,436	\$559,800	0.32%	313	1/10/2017	Leak Mitigation - 6th Mezzanine Roof Area
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$24,922,285	\$292,000	0.11%	124	2/21/2017	Cable Pulling Acceleration
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, Communications Systems in the Borough of Manhattan	\$261,900,000	\$26,220,210	\$255,000	0.09%	217	2/15/2017	Portable Spot Coolers
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$26,924,270	\$466,804	0.18%	243	3/10/2017	Furnish and Deliver On-the-Go Kiosks
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$50,966,750	\$440,000	0.14%	146	1/10/2017	Dry Fire Standpipe and Pump car Manifold Relocations
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$59,145,636	\$575,000	0.18%	255	3/8/2017	Additional Circuits for Power to Various Pieces of Equipment
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$57,859,287	\$300,000	0.09%	256	3/27/2017	Upsizing of the UPS Batteries
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$59,170,233	\$328,755	0.10%	294	2/24/2017	Escalators Start-up/burn-in Service 96th Street Station
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$37,397,504	\$398,000	0.15%	80	3/17/2017	Changes to South Egress Passageway
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$60,715,884	\$328,755	0.13%	325	2/24/2017	Escalators Start-up/burn-in Service 72nd Street Station
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$60,715,884	\$371,175	0.14%	326	2/24/2017	Elevator Start-up/burn-in Service 72nd, 86th and 96th Street Stations
LIRR	6155	Design, Build and Maintain Services for the MTAPD Metropolitan Regional Radio System (MRRS) Upgrade	\$41,130,739	\$650,000	\$440,000	1.07%	CR-03	3/7/2017	Option #2 Wind Loading and Structural Analysis - Exercise - Change - \$440,000.00
LIRR	6121	Design/Build Services for the Reconfiguration of Johnson Ave Yard	\$25,796,000	\$1,216,761	\$365,344	1.42%	CR-02	3/22/2017	Lighting System Modifications
LIRR	6140	Escalator Replacement Program 6 Stations	\$9,268,587	\$24,949	\$337,817	3.64%	Mod 3 / CR-02	2/22/2017	Larger escalator to be ADA compliant

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 1st Quarter 2017**  
**(FOR INFORMATION ONLY)**

[illegible]